

Nothing should be written on this cover except as indicated by the headings

## OPENING OF GREAT VICTORIA STREET

## RAILWAY STATION

New File No.

Former File No.

N.B. — Transfer from one Branch or Section of a Branch to another should take place through the Registry. Instructions to "put away" or "bring forward" the file should be initialled by the officer concerned. When not in action the file should be returned to the Registry. In all reference to this file the number should be quoted as above.

REFERRED TO	DATE	REFERRED TO	DATE	REFERRED TO	DATE	REFERRED TO	DATE
G-17 P Sheridan PA	11/8/95						
<b>CLOSED</b>							
				ENV/13/4/5A			

PUBLIC RECORD OFFICE  
OF NORTHERN IRELAND

2019  
**OPEN**

PUBLIC RECORD OFFICE  
OF NORTHERN IRELAND

OPEN  
TO  
PUBLIC

Public Record Office of Northern Ireland

Public Record Office of Northern Ireland

# ENV/13/4/6A

**ACC. DR 85/12**

FOR CLOSURE DATE STAMP ONLY

YEAR OF  
FIRST PAPER

1995

YEAR OF  
LAST PAPER

95

FIRST  
REVIEW

YEAR

INTLS

SECOND  
REVIEW

Reg. No.

Dd 8169324 500 10/88 H2574

ANNEX E

**SPEECH FOR THE  
OPENING OF GREAT VICTORIA STREET  
RAILWAY STATION**

Chairman, thank you for your most interesting account of the work involved in the building of the new railway station at Great Victoria Street and for your kind words of welcome earlier.

Ladies and gentlemen, I am delighted to have been invited to open the new station at Great Victoria Street. It is, of course, the second station to stand here, built near the site of the old GNR [Great Northern] station which was held in great affection by many in Belfast.



I believe that the Great Northern Building now stands on the old site.

Today's station is undoubtedly very different from its predecessor, but I hope you would agree that it is a fine example of modern architecture and I congratulate everyone involved in its design and construction. Mr Smyth has already paid tribute to the work of everyone involved in the scheme and I would like to add my own appreciation.

However, the new facility is much more than a simple railway station; it is a key part of the first inter-modal transport hub in Belfast. For the first time there is a fully developed interchange between bus and rail

services, together with extensive car parking facilities. As Malcolm Moss announced in his major transportation statement just over a month ago, this is an excellent example of the direction in which we want our transport policy to head. We are seeking to balance the needs of the economy, the environment and the desire of individuals to have freedom of choice in their travel decisions. The overall strategy is aimed at reducing the need for travel, encouraging alternatives to the private car and providing a safe and accessible transportation system offering better choice and mobility for all its users.

I am sure that Northern Ireland Railways and the bus

companies will be building on this excellent start in further developing a co-ordinated approach to provision of services. A better public transport system is one of the keystones of our new transportation strategy. If we are to encourage people - especially daily commuters - away from using their cars in an effort to reduce congestion and pollution, we must offer them an efficient and attractive alternative. I believe that Great Victoria Street station, with the opportunities it provides for travel right into the city, will help significantly in the drive to persuade people to try public transport.

This is a most welcome contribution to the continuing development of the city centre and of the transport network.

May I take this opportunity to wish the *new* Great Victoria Street station every success for the future and hope that everyone enjoys using its facilities.

## **CONFIDENTIAL - VISIT**

- 2.2 The cost of the scheme is around £6.8M, with 75% grant coming from the European Regional Development Fund. The project provides an important link in the Larne - Belfast - Dublin - Cork Trans-European Network (TEN).
- 2.3 The scheme included the construction of a new passenger terminus adjacent to the existing Europa Buscentre. Completion of the GVS station now gives Belfast a completely integrated transport centre incorporating rail, bus and car parking facilities in the heart of the city.
- 2.4 The new station provides railway access into the business and social heart of Belfast and it is estimated that 800,000 additional passenger journeys per year will result from the opening of the new station, which serves all NIR commuter routes with frequent direct services.
- 2.5 Great Victoria Street Station opened to the public on 30 September 1995.

