

2021 No. 152

ROADS

**The Trunk Road T4 (Loughbrickland to Hillsborough) Order
(Northern Ireland) 2021**

Made - - - - *7th June 2021*

Coming into operation - *16th July 2021*

The Department for Infrastructure in accordance with Article 14(1) of the Roads (Northern Ireland) Order 1993 considers it expedient for the purpose of improving the trunk system that the road proposed to be constructed on the route described in Part I of the Schedule should be designated as trunk road.

The Department in accordance with Article 68(4) of that Order proposes on completion of works providing alternative facilities for road traffic to—

- (a) stop-up the junctions described in Part II of the Schedule to road traffic;
- (b) stop-up the roads described in Part III of the Schedule to road traffic;
- (c) stop-up the roads described in Part IV of the Schedule to motor vehicles; and
- (d) abandon the length of road described in Part V of the Schedule.

The Department makes the following Order in exercise of the powers conferred by Article 14(1) and 68(1), (3) and (5) of the Roads (Northern Ireland) Order 1993(a) and now vested in it (b).

Notice of the proposed Order has been published, served and displayed in accordance with paragraphs 1, 2 and 3 of Schedule 8 to the Roads (Northern Ireland) Order 1993.

A total of 98 written representations were received in relation to the formal consultation period, 14 of which were objections. 2 Objections were subsequently withdrawn. The remaining 12 objections were considered by the Department.

The Department having caused a local inquiry to be held into the objections that were made and not withdrawn and having considered the report of the inquiry, now proposes to make the Order with modifications.

(a) S.I. 1993/3160 (N.I. 15) to which there are no relevant amendments.
(b) The functions of the Department of the Environment under the Roads (Northern Ireland) Order 1993 were transferred to the Department for Regional Development by S.R. 1999 No. 481, article 6(d) and Schedule 4, Part IV. The Department for Regional Development was renamed the Department for Infrastructure by section 1(6) of the Departments Act (Northern Ireland) 2016 c.5 (N.I.)

Citation, commencement and interpretation

1. This Order may be cited as The Trunk Road T4 (Loughbrickland to Hillsborough) Order (Northern Ireland) 2021 and comes into operation on 16th July 2021.

2. In this Order—

“Maps 1 - 22” means the sequence of drawings numbered from 168014-RSPB-LSI-ML-DR-HE-2600-00101 to 168014-RSPB-LSI-ML-DR-HE-2600-00122 and marked “The Trunk Road T4 (Loughbrickland to Hillsborough) Order (Northern Ireland) 2021”, copies of which have been deposited at the Department for Infrastructure’s offices, Headquarters, Clarence Court, 10-18 Adelaide Street, Belfast, BT2 8GB and Southern Division, Marlborough House, Craigavon, BT64 1AD.

Designation as trunk road

3. The Department directs that the new route described in Part 1 of the Schedule shall become Trunk Road and be part of the Belfast-Newry-Land Frontier T4.

Stopping up of roads

4.—(1) Subject to paragraph (2), the following roads shall be stopped-up—

- (a) the roads at the junctions described in Part II of the Schedule;
- (b) the roads described in Part III of the schedule at the points and at the lines specified in that part; and
- (c) the roads described in Part IV of the schedule at the lines specified in that part.

(2) The roads referred to in paragraph (1) shall not be stopped-up until the Department has carried out such works as it considers necessary for the provision of alternative facilities for road traffic.

(3) 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 described in Parts II and III of the Schedule by road traffic and to the roads described in part IV of the schedule to motor vehicles.

Abandonment 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 length of road described in Part III of the Schedule shall be abandoned.

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

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

Sealed with the Official Seal of the Department for Infrastructure on 7th June 2021.

(L.S.)

J Irvine
A senior officer of the Department for Infrastructure

SCHEDULE

Articles 3 and 4

PART I

LENGTHS OF NEW ROAD AND UPGRADED ROAD TO BE TRUNK ROAD AND PART OF THE T4

10353 metres of T4, A1 between Hillsborough Roundabout and Loughbrickland to be upgraded, in the townlands of Backnamullagh, Balleny, Ballydown, Ballykeel Artifinny, Ballymacormick, Ballymaganlis, Ballynaris, Coolnacran, Drumatihugh (Hillsborough), Drumnahare, Drumneth, Edenordinary, Hillsborough, Lisnaward, Listullycurran, Quilly, Tullyear, Tullyhinan and Tullyrain, consisting of:

