

**2013 No. 177**

**ROAD TRAFFIC AND VEHICLES**

**The Control of Traffic (Belfast City Centre) Order (Northern  
Ireland) 2013**

*Made* - - - - *1st July 2013*

*Coming into operation* - *22nd July 2013*

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.

No written objection or other representation has been received.

**Citation, commencement and interpretation**

**1.**—(1) This Order may be cited as The Control of Traffic (Belfast City Centre) Order (Northern Ireland) 2013 and shall come into operation on 22nd July 2013.

(2) In this Order—

“cycle” has the same meaning as in the Order of 1995(d);

“cycle lane” means the eastern carriageway of Linenhall Street, Belfast from its junction with Donegall Square South to its junction with James Street South, for a distance of 48 metres, bounded on its eastern side by the outer edge of a layby marked by a 0.5 metre wide hatched area and the eastern kerblineline of Linenhall Street, and on its western side by a road marking in the form of a continuous longitudinal white line; and

“medical practitioner” means a registered person within the meaning of the Medical Act 1983(e);

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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  
(d) S.I. 1995/2994 (N.I. 18)  
(e) 1983 c. 54

### Prohibition of traffic in cycle lane

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 the cycle lane.

### Exceptions to prohibition of traffic in cycle lane

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) 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 the cycle lane shall do so only in a southerly direction except upon the direction or with the permission of a constable in uniform.

### Amendment

5. Schedule 1 to The One-Way Traffic (Belfast) Order (Northern Ireland) 2009(a) shall be amended by the substitution for item 223 of the following item—

“223. Linenhall Street, from its junction with James Street South to its junction with Donegall Square South, bounded on its western side by the western kerblineline of Linenhall Street and on its eastern side by a continuous longitudinal white line delineating the outer edge of a cycle lane.	Northerly”
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Sealed with the Official Seal of the Department for Regional Development on 1st July 2013

(L.S.)

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

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(a) S.R. 2009 No. 49 as amended by S.R. 2012 No. 197

## **EXPLANATORY NOTE**

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

This Order provides a contra flow cycle lane on a length of the carriageway of Linenhall Street, Belfast (as defined in Article 1) to be used by cyclists only (Article 2). Vehicles are permitted to use the cycle lane in certain circumstances (Article 3). The cycle lane shall be one-way (Article 4).

It also amends The One-Way Traffic (Belfast) Order (Northern Ireland) 2009 by amending the description of the one-way system on Linenhall Street from its junction with James Street South to its junction with Donegall Street South to exclude the cycle lane (Article 5).

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 (£90) payable in accordance with the Traffic Management (Northern Ireland) Order 2005 and The Penalty Charges (Prescribed Amounts) Regulations (Northern Ireland) 2006.

Any person 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 road.