STATUTORY RULES OF NORTHERN IRELAND

2008 No. 317

ROAD TRAFFIC AND VEHICLES

The Cycle Routes Order (Northern Ireland) 2008

Made - - - -	*24th July 2008*
Coming into operation -	*18th August 2008*

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**).

Citation, commencement and interpretation

1.—(1) This Order may be cited as The Cycle Routes Order (Northern Ireland) 2008 and shall come into operation on 18th August 2008.

(2) In this Order—

"cycle" and "footway" have the same meanings as in the Order of 1995;

"the cycle lane" means the areas of the carriageways specified in Schedule 1;

"the cycle track" means—

(a) the areas of the footpaths, footways and parts of traffic islands specified in Schedules 2, 3 and 4; and

(b) the parts of Lurgan Road, Banbridge specified in items 8, 10, 11, 12, 14 and 15 of Schedule 2;

"a white line" means a marking in the form of a continuous or broken longitudinal white line.

Prohibition on traffic in the cycle lane

2. Save as provided in Articles 3 and 4, 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 the cycle lane.

Exceptions

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 the cycle lane so far as such entry, proceeding or waiting is reasonably necessary to enable the vehicle to be used—

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

(b) 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

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(**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

(c) in an emergency by a medical practitioner, or for police, military, fire brigade or ambulance purposes.

Exception applying to the cycle lanes in Foyle Embankment, Londonderry

4. The prohibition in Article 2 shall not render it unlawful for any person to cause or permit any vehicle being used in the services of Derry City Council in pursuance of statutory powers or duties to enter, proceed or wait in the cycle lanes specified in items 17 and 18 of Schedule 1.

Use of cycle lanes

5. A person riding a cycle along a cycle lane shall do so on the left or near side of the cycle lane, having regard to the direction in which he is proceeding.

Use of cycle tracks

6.—(1) Subject to paragraph (2), a person may ride a cycle—

(a) in a cycle track specified in Schedule 2;

(b) in a cycle track specified in Column 1 of Schedule 3 only in the direction specified in relation to that cycle track in Column 2;

(c) in the cycle track specified in Schedule 4 on the days Friday to Wednesday inclusive.

(2) A person riding a cycle along the cycle track shall do so on the left or near side of the cycle track, having regard to the direction in which he is proceeding.

(3) Nothing in this Order shall prohibit the use of the cycle track by pedestrians.

Revocations

7.—(1) The Orders specified in Schedule 5 are revoked.

(2) The provisions of the Order specified in Schedule 6 are revoked.

Sealed with the Official Seal of the Department for Regional Development on 24th July 2008.

(L.S.)