- (a) 385 metres of slip road, from a point 130 metres south of its existing junction with Banbridge Road, to a point 255 metres north of that junction, more particularly delineated, coloured red and marked “Banbridge Road, Loughbrickland, slip road” on Map 1b;
- (b) 290 metres of slip road, from a point 172 metres south of its existing junction with Banbridge Road, to a point 117 metres north of that junction, more particularly delineated, coloured red and marked “Banbridge Road slip road” on Map 1b;
- (c) 179 metres of slip road, from a point 136 metres south-west of its existing junction with Springwell Loanin, to a point 42 metres north-east of that junction, more particularly delineated, coloured red and marked “Springwell Loanin slip road” on Map 2a;
- (d) 460 metres of slip road, from a point 413 metres south-west of its existing junction with Old Manse Road, to a point 51 metres north-east of that junction, more particularly delineated, coloured red and marked “Castlewellan Road slip road” on Map 4b;
- (e) 395 metres of slip road, from a point 236 metres south-west of its existing junction with Old Manse Road, to a point 152 metres north-east of that junction, more particularly delineated, coloured red and marked “Old Manse Road slip road” on Map 4b;
- (f) 388 metres of slip road, from a point 253 metres south of its existing junction with Lisnaree Road, to a point 133 metres north of that junction, more particularly delineated, coloured red and marked “Lisnaree Road slip road” on Map 5a;
- (g) 375 metres of slip road, from a point 320 metres south-west of its existing junction with Waringsford Road, to a point 52 metres north-east of that junction, more particularly delineated, coloured red and marked “Waringsford Road slip road 1” on Map 6;
- (h) 392 metres of slip road, from a point 198 metres south-west of its existing junction with Waringsford Road, to a point 200 metres north-east of that junction, more particularly delineated, coloured red and marked “Waringsford Road slip road 2” on Map 6;
- (i) 164 metres of slip road, from a point 140 metres south-west of its existing junction with Graceystown Road, to a point 24 metres north-east of that junction, more particularly delineated, coloured red and marked “Graceystown Road slip road” on Map 7a;
- (j) 395 metres of slip road, from a point 240 metres south-west of its existing junction with Kilmacrew Road, to a point 154 metres north-east of that junction, more particularly delineated, coloured red and marked “Kilmacrew Road slip road” on Map 7a;
- (k) 392 metres of slip road, from a point 340 metres south-west of its existing junction with Drumneath Road, to a point 45 metres east of that junction, more particularly delineated, coloured red and marked “Drumneath Road slip road” on Map 8;
- (l) 375 metres of slip road, from a point 124 metres south-west of its existing junction with Skeltons Road, to a point 251 metres east of that junction, more particularly delineated, coloured red and marked “Skeltons Road slip road” on Map 8;
- (m) 388 metres of slip road, from a point 140 metres south-west of its existing junction with Halfway Road, to a point 244 metres north-east of that junction, more particularly delineated, coloured red and marked “Halfway Road slip road” on Map 9a;

- (n) 352 metres of slip road, from a point 228 metres south-west of its existing junction with Mount Ida Road, to a point 123 metres north-east of that junction, more particularly delineated, coloured red and marked “Mount Ida Road slip road” on Map 9b;
- (o) 393 metres of slip road, from a point 248 metres south-west of its existing junction with B25 Gowdystown Road, to a point 144 metres north-east of that junction, more particularly delineated, coloured red and marked “Gowdystown Road slip road 1” on Map 11;
- (p) 390 metres of slip road, from a point 130 metres south-west of its existing junction with Gowdystown Road, to a point 260 metres north-east of that junction, more particularly delineated, coloured red and marked “Gowdystown Road slip road 2” on Map 11;
- (q) 383 metres of slip road, from a point 249 metres south of its existing junction with Boals Lane, to a point 134 metres north of that junction, more particularly delineated, coloured red and marked “Boals Lane slip road” on Map 12a;
- (r) 374 metres of slip road, from a point 136 metres south of its existing junction with Mackeys Lane, to a point 237 metres north of that junction, more particularly delineated, coloured red and marked “Mackeys Lane slip road” on Map 12a;
- (s) 145 metres of slip road, from a point 122 metres south of its existing junction with Lower Quilly Road, to a point 22 metres north-east of that junction, more particularly delineated, coloured red and marked “Lower Quilly Road slip road” on Map 13b;
- (t) 375 metres of slip road, from a point 237 metres south-west of its existing junction with Maypole Hill, to a point 138 metres north-east of that junction, more particularly delineated, coloured red and marked “Maypole Hill slip road” on Map 14a;
- (u) 387 metres of slip road, from a point 137 metres south-west of its existing junction with Connellystown Road, to a point 250 metres north-east of that junction, more particularly delineated, coloured red and marked “Connellystown Road slip road” on Map 14a;
- (v) 399 metres of slip road, from a point 236 metres south-west of its existing junction with Grove Road, to a point 160 metres north of that junction, more particularly delineated, coloured red and marked “Grove Road slip road” on Map 16b;
- (w) 147 metres of slip road, from a point 118 metres south of its existing junction with Hillsborough Road, to a point 29 metres north of that junction, more particularly delineated, coloured red and marked “Hillsborough Road slip road” on Map 17;
- (x) 142 metres of slip road, from a point 139 metres south-east of its existing junction with Milebush Road, to a point 3 metres north of that junction, more particularly delineated, coloured red and marked “Milebush Road slip road” on Map 17;
- (y) 402 metres of slip road, from a point 386 metres south of its existing junction with Listullycurran Road, to a point 30 metres east of that junction, more particularly delineated, coloured red and marked “Listullycurran Road slip road 1” on Map 18;
- (z) 382 metres of slip road, from a point 242 metres south of its existing junction with Listullycurran Road, to a point 138 metres north of that junction, more particularly delineated, coloured red and marked “Listullycurran Road slip road 2” on Map 18;
- (aa) 393 metres of slip road, from a point 146 metres south-west of its existing junction with Taughblane Road, to a point 245 metres north-east of that junction, more particularly delineated, coloured red and marked “Taughblane Road slip road” on Map 19a;
- (bb) 370 metres of slip road, from a point 244 metres south of its existing junction with unnamed road connecting T4, A1 Hillsborough Road and Dromore Road, to a point 120 metres north of that junction, more particularly delineated, coloured red and marked “Dromore Road slip road” on Map 20a;
- (cc) 356 metres of slip road, from a point 118 metres south of its existing junction with Glen Road, to a point 229 metres north of that junction, more particularly delineated, coloured red and marked “Glen Road slip road” on Map 20a; and

(dd) 385 metres of slip road, from a point 110 metres south-west of its existing junction with Moira Road, to a point 270 metres north-east of that junction, more particularly delineated, coloured red and marked “Moira Road slip road” on Map 21a.

