

**2011 No. 84**

**ROAD TRAFFIC AND VEHICLES**

**The Cycle Lanes (Glengall Street and Great Victoria Street,  
Belfast) (Amendment) Order (Northern Ireland) 2011**

*Made* - - - - - *10th March 2011*

*Coming into operation* - *1st April 2011*

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

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.

No written objection or other representation has been received.

**Citation and commencement**

1. This Order may be cited as The Cycle Lanes (Glengall Street and Great Victoria Street, Belfast) (Amendment) Order (Northern Ireland) 2011 and shall come into operation on 1st April 2011.

**Amendment**

2.—(1) The Cycle Lanes (Glengall Street and Great Victoria Street, Belfast) Order (Northern Ireland) 2009<sup>(d)</sup> shall be amended in accordance with paragraph (2).

(2) In Articles 1(2) and 2 for the word “Glengall02” substitute the word “Glengall02a”.

Sealed with the Official Seal of the Department for Regional Development on 10th March 2011

(L.S.)

*D J Millar*  
A senior officer of the Department for Regional Development

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(a) S.I. 1999/283 (N.I. 1) Article 3(1)

(b) S.I. 1997/276 (N.I. 2) Article 4(4A) was inserted by Article 37(1) of S.I. 2005/1964 (N.I. 14)

(c) S.R. 1999 No. 481 Article 6(d) and Schedule 4 Part IV

(d) S.R. 2009 No. 284

## **EXPLANATORY NOTE**

*(This note is not part of the Order)*

This Order amends The Cycle Lanes (Glengall Street and Great Victoria Street, Belfast) Order (Northern Ireland) 2009 (“the 2009 Order”). The 2009 Order provides for a cycle lane on parts of the carriageway of Glengall Street and Great Victoria Street, Belfast. The parts of the carriageway referred to in the 2009 Order are specified by reference to a map. This Order specifies a new map for the purposes of the 2009 Order (Article 2(2)). The effect of the amendment is to reduce the length of the cycle lane from 116.5 metres to 74 metres.

Traffic signs indicating the effect of the Order will in due course be placed on the roads.