B Jordan
A senior officer of the Department for Regional Development

SCHEDULE 1

Articles 1(2) and 4

CYCLE LANES

1. The eastbound part of the carriageway of Annadale Embankment, Belfast, from a point 60 metres west of its junction with Ormeau Road, to that junction, bounded on its northern side by the kerbline of Annadale Embankment, and on its southern side by a white line.
2. The central carriageway of Corporation Square, Belfast.
3. The central carriageway of Donegall Quay, Belfast, from a point 15 metres south of its junction with the central carriageway of Corporation Square, to its junction with that carriageway.
4. The eastern carriageway of Donegall Quay, Belfast, from a point 15 metres north of the junction of Donegall Quay and Queen Elizabeth Bridge, to a point 15 metres south of that carriageway's junction with the central carriageway of Corporation Square.
5. The eastern carriageway of Donegall Quay, Belfast, from a point 8 metres north of its junction with Queen's Bridge, to a point 5 metres south of its junction with Queen Elizabeth Bridge.
6. The part of the carriageway of Dufferin Road, Belfast, bounded on its north-western and south-eastern sides by traffic islands.
7. The generally northbound part of the carriageway of Ormeau Embankment, Belfast, from its junction with Ormeau Road, to a point 85 metres west of its junction with Ravenhill Road, broken only by gaps adjacent to lay-bys and at its junctions with access roads to properties and a gap at its junction with Ravenhill Reach. The area is bounded on its northern and western side by the kerbline of Ormeau Embankment, and on its southern and eastern side by a white line.
8. The generally southbound part of the carriageway of Ormeau Embankment, Belfast, from a point 28 metres west of its junction with Ravenhill Road, to a point 120 metres east of its junction with Ormeau Road, broken only by gaps at its junction with access roads to properties and a gap adjacent to a lay-by. The area is bounded on its southern and eastern side by the kerbline of Ormeau Embankment, and on its northern and western side by a white line.
9. Stranmillis Embankment, Belfast, from a point 15 metres south-west of its junction with King's Bridge, to a point 50 metres north of its junction with Governor's Bridge, bounded on its eastern side by the eastern kerbline of Stranmillis Embankment, and on its western side by the eastern side of a traffic island.
10. Stranmillis Embankment, Belfast, from a point 20 metres south-west of its junction with Ormeau Road, to a point 15 metres north of its junction with King's Bridge, broken only by gaps at its junction with Curzon Street and at the entrances to the Physical Education Centre of Queen's University Belfast and Botanic Gardens Park. The area is bounded on its southern side by the southern kerbline of Stranmillis Embankment, and on its northern side by the southern edge of a traffic island.
11. The carriageway of the citybound slip road onto Sydenham By-Pass, Belfast, from a point 10 metres south-west of its junction with the Depot Road roundabout, to its junction with Sydenham By-Pass, bounded on its western side by a white line, and on its eastern side by the kerbline of the slip road.
12. The north-western carriageway of Upper Knockbreda Road, Route A55, Belfast, from a point 300 metres north-east of its junction with Upper Galwally, to a point 230 metres south-west of its junction with Castlereagh Road, broken only by gaps—
    (a) at its junctions with Rosetta Road, Cregagh Road and Rochester Road and at slip lanes leading to those junctions;
    (b) adjacent to lay-bys.
    The area is bounded on its north-western side by the north-western kerbline of Upper Knockbreda Road, and on its south-eastern side by a white line.

13. The south-eastern carriageway of Upper Knockbreda Road, Route A55, Belfast, from a point 50 metres south-west of its junction with Ballygowan Road, to a point 165 metres north-east of its junction with McCaughan Park, broken only by gaps—
(a) at its junctions with Upper Knockbreda Road, Unclassified No. 526, and Orchardvale and adjacent to the slip lanes leading to those junctions;
(b) at entrances to properties; and
(c) adjacent to a lay-by.
The area is bounded on its north-western side by a white line, and on its south-eastern side by the south-eastern kerbline of Upper Knockbreda Road.
14. The south-eastern carriageway of Upper Knockbreda Road, Route A55, Belfast, from a point 120 metres south-west of its junction with Beechgrove Park, to a point 150 metres north-east of its junction with Glencregagh Road, bounded on its south-eastern side by the south-eastern kerbline of Upper Knockbreda Road, and on its north-western side by a white line.
15. The south-western carriageway of Portstewart Road, Coleraine, which commences at a point 310 metres north-west of its junction with the access road to Coleraine Marina, and terminates at its junction with Coleraine Road, Portstewart.
16. The carriageway to the west of both the western footway of Main Road, Route C645, Dungannon, and the south-western footway of Moy Road, Route A29, from a point 38 metres south of the northern junction of those roads, to a point 57 metres north-west of that junction.
17. The carriageway which commences at its junction with the riverside footway of Foyle Embankment, Londonderry, at a point 240 metres north-east of Craigavon Bridge, and terminates at a point 40 metres south of the junction of Foyle Embankment and Water Street.
18. The carriageway which commences at its junction with the riverside footway of Foyle Embankment, Londonderry, at a point 10 metres north-west of the junction of Foyle Embankment and Water Street, and terminates at a point 260 metres north-west of that junction.
19. The south-western carriageway of Coleraine Road, Portstewart, which commences at its junction with Portstewart Road, Coleraine, and terminates at its junction with Meadowlands, Portstewart.
20. The northern carriageway of Park Road, Belfast, from a point 8 metres east of its junction with Ormeau Road, to a point 65 metres east of that junction, bounded on its northern side by the northern kerbline of Park Road, and on its southern side by a traffic island.
21. The northern carriageway of Park Road, Belfast, from a point 75 metres east of its junction with Ormeau Road, to a point 87 metres east of that junction, bounded on its northern side by the northern kerbline of Park Road, and on its southern side by a traffic island.
22. The northern carriageway of Park Road, Belfast, from a point 102 metres east of its junction with Ormeau Road, to its junction with Cross Parade, bounded on its northern side by the northern kerbline of Park Road, and on its southern side by a traffic island.
23. The carriageway of Alfred Street, Belfast, from a point 5 metres north of its junction with Franklin Street, to a point 10 metres south of its junction with May Street, bounded on its eastern side by a white line, and on its western side by the western kerbline of Alfred Street.
24. The carriageway of Upper Arthur Street, Belfast, from a point 5 metres north of its junction with May Street, to a point 5 metres south of its junction with Chichester Street, bounded on its western side by the western kerbline of Arthur Street, and on its eastern side by the western edges of traffic islands.