PART II

JUNCTIONS TO BE STOPPED UP TO ROAD TRAFFIC

1. Weighbridge connecting Banbridge Road and T4, A1 Newry Road, in the townland of Drumnahare, at its junction with T4, A1 Newry Road, more particularly delineated, coloured cyan and marked J1 on Map 1b.

2. Banbridge Road, in the townland of Drumnahare, at its junction with T4, A1 Newry Road, more particularly delineated, coloured cyan and marked J2 on Map 2a.

3. Chinauley Park, in the townland of Tulleyear, at its junction with A50 Castlewellan Road, more particularly delineated, coloured cyan and marked J3 on Map 4b.

4. Waringsford Road, in the townland of Tullyrain, at its junction with T4, A1 Dromore Road, more particularly delineated, coloured cyan and marked J4 on Map 6.

5. Halfway Road, in the townland of Drumneth, at its junction with T4, A1 Dromore Road, more particularly delineated, coloured cyan and marked J5 on Map 8.

6. Skeltons Roads, in the townland of Drumneth, at its junction with T4, A1 Dromore Road, more particularly delineated, coloured cyan and marked J6 on Map 8.

7. Drumneath Road, in the townland of Drumneth, at its junction with T4, A1 Dromore Road, more particularly delineated, coloured cyan and marked J7 on Map 8.

8. Halfway Road, in the townland of Edenordinary, at its junction with T4, A1, more particularly delineated, coloured cyan and marked J8 on Map 9b.

9. Banbridge Road, in the townland of Balleny, at its junction with T4, A1, more particularly delineated, coloured cyan and marked J9 on Map 11.

10. Lower Quilly Road, in the townland of Quilly, at its junction with T4, A1, more particularly delineated, coloured cyan and marked J10 on Map 13b.

11. Milebush Road, in the townland of Ballymacormick, at its junction with T4, A1 (southbound), more particularly delineated, coloured cyan and marked J11 on Map 15.

12. Milebush Road, in the townland of Ballymacormick, at its junction with T4, A1 (northbound), more particularly delineated, coloured cyan and marked J12 on Map 15.

13. Hillsborough Road, in the townland of Ballymacormick, at its junction with T4, A1, more particularly delineated, coloured cyan and marked J13 on Map 16b.

14. Milebush Road, in the townland of Backnamullagh, at its junction with T4, A1 Hillsborough Road, more particularly delineated, coloured cyan and marked J14 on Map 17.

15. Listullycurran Road, in the townland of Listullycurran, at its junction with T4, A1, more particularly delineated, coloured cyan and marked J15 on Map 18.

16. Backnamullagh Road, in the townland of Listullycurran, at its junction with T4, A1, more particularly delineated, coloured cyan and marked J16 on Map 18.

17. Dromore Road, in the townland of Ballykeel Artifinny, at its junction with T4, A1, more particularly delineated, coloured cyan and marked J17 on Map 19a.

PART III

ROADS TO BE STOPPED-UP TO ROAD TRAFFIC

1. T4, A1 Newry Road—

- (a) in the townland of Drumnahare, the gap in the central reservation opposite its existing junction with Banbridge Road, more particularly delineated, coloured green and marked R1 on Map 1b;
- (b) in the townland of Drumnahare, the gap in the central reservation opposite its existing junction with Banbridge Road, more particularly delineated, coloured green and marked R2 on Map 1b;
- (c) in the townland of Drumnahare, the gap in the central reservation at a point 60 metres north of the existing junction with Banbridge Road, more particularly delineated, coloured green and marked R3 on Map 1b;
- (d) in the townland of Coolnacran, the gap in the central reservation at a point 190 metres south of the existing junction with Springwell Loanin, more particularly delineated, coloured green and marked R4 on Map 2a;
- (e) in the townland of Drumnahare, the gap in the central reservation opposite its existing junction with Banbridge Road, more particularly delineated, coloured green and marked R5 on Map 2a; and
- (f) in the townland of Drumnahare, the gap in the central reservation opposite its existing junction with Springwell Loanin, more particularly delineated, coloured green and marked R6 on Map 2a.

