

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Two objections were received and subsequently withdrawn and one objection was received and duly considered.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

<i>Column 1</i>	<i>Column 2</i>
“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

(3) For items 2, 5, 9 and 46 substitute the following items—

<i>Column 1</i>	<i>Column 2</i>
“2. Adelaide Street, from its junction with Franklin Street to its junction with Ormeau Avenue.	Southerly”
“5. Alfred Street, from its junction with Sussex Place to its junction with May Street, bounded on its western side by the eastern edge of a road marking in the form of a continuous longitudinal white line, and on its eastern side by the eastern kerbline of Alfred Street.	Northerly”
“9. Ann Street, from its junction with Donegall Quay, to its junction with Victoria Street, bounded on its northern side by the northern kerbline of Ann Street and by its junction with Prince’s Street and on its southern side by the southern kerbline of Ann Street and the northern edge of a road marking in the form of a white line delineating the outer edge of a cycle lane.	Westerly”
“46. College Street, from a point 15 metres east of its junction with College Avenue and College Square East, to that junction bounded on its southern side by the southern kerbline of College Street and on its northern side by the southern edge of a road marking in the form of a continuous longitudinal white line delineating the outer edge of a cycle lane.”	Westerly”

Prohibition of left-hand turn

7. Subject to Article 8, a person shall not cause or permit any vehicle proceeding in an easterly direction along Bruce Street, Belfast to make a left-hand turn into Great Victoria Street.

Exceptions to prohibition of left-hand turn

8. The prohibition in Article 7 shall not apply to—

- (a) a vehicle being used for fire and rescue, ambulance, police or military purposes; or
- (b) a vehicle, the driver or rider of which is acting upon the direction or with the permission of a constable in uniform.

Revocation of prohibition of right-hand turn

9. The Control of Traffic (Belfast) (No. 4) Order (Northern Ireland) 1995(a) shall be amended by the deletion of Article 3 (b).

Compulsory Right-Hand Turn

10. Schedule 1 to the Compulsory Right or Left-Hand Turn (Belfast) Order (Northern Ireland) 1980(b) shall be amended by the addition of the following item.

<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>
“The westernmost lane of the carriageway of Donegall Quay	Ann Street	Southerly”

Sealed with the Official Seal of the Department for Regional Development on 17th May 2012

(L.S.)

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

(a) S.R. 1995 No. 327

(b) S.R. 1980 No. 114 as amended by S.R. 1980 No. 439

SCHEDULE 1

Articles 1 and 4

One-way Contra flow Cycle Lanes

All in the City of Belfast

<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>
1.	College Street (north side) – from its junction with College Avenue to a point 15 metres east of that junction, bounded on its northern side by the northern kerbline of College Street, and on its southern side by a road marking in the form of a continuous longitudinal white line.	In an easterly direction
2.	Durham Street (east side) – from its junction with College Square North to a point 192 metres south of that junction, bounded on its eastern side by the eastern kerbline of Durham Street and by its junction with Athol Street, and on its western side by a road marking in the form of a continuous longitudinal white line broken only by a gap at the junction.	In a southerly direction
3.	Grosvenor Road (north side) – from a point 27 metres east of its junction with Durham Street to its junction with Fisherwick Place, bounded on its northern side by the northern kerbline of Grosvenor Road and by its junction with Athol Street, and on its southern side by a road marking in the form of a continuous longitudinal white line broken only by a gap at the junction.	In an easterly direction

SCHEDULE 2

Articles 1 and 5

Two-way Cycle Lane

<i>Column 1</i>	<i>Column 2</i>
Ann Street, Belfast (south side) – from a point 7.5 metres east of its junction with Victoria Street to a point 18 metres west of its junction with Donegall Quay, bounded on its northern side by a road marking in the form of a continuous longitudinal white line broken only by a gap at the entrance 49 metres east of Victoria Street, and on its southern side by the southern kerbline of Ann Street and a broken white line at the entrance 49 metres east of Victoria Street.	In an easterly direction or in a westerly direction

EXPLANATORY NOTE

(This note is not part of the Order)

This Order—

- (a) provides cycle lanes on the lengths of carriageway specified in Schedules 1 and 2, to be used by cyclists only (Article 2). Vehicles are permitted to use the cycle lanes in certain circumstances (Article 3). The direction of travel is also specified (Articles 4 and 5 and column 3 of Schedule 1 and column 2 of Schedule 2).
- (b) introduces a one-way traffic system on the lengths of roads specified in Article 6 (2) and amends the descriptions of the one-way traffic system on the lengths of roads specified in Article 6 (3).
- (c) prohibits vehicles from making a left-hand turn into Great Victoria Street, Belfast while proceeding in an easterly direction along Bruce Street (Article 7). Vehicles are excepted from the prohibition under certain circumstances (Article 8).
- (d) removes the prohibition on vehicles making a right-hand turn into Grosvenor Road from Fisherwick Place (Article 9).
- (e) provides for a compulsory right-hand turn for vehicles into Ann Street, Belfast while proceeding in a southerly direction along the westernmost lane of Donegall Quay (Article 10).

Any person who acts in contravention of Article 2 of the Order by causing or permitting any vehicle other than a cycle to wait in the cycle lane shall be liable to a penalty charge (£60) payable in accordance with the Traffic Management (Northern Ireland) Order 2005 and The Penalty Charges (Prescribed Amounts) Regulations (Northern Ireland) 2006.

Any persons who contravenes any other provision of the Order shall be guilty of an offence under the Road Traffic Regulation (Northern Ireland) Order 1997 (“the Regulation Order”) and shall be liable on summary conviction to a fine not exceeding level 3 on the standard scale (£1,000), in accordance with the Road Traffic Offenders (Northern Ireland) Order 1996 as amended by the Regulation Order.

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