SCHEDULE 2

Article 1(2) and 6

TWO-WAY CYCLE TRACKS

1. The southern footway of Randalstown Road, Route A6, Antrim, from a point 100 metres west of its junction with Castle Park, to its junction with Castle Road, Route A6.
2. The southern footway of Castle Road, Route A6, Antrim to Randalstown, from its junction with Randalstown Road, Route A6, Antrim, to its junction with Maghereagh Road, Unclassified No. 1050, Randalstown.
3. The northern footway of Markethill Road, Route A28, Armagh, from its junction with the road linking it with Greenfield Drive, to its junction with Newry Road, Route A28.
4. The western footway of the road linking Markethill Road, Route A28, Armagh, and Greenfield Drive, from its junction with Markethill Road, to a point 50 metres south of its junction with Thornleigh.
5. The northern footway of Newry Road, Route A28, Armagh, from its junction with Markethill Road, Route A28, to a point 60 metres south-east of its junction with Ashley Park.
6. The footway of Belfast Road, Route A8, Ballynure, from a point 1300 metres south of its junction with Templepatrick Road, Route A57, to its junction with Larne Road.
7. The footway of Larne Road, Route A8, Ballynure, from a point 90 metres south-west of its junction with Ballybracken Road, to a point 280 metres north-east of its junction with Riverside.
8. That part of Lurgan Road, Banbridge, from the southern entrance of Banbridge Academy, to a point 24 metres north-west of the northern entrance, bounded on its eastern side by the eastern footway, and on its western side by the carriageway.
9. The eastern footway of Lurgan Road, Banbridge, from a point 24 metres north-west of the northern entrance of Banbridge Academy, to a point 68 metres south-east of its junction with Bannview Heights.
10. That part of Lurgan Road, Banbridge, from a point 68 metres south of that road's junction with Bannview Heights, to its junction with Kiln Lane, bounded on its eastern side by the eastern footway, and on its western side by the carriageway .
11. That part of Lurgan Road, Banbridge, from that road's junction with Kiln Lane, to a point 210 metres north of that junction, bounded on its eastern side by a grassed area, and on its western side by the carriageway.
12. That part of Lurgan Road, Banbridge, from a point 210 metres north of that road's junction with Kiln Lane, to a point 260 metres north of that junction, bounded on its eastern side by the eastern footway, and on its western side by the carriageway.
13. The eastern footway of Lurgan Road, Banbridge, from a point 260 metres north of its junction with Kiln Lane, to a point 225 metres south of its junction with Knollwood.
14. That part of Lurgan Road, Banbridge, from a point 225 metres south of that road's junction with Knollwood, to that junction, bounded on its eastern side by a grassed area, and on its western side by the carriageway.
15. That part of Lurgan Road, Banbridge, from that road's junction with Knollwood, to its junction with Hayes Park, bounded on its eastern side by the eastern footway, and on its western side by the carriageway.
16. The eastern footway of Lurgan Road, Banbridge, from its junction with Hayes Park, to its junction with Seapatrick Road.
17. The northern footway of Balloo Road, Bangor, from its junction with Balloo Drive, to a point 25 metres west of that road's junction with Glen Annesley Road, bounded on its northern side by a white line, and on its southern side by the southern edge of that footway.
18. The more northerly footway on the northern side of Balloo Road, Bangor, from a point 25 metres west of that road's junction with Glen Annesley Road, to a point 20 metres east of that junction, bounded on its northern side by a white line, and on its southern side by the southern edge of that footway.