2. T4, A1 Dromore Road—

- (a) in the townland of Ballydown, the gap in the central reservation opposite its existing junction with Old Manse Road (on the southbound carriageway), more particularly delineated, coloured green and marked R7 on Map 4b;
- (b) in the townland of Ballydown, the gap in the central reservation opposite its existing junction with Old Manse Road (on the northbound carriageway), more particularly delineated, coloured green and marked R8 on Map 4b;
- (c) in the townland of Ballydown, the gap in the central reservation at a point 590 metres southwest of the existing junction with Lisnaree Road (on the southbound carriageway), more particularly delineated, coloured green and marked R9 on Map 5a;
- (d) in the townland of Ballydown, the gap in the central reservation at a point 450 metres south of the existing junction with Lisnaree Road (on the southbound carriageway), more particularly delineated, coloured green and marked R10 on Map 5a;
- (e) in the townland of Ballydown, the gap in the central reservation at a point 299 metres south of the existing junction with Lisnaree Road (on the southbound carriageway), more particularly delineated, coloured green and marked R11 on Map 5a;
- (f) in the townland of Tullyear, the gap in the central reservation opposite its existing junction with Lisnaree Road (on the southbound carriageway), more particularly delineated, coloured green and marked R12 on Map 5a;
- (g) in the townland of Ballydown, the gap in the central reservation opposite its existing junction with Lisnaree Road (on the northbound carriageway), more particularly delineated, coloured green and marked R13 on Map 5a;
- (h) in the townland of Ballymoney (Seapatrick), the gap in the central reservation at a point 230 metres north of the existing LILo junction with A21, Dromore Road (on the southbound carriageway), more particularly delineated, coloured green and marked R14 on Map 5b;
- (i) in the townland of Tullyrain, the gap in the central reservation at a point 530 metres southwest of the existing junction with Waringsford Road, more particularly delineated, coloured green and marked R15 on Map 6;

- (j) in the townland of Tullyrain, the gap in the central reservation at a point 417 metres southwest of the existing junction with Waringsford Road, more particularly delineated, coloured green and marked R16 on Map 6;
- (k) in the townland of Tullyhinan, the gap in the central reservation at a point 332 metres southwest of the existing junction with Waringsford Road, more particularly delineated, coloured green and marked R17 on Map 6;
- (l) in the townland of Tullyhinan, the gap in the central reservation opposite its existing junction with unnamed road connecting Graceystown Road and A1 Dromore Road, more particularly delineated, coloured green and marked R18 on Map 6;
- (m) in the townland of Tullyrain, the gap in the central reservation at a point 197 metres west of the existing junction with Waringsford Road, more particularly delineated, coloured green and marked R19 on Map 6;
- (n) in the townland of Tullyrain, the gap in the central reservation at a point 131 metres west of the existing junction with Waringsford Road, more particularly delineated, coloured green and marked R20 on Map 6;
- (o) in the townland of Tullyhinan, the gap in the central reservation opposite its existing junction with Waringsford Road, more particularly delineated, coloured green and marked R21 on Map 6;
- (p) in the townland of Tullyhinan, the gap in the central reservation at a point 86 metres northeast of the existing junction with Waringsford Road, more particularly delineated, coloured green and marked R22 on Map 6;
- (q) in the townland of Tullyhinan, the gap in the central reservation at a point 157 metres northeast of the existing junction with Waringsford Road, more particularly delineated, coloured green and marked R23 on Map 6; and
- (r) in the townland of Tullyhinan, the gap in the central reservation opposite its existing junction with Graceystown Road, more particularly delineated, coloured green and marked R24 on Map 7a.

3. T4, A1 Halfway Road—

- (a) in the townland of Tullyhinan, the gap in the central reservation opposite its existing junction with Kilmacrew Road, more particularly delineated, coloured green and marked R25 on Map 7a;
- (b) in the townland of Tullyhinan, the gap in the central reservation at a point 73 metres northeast of the existing junction with Kilmacrew Road, more particularly delineated, coloured green and marked R26 on Map 7a;
- (c) in the townland of Drumneth, the gap in the central reservation at a point 447 metres southwest of the existing structure at 26 Halfway Road, more particularly delineated, coloured green and marked R27 on Map 7b;
- (d) in the townland of Drumneth, the gap in the central reservation at a point 124 metres east of the existing structure at 26 Halfway Road, more particularly delineated, coloured green and marked R28 on Map 7b;
- (e) in the townland of Drumneth, the gap in the central reservation at a point 34 metres southwest of the existing junction with Halfway Road, more particularly delineated, coloured green and marked R29 on Map 8;
- (f) in the townland of Drumneth, the gap in the central reservation opposite its existing junction with Halfway Road, more particularly delineated, coloured green and marked R30 on Map 8;
- (g) in the townland of Drumneth, the gap in the central reservation opposite its existing junction with Drumneath Road, more particularly delineated, coloured green and marked R31 on Map 8;

- (h) in the townland of Drumneth, the gap in the central reservation at a point 280 metres southwest of the existing junction with Halfway Road, more particularly delineated, coloured green and marked R32 on Map 9a;
- (i) in the townland of Edenordinary, the gap in the central reservation opposite its existing junction with Halfway Road, more particularly delineated, coloured green and marked R33 on Map 9a;
- (j) in the townland of Edenordinary, the gap in the central reservation at a point 105 metres south-west of the existing junction with Halfway Road, more particularly delineated, coloured green and marked R34 on Map 9b;
- (k) in the townland of Drumneth, the gap in the central reservation opposite its existing junction with Halfway Road, more particularly delineated, coloured green and marked R35 on Map 9b;
- (l) in the townland of Lisnaward, the gap in the central reservation opposite its existing junction with Mount Ida Road, more particularly delineated, coloured green and marked R36 on Map 9b;
- (m) in the townland of Lisnaward, the gap in the central reservation at a point 50 metres east of the existing structure at 110 Halfway Road, more particularly delineated, coloured green and marked R37 on Map 10;
- (n) in the townland of Lisnaward, the gap in the central reservation at a point 317 metres northeast of the existing structure at 110 Halfway Road, more particularly delineated, coloured green and marked R38 on Map 10;
- (o) in the townland of Lisnaward, the gap in the central reservation at a point 385 metres northeast of the existing structure at 110 Halfway Road, more particularly delineated, coloured green and marked R39 on Map 10; and
- (p) in the townland of Lisnaward, the gap in the central reservation opposite its existing junction with B25 Gowdystown Road (on the southbound carriageway), more particularly delineated, coloured green and marked R40 on Map 11.

