STATUTORY RULES OF NORTHERN IRELAND

2012 No. 197

ROAD TRAFFIC AND VEHICLES

The Control of Traffic (Belfast City Centre) Order (Northern Ireland) 2012

Made - - - -	*17th May 2012*
Coming into operation -	*8th June 2012*

The Department for Regional Development(**a**) makes the following Order in exercise of the powers conferred by Article 4(1), (2) and (3) of the Road Traffic Regulation (Northern Ireland) Order 1997(**b**) and now vested in it(**c**).

The Department has consulted such persons as it considered appropriate in compliance with paragraphs 1 and 2 of Schedule 1 to that Order.

The Department has published a Notice in compliance with paragraphs 1 and 3 of that Schedule.

Two objections were received and subsequently withdrawn and one objection was received and duly considered.

Citation, commencement and interpretation

1.—(1) This Order may be cited as The Control of Traffic (Belfast City Centre) Order (Northern Ireland) 2012 and shall come into operation on 8th June 2012.

(2) In this Order—

"cycle" has the same meaning as in the Order of 1995(**d**);

"cycle lane" means a length of carriageway specified in column 2 of Schedule 1 or column 1 of Schedule 2 to this Order; and

"medical practitioner" means a registered person within the meaning of the Medical Act 1983(**e**).

Prohibition on traffic in cycle lanes

2. Save as provided in Article 3, a person shall not, except upon the direction or with the permission of a constable in uniform, cause or permit any vehicle other than a cycle to enter, proceed or wait in a cycle lane.

(**a**) S.I. 1999/283 (N.I. 1) Article 3(1)
(**b**) S.I. 1997/276 (N.I. 2)
(**c**) S.R. 1999 No. 481 Article 6(*d*) and Schedule 4 Part IV
(**d**) S.I. 1995/2994 (N.I. 18)
(**e**) 1983 c. 54

Exceptions to prohibition of traffic in cycle lanes

3. The prohibition in Article 2 shall not render it unlawful for any person to cause or permit any vehicle to enter, proceed or wait in a cycle lane so far as such entry, proceeding or waiting is reasonably necessary to enable the vehicle to be used—

(a) for access to or from premises, parking spaces and parking places adjacent to or accessible only from the cycle lane;

(b) in the services of the Department in pursuance of statutory powers or duties;

(c) by or on behalf of a sewerage undertaker or a water undertaker in connection with the discharge of that undertaker's functions;

(d) in connection with any telegraphic line or with the supply of electricity or gas within the cycle lane or an area accessible only from the cycle lane; or

(e) in an emergency by a medical practitioner, or for police, military, fire and rescue or ambulance purposes.

Use of cycle lane

4. A person riding a cycle along a cycle lane specified in Column 2 of Schedule 1 shall do so only in the direction specified in Column 3 of Schedule 1 in relation to that cycle lane, except upon the direction or with the permission of a constable in uniform.

5. A person riding a cycle along the cycle lane specified in Column 1 of Schedule 2 shall do so on the left or near side of the cycle lane, having regard to the direction in which he is proceeding which shall be a direction specified in column 2 of Schedule 2, except upon the direction or with the permission of a constable in uniform.

Amendments to one-way traffic order

6.—(1) Schedule 1 to The One-Way Traffic (Belfast) Order (Northern Ireland) 2009(**a**) shall be amended in accordance with paragraphs (2) to (3).

(2) After item 218 add the following items—

Column 1	*Column 2*
"219. Athol Street, from its junction with Durham Street to its junction with Grosvenor Road.	Easterly and Southerly
220. College Square North.	Easterly
221. Durham Street, from its junction with Grosvenor Road to its junction with College Square North, bounded on its western side by the western kerbline of Durham Street, and on its eastern side by the eastern kerbline of Durham Street and the western edge of a road marking in the form of a continuous longitudinal white line broken only by a gap at the junction with Athol Street, delineating the outer edge of a cycle lane.	Northerly
222. Grosvenor Road, from its junction with Great Victoria Street to its junction with Durham Street bounded on its southern side by the southern kerbline of Grosvenor Road, and on its northern side by the northern kerbline of Grosvenor Road and the southern edge of a road marking in the form of a continuous longitudinal white line broken only by a gap at the junction with Athol Street, delineating the outer edge of a cycle lane.	Westerly
223. Linenhall Street, from its junction with James Street South to its junction with Donegall Square South.	Northerly"

(**a**) S.R. 2009 No. 49: relevant amending Order is S.R. 2011 No. 413