### **3. TERMINUS FOR DUBLIN TRAINS**

#### **Background**

There has been some debate about why GVS will not be used as the terminus for Dublin trains, rather than Central Station as at present. GVS has opened as a city centre station to facilitate commuter and short haul passengers. Provision (by way of foundations and associated work) has been made to extend platform lengths at some time in the future, when need is established. The platform extensions will facilitate the operation of longer trains to accommodate increased numbers of short haul passengers. They could, on occasions, also accommodate the longer trains used on the cross-border service. However, the existing and planned upgraded cross-border service will continue to operate to and from Central Station

where passenger facilities ie long-term secure car parking and essential shore-bases are located.

#### **Line to take**

NI Railways will continue to operate cross-border services from Central Station where secure long-term car parking and suitable passenger facilities (eg catering) are located. NI railways will keep this position under review in the light of demand from its passengers.

### **4. ANTRIM-BLEACH GREEN LINE**

#### **Background**

In November 1994, DOE(NI) gave approval to the upgrading of the line between Antrim and Bleach Green. At that time it was planned that the work would be completed by 1997. Funds were allocated for the project over the 1995/96 and 1996/97 years. However, because of public expenditure constraints arising from the 1994 PES, and increasing costs on other projects, the public transport capital programme is being re-prioritised and the Antrim-Bleach Green project may have to be delayed. No decision has yet been taken. When Malcolm Moss met Antrim Borough Council on 25 October 1995 he stated that when he announced his approval of the scheme he intended that it would go ahead and that that was still the position. NI Railways are in the process of carrying out preliminary work to enable the work to proceed when resources permit.

#### **Line to take**

NI Railways are proceeding with preliminary work to enable the scheme to proceed when resources permit.



**ANNEX B**

**OFFICIAL OPENING OF GREAT VICTORIA STREET RAILWAY STATION**

**1. HISTORY OF THE GREAT VICTORIA STREET SITE.**

- 1.1 Transport history relating to the Great Victoria Street Station extends back to 12 August 1839, when the province's first train service between Belfast and Lisburn was inaugurated by the Great Northern Railway Company of Ireland (GNR (1) ).
- 1.2 The GNR (1) lasted until 1 October 1958, when the Ulster Transport Authority (UTA) took over all the railway services at Great Victoria Street. In 1961 work commenced on the building of a new bus station at Glengall Street . Railway platform 5 was filled in to make way for the bus stands and a new Great Victoria Street Bus station was opened on 10 September 1962.
- 1.3 For a period of some 14 years, combined bus and railway services operated from Great Victoria Street. When the bus and train operations were separated into different companies (Ulsterbus and Northern Ireland Railways ) in 1967 the site occupied by the former GNR traffic office and the Railway Station frontage was sold to Grand Metropolitan Hotels, who built the Europa Hotel on this premier city centre site.
- 1.4 The opening of Central Railway Station in April 1976 marked the end of all railway services at Great Victoria Street Station. The remaining railway platforms and buildings were subsequently demolished, leaving only bus platforms.

**2 OPENING OF THE NEW GREAT VICTORIA STREET STATION**

- 2.1 Approval to build the new railway station at Great Victoria Street was announced by Government in January 1993 and work commenced on-site in November 1994.

114TH LIST OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST IN THE  
BOROUGH OF LISBURN

Reference Number	Ordnance Survey Map Numbers 1 inch 25 inch	Irish Grid Reference	Building	Date of Erection	Description and Evaluation	Bibliographical Reference
3. Magheragall Ward						
HB 19/3/49	6 PL.164/14	157618	Moirs Railway Station Station Road MOIRA Co Antrim	About 1840	An Italianate style station of 1840 by John Godwin, engineer to the Ulster Railway Co. The first floor, accessed at platform level, contains a ticket and parcel office, waiting rooms and toilets. Station masters accommodation housed in the basement is now inaccessible. Historically, it is the earliest surviving station in the province, other examples of Godwin's work, eg, Great Victoria Street, Portadown and Armagh having been demolished.	Green, E R R, "The Industrial Archaeology of Co Down", page 80  Hamond, F W, HMB Notes 17/01/94