4. T4, A1 Banbridge Road —

- (a) in the townland of Lisnaward, the gap in the central reservation opposite its existing junction with Gowdystown Road (on the northbound carriageway), more particularly delineated, coloured green and marked R41 on Map 11;
- (b) in the townland of Balleny, the gap in the central reservation opposite its existing junction with Banbridge Road, more particularly delineated, coloured green and marked R42 on Map 11;
- (c) in the townland of Balleny, the gap in the central reservation opposite its existing junction with Boals Lane, more particularly delineated, coloured green and marked R43 on Map 12a;
- (d) in the townland of Balleny, the gap in the central reservation opposite its existing junction with Mackeys Lane, more particularly delineated, coloured green and marked R44 on Map 12a;
- (e) in the townland of Balleny, the gap in the central reservation at a point 117 metres north of the existing junction with Mackeys Lane, more particularly delineated, coloured green and marked R45 on Map 12a;
- (f) in the townland of Balleny, the gap in the central reservation at a point 198 metres north of the existing junction with Mackeys Lane, more particularly delineated, coloured green and marked R46 on Map 12a;
- (g) in the townland of Balleny, the gap in the central reservation at a point 335 metres north of the existing junction with Mackeys Lane, more particularly delineated, coloured green and marked R47 on Map 12a;

- (h) in the townland of Balleny, the gap in the central reservation at a point 117 metres southwest of the existing structure at 125 (T4, A1) Banbridge Road, more particularly delineated, coloured green and marked R48 on Map 12b;
- (i) in the townland of Balleny, the gap in the central reservation at a point 41 metres west of the existing structure at 125 (T4, A1) Banbridge Road, more particularly delineated, coloured green and marked R49 on Map 12b;
- (j) in the townland of Balleny, the gap in the central reservation at a point 49 metres northwest of the existing structure at 125 (T4, A1) Banbridge Road, more particularly delineated, coloured green and marked R50 on Map 12b;
- (k) in the townland of Balleny, the gap in the central reservation at a point 70 metres north of the existing structure at 125 (T4, A1) Banbridge Road, more particularly delineated, coloured green and marked R51 on Map 12b;
- (l) in the townland of Balleny, the gap in the central reservation at a point 108 metres north of the existing structure at 125 (T4, A1) Banbridge Road, more particularly delineated, coloured green and marked R52 on Map 12b;
- (m) in the townland of Balleny, the gap in the central reservation at a point 141 metres southwest of the existing structure at 103 (T4, A1) Banbridge Road, more particularly delineated, coloured green and marked R53 on Map 12b;
- (n) in the townland of Balleny, the gap in the central reservation at a point 58 metres west of the existing structure at 103 (T4, A1) Banbridge Road, more particularly delineated, coloured green and marked R54 on Map 12b;
- (o) in the townland of Balleny, the gap in the central reservation at a point 61 metres northwest of the existing structure at 103 (T4, A1) Banbridge Road, more particularly delineated, coloured green and marked R55 on Map 12b; and
- (p) in the townland of Quilly, the gap in the central reservation at a point 151 metres north of the existing structure at 103 (T4, A1) Banbridge Road, more particularly delineated, coloured green and marked R56 on Map 12b.

5. T4, A1 Dromore By-pass —

- (a) in the townland of Quilly, the gap in the central reservation at a point 304 metres south of its existing junction (on the northbound carriageway) with Lower Quilly Road, more particularly delineated, coloured green and marked R57 on Map 13b;
- (b) in the townland of Quilly, the gap in the central reservation opposite its existing junction (on the northbound carriageway) with Lower Quilly Road, more particularly delineated, coloured green and marked R58 on Map 13b;
- (c) in the townland of Quilly, the gap in the central reservation opposite its existing junction (on the southbound carriageway) with Lower Quilly Road, more particularly delineated, coloured green and marked R59 on Map 13b;
- (d) in the townland of Ballymaganlis, the gap in the central reservation at a point 330 metres south-west of its existing junction with Maypole Hill, more particularly delineated, coloured green and marked R60 on Map 14a;
- (e) in the townland of Ballymaganlis, the gap in the central reservation at a point 232 metres south-west of its existing junction with Maypole Hill, more particularly delineated, coloured green and marked R61 on Map 14a;
- (f) in the townland of Ballymaganlis, the gap in the central reservation opposite its existing junction with Maypole Hill, more particularly delineated, coloured green and marked R62 on Map 14a;
- (g) in the townland of Ballymaganlis, the gap in the central reservation opposite its existing junction with Connellstown Road, more particularly delineated, coloured green and marked R63 on Map 14a;

- (h) in the townland of Ballymacormick, the gap in the central reservation opposite its existing junction (on the southbound carriageway) with Milebush Road, more particularly delineated, coloured green and marked R64 on Map 15; and
- (i) in the townland of Ballymacormick, the gap in the central reservation opposite its existing junction (on the northbound carriageway) with Milebush Road, more particularly delineated, coloured green and marked R65 on Map 15.

6. T4, A1 Hillsborough Road —

- (a) in the townland of Ballymacormick, the gap in the central reservation at a point 628 metres south-west of its existing junction with Grove Road, more particularly delineated, coloured green and marked R66 on Map 16a;
- (b) in the townland of Ballymacormick, the gap in the central reservation at a point 507 metres south-west of its existing junction with Grove Road, more particularly delineated, coloured green and marked R67 on Map 16a;
- (c) in the townland of Ballymacormick, the gap in the central reservation at a point 383 metres south-west of its existing junction with Grove Road, more particularly delineated, coloured green and marked R68 on Map 16a;
- (d) in the townland of Ballymacormick, the gap in the central reservation opposite its existing junction with Grove Road, more particularly delineated, coloured green and marked R69 on Map 16b;
- (e) in the townland of Ballymacormick, the gap in the central reservation at a point 57 metres north of its existing junction with Grove Road, more particularly delineated, coloured green and marked R70 on Map 16b;
- (f) in the townland of Ballymacormick, the gap in the central reservation at a point 55 metres south of its existing junction with Hillsborough Road, more particularly delineated, coloured green and marked R71 on Map 17;
- (g) in the townland of Ballymacormick, the gap in the central reservation opposite its existing junction with Hillsborough Road, more particularly delineated, coloured green and marked R72 on Map 17;
- (h) in the townland of Backnamullagh, the gap in the central reservation at a point 109 metres south-east of its existing junction with Milebush Road, more particularly delineated, coloured green and marked R73 on Map 17;
- (i) in the townland of Backnamullagh, the gap in the central reservation opposite its existing junction with Milebush Road, more particularly delineated, coloured green and marked R74 on Map 17;
- (j) in the townland of Backnamullagh, the gap in the central reservation at a point 86 metres north of its existing junction with Milebush Road, more particularly delineated, coloured green and marked R75 on Map 18;
- (k) in the townland of Listullycurran, the gap in the central reservation opposite its existing junction with Listullycurran Road, more particularly delineated, coloured green and marked R76 on Map 18;
- (l) in the townland of Listullycurran, the gap in the central reservation at a point 41 metres north of its existing junction with Listullycurran Road, more particularly delineated, coloured green and marked R77 on Map 18;
- (m) in the townland of Listullycurran, the gap in the central reservation at a point 175 metres south-west of its existing junction with Backnamullagh Road, more particularly delineated, coloured green and marked R78 on Map 18;
- (n) in the townland of Listullycurran, the gap in the central reservation at a point 109 metres south-west of its existing junction with Backnamullagh Road, more particularly delineated, coloured green and marked R79 on Map 18;

- (o) in the townland of Listullycurran, the gap in the central reservation opposite its existing junction with Backnamullagh Road, more particularly delineated, coloured green and marked R80 on Map 18;
- (p) in the townland of Ballykeel Artifinny, the gap in the central reservation at a point 391 metres south-west of its existing junction with Taughblane Road, more particularly delineated, coloured green and marked R81 on Map 19a;
- (q) in the townland of Ballykeel Artifinny, the gap in the central reservation opposite its existing junction with Taughblane Road, more particularly delineated, coloured green and marked R82 on Map 19a;
- (r) in the townland of Ballykeel Artifinny, the gap in the central reservation opposite its existing junction with Dromore Road, more particularly delineated, coloured green and marked R83 on Map 19a;
- (s) in the townland of Ballykeel Artifinny, the gap in the central reservation at a point 178 metres south-west of the existing structure at 122 Dromore Road, more particularly delineated, coloured green and marked R84 on Map 19b;
- (t) in the townland of Ballykeel Artifinny, the gap in the central reservation at a point 86 metres south-west of the existing structure at 122 Dromore Road, more particularly delineated, coloured green and marked R85 on Map 19b;
- (u) in the townland of Ballykeel Artifinny, the gap in the central reservation opposite its existing junction with unnamed road connecting T4, A1 Hillsborough Road and Dromore Road, more particularly delineated, coloured green and marked R86 on Map 20a;
- (v) in the townland of Ballykeel Artifinny, the gap in the central reservation opposite its existing junction with Glen Road, more particularly delineated, coloured green and marked R87 on Map 20a; and
- (w) in the townland of Drumatihugh (Hillsborough), the gap in the central reservation at a point 170 metres north of its existing junction with Glen Road, more particularly delineated, coloured green and marked R88 on Map 20a.

PART IV

ROADS TO BE STOPPED-UP TO MOTOR VEHICLES

1. Weighbridge connecting Banbridge Road and T4, A1 Newry Road, in the townland of Drumnahare, at a point 24 metres south-west of its existing junction with T4, A1 Newry Road, more particularly delineated, coloured magenta and marked V1 on Map 1b

2. Banbridge Road, in the townland of Drumnahare, at a point 30 metres south of its existing junction with T4, A1 Newry Road, more particularly delineated, coloured magenta and marked V2 on Map 2a.

3. Chinauley Park —

- (a) in the townland of Tullyear, at a line extending from a point 14 metres north of its existing junction with A50 Castlewellan Road, to a point 35 metres north-east of that junction, more particularly delineated, coloured magenta and marked V3 on Map 4b; and
- (b) in the townland of Tullyear, at a line extending from a point 32 metres north-west of its existing junction with A50 Castlewellan Road, to a point 24 metres north of that junction, more particularly delineated, coloured magenta and marked V4 on Map 4b.

4. Old Manse Road —

- (a) in the townland of Ballydown, at a line extending from a point 78 metres south of its existing junction with T4, A1 Dromore Road, to a point 28 metres south of that junction, more particularly delineated, coloured magenta and marked V5 on Map 4b; and

- (b) in the townland of Ballydown, at a line extending from a point 26 metres south-east of its existing junction with T4, A1 Dromore Road, to a point 41 metres east of that junction, more particularly delineated, coloured magenta and marked V6 on Map 4b.

5. Unnamed road connecting Graceystown Road and A1 Dromore Road in the townland of Tullyhinan, at a point 6 metres north of its existing junction with T4, A1 Dromore Road, more particularly delineated, coloured magenta and marked V7 on Map 6.

6. Quarry Road in the townland of Tullyrain, at a point 66 metres south-west of its existing junction with Waringsford Road, more particularly delineated, coloured magenta and marked V8 on Map 6.

7. Waringsford Road—

- (a) in the townland of Tullyrain, at a point 46 metres south-east of its existing junction with T4, A1 Dromore Road, more particularly delineated, coloured magenta and marked V9 on Map 6; and
- (b) in the townland of Tullyrain, at a line extending from a point 62 metres south-east of its existing junction with T4, A1 Dromore Road, to a point 81 metres south-east of that junction, more particularly delineated, coloured magenta and marked V10 on Map 6.

8. Kilmacrew Road —

- (a) in the townland of Drumneth, at a line extending from a point 56 metres south-east of its existing junction with T4, A1 Halfway Road, to a point 101 metres south-east of that junction, more particularly delineated, coloured magenta and marked V11 on Map 7a; and
- (b) in the townland of Drumneth, at a line extending from a point 22 metres south-east of its existing junction with T4, A1 Halfway Road, to a point 37 metres south-east of that junction, more particularly delineated, coloured magenta and marked V12 on Map 7a.

9. Halfway Road —

- (a) in the townland of Drumneth, at a point 4 metres south-west of its existing junction with Tullyhenan Road, more particularly delineated, coloured magenta and marked V13 on Map 8;
- (b) the townland of Drumneth, at a point 7 metres east of its existing junction with Tullyhenan Road, more particularly delineated, coloured magenta and marked V14 on Map 8;
- (c) in the townland of Drumneth, at a point 3 metres east of its existing junction with Skeltons Road, more particularly delineated, coloured magenta and marked V16 on Map 8;
- (d) in the townland of Drumneth, at a point 15 metres east of its existing junction with Skeltons Road, more particularly delineated, coloured magenta and marked V17 on Map 8;
- (e) in the townland of Drumneth, at a point 93 metres east of its existing junction with Skeltons Road, more particularly delineated, coloured magenta and marked V20 on Map 8;
- (f) in the townland of Drumneth, at a point 103 metres east of its existing junction with Skeltons Road, more particularly delineated, coloured magenta and marked V21 on Map 8;
- (g) in the townland of Drumneth, at a point 136 metres east of its existing junction with Skeltons Road, more particularly delineated, coloured magenta and marked V22 on Map 8; and
- (h) in the townland of Edenordinary, at a point 58 metres north-west of its existing junction with T4, A1 Halfway Road, more particularly delineated, coloured magenta and marked V27 on Map 9b.

10. Tullyhenan Road in the townland of Tullyhinan, at a line extending from a point 57 metres north-west of its existing junction with Halfway Road, to a point 100 metres north-west of that junction, more particularly delineated, coloured magenta and marked V15 on Map 8.

11. Skeltons Road —

- (a) in the townland of Tullyhinan, at a point 90 metres north of its existing junction with Halfway Road, more particularly delineated, coloured magenta and marked V18 on Map 8; and
- (b) in the townland of Tullyhinan, at a line extending from a point 104 metres north of its existing junction with Halfway Road, to a point 135 metres north of that junction, more particularly delineated, coloured magenta and marked V19 on Map 8.

12. Drumneath Road —

- (a) in the townland of Drumneath, at a line extending from a point 9 metres south of its existing junction with T4, A1 Halfway Road, to a point 35 metres south of that junction, more particularly delineated, coloured magenta and marked V23 on Map 8;
- (b) in the townland of Drumneath, at a point 56 metres south of its existing junction with T4, A1 Halfway Road, more particularly delineated, coloured magenta and marked V24 on Map 8;
- (c) in the townland of Drumneath, at a point 98 metres south of its existing junction with T4, A1 Halfway Road, more particularly delineated, coloured magenta and marked V25 on Map 8; and
- (d) in the townland of Drumneath, at a line extending from a point 103 metres south of its existing junction with T4, A1 Halfway Road, to a point 145 metres south of that junction, more particularly delineated, coloured magenta and marked V26 on Map 8.

13. B25 Gowdystown Road —

- (a) in the townland of Lisnaward, at a line extending from a point 30 metres south of its existing junction with T4, A1 Halfway Road, to a point 53 metres south-east of that junction, more particularly delineated, coloured magenta and marked V28 on Map 11;
- (b) in the townland of Lisnaward, at a point 70 metres south-east of its existing junction with T4, A1 Halfway Road, more particularly delineated, coloured magenta and marked V29 on Map 11;
- (c) in the townland of Lisnaward, at a point 105 metres south-east of its existing junction with T4, A1 Halfway Road, more particularly delineated, coloured magenta and marked V30 on map 11;
- (d) in the townland of Lisnaward, at a point 60 metres east of its existing junction with T4, A1 Halfway Road, more particularly delineated, coloured magenta and marked V31 on Map 11; and
- (e) in the townland of Lisnaward, at a line extending from a point 17 metres north-east of its existing junction with T4, A1 Halfway Road, to a point 20 metres south-east of that junction, more particularly delineated, coloured magenta and marked V32 on Map 11.

14. Gowdystown Road —

- (a) in the townland of Balleny, at a point 80 metres north-west of its existing junction with T4, A1 Banbridge Road, more particularly delineated, coloured magenta and marked V33 on Map 11;
- (b) in the townland of Balleny, at a point 117 metres north-west of its existing junction with T4, A1 Banbridge Road, more particularly delineated, coloured magenta and marked V34 on Map 11;
- (c) in the townland of Balleny, at a point 125 metres north-west of its existing junction with T4, A1 Banbridge Road, more particularly delineated, coloured magenta and marked V35 on Map 11; and

- (d) in the townland of Balleny, at a point 140 metres north-west of its existing junction with T4, A1 Banbridge Road, more particularly delineated, coloured magenta and marked V36 on Map 11

15. Gowdstown Road in the townland of Quilly, at a point 10 metres south-east of its existing junction with T4, A1 Dromore By-pass, more particularly delineated, coloured magenta and marked V37 on Map 13b.

16. Maypole Hill —

- (a) in the townland of Ballymaganlis, at a line extending from a point 12 metres south of its existing junction with T4, A1 Dromore By-pass, to a point 58 metres south-east of that junction, more particularly delineated, coloured magenta and marked V38 on Map 14a; and
- (b) in the townland of Ballymaganlis, at a line extending from a point 15 metres south of its existing junction with Fortfield, to a point 28 metres east of that junction, more particularly delineated, coloured magenta and marked V39 on Map 14a.

17. Milebush Road —

- (a) in the townland of Ballymacormick, at a point 11 metres south of its existing junction with T4, A1 Dromore By-pass, more particularly delineated, coloured magenta and marked V40 on Map 15;
- (b) in the townland of Ballymacormick, at a point 16 metres north of its existing junction with T4, A1 Dromore By-pass, more particularly delineated, coloured magenta and marked V41 on Map 15;
- (c) in the townland of Backnamullagh, at a line extending from a point 53 metres south-west of its existing junction with T4, A1 Hillsborough Road, to a point 79 metres south-west of that junction, more particularly delineated, coloured magenta and marked V43 on Map 17; and
- (d) in the townlands of Backnamullagh and Magherabeg, at a line extending from a point 4 metres west of its existing junction with T4, A1 Hillsborough Road, to a point 56 metres south-west of that junction, more particularly delineated, coloured magenta and marked V44 on Map 17.

18. Hillsborough Road in the townland of Ballymacormick, at a point 10 metres west of its existing junction with T4, A1 Hillsborough Road, more particularly delineated, coloured magenta and marked V42 on Map 16.

19. Listullycurran Road in the townland of Backnamullagh, at a point 78 metres north-west of its existing junction with T4, A1 Hillsborough Road, more particularly delineated, coloured magenta and marked V45 on Map 18.

20. Backnamullagh Road in the townland of Listullycurran, at a point 11 metres south-east of its existing junction with T4, A1 Hillsborough Road, more particularly delineated, coloured magenta and marked V46 on Map 18.

21. Dromore Road in the townland of Ballykeel Artifinny, at a point 18 metres south-east of its existing junction with T4, A1 Hillsborough Road, more particularly delineated, coloured magenta and marked V47 on Map 19a.

22. Moira Road —

- (a) in the townland of Hillsborough, at a line extending from a point 13 metres west of its existing junction with T4, A1 Hillsborough Road, to a point 30 metres north-west of that junction, more particularly delineated, coloured magenta and marked V48 on Map 21a and;
- (b) in the townland of Hillsborough, at a line extending from a point 51 metres north-west of its existing junction with T4, A1 Hillsborough Road, to a point 82 metres north-west of

that junction, more particularly delineated, coloured magenta and marked V49 on Map 21a.

PART V

ROADS TO BE ABANDONED

The part of Quarry Road in the townland Tullyrain, from a point 78 metres south-west of its existing junction with Waringsford Road, to a point 174 metres south of that junction, more particularly delineated, coloured yellow and marked A1 on Map 6

EXPLANATORY NOTE

(This note is not part of the Order)

This Order provides that 10353 metres of new and upgraded road described in Part I of the Schedule, more particularly delineated and coloured red on the maps shall become trunk road and be part of the Belfast to Newry Trunk Road T4.

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

Other proposed new connecting roads together with new bridges which are not the subject of this Order are shown coloured blue and orange, respectively, on the maps for the purpose of clarification.

The maps referred to above means the sequence of drawings numbered from 168014-RPSB-LSI-ML-DR-HE-2600-00101 to 168014-RPSB-LSI-ML-DR-HE-2600-00122, inclusive, marked “The Trunk Road T4 (Loughbrickland to Hillsborough) Order (Northern Ireland) 2021”, copies of which have been deposited at the Department for Infrastructure Roads offices, Headquarters, Clarence Court, 10-18 Adelaide Street, Belfast, BT2 8GB and Southern Division, Marlborough House, Craigavon, BT64 1AD.