

2015 No. 377

ROAD TRAFFIC AND VEHICLES

**The Cycle Routes (Amendment No. 3) Order (Northern Ireland)
2015**

Made - - - - - *26th November 2015*

Coming into operation - *16th December 2015*

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 and commencement

1. This Order may be cited as The Cycle Routes (Amendment No. 3) Order (Northern Ireland) 2015 and shall come into operation on 16th December 2015.

Amendments

2. The Cycle Routes Order (Northern Ireland) 2008^(d) is amended by the addition to Schedule 2 of the following items—

- “460. East Circular Road, Bangor, on the Centre Median for a distance of 17.5 metres in a north-easterly direction.
- 461. The northern footway of East Circular Road, Bangor, from a point 20.5 metres north-east of its junction with Gransha Road roundabout for a distance of 9.5 metres in a south-westerly direction.
- 462. Gransha Road, Bangor, on the centre refuge island at its junction with the Gransha Road roundabout for a distance of 6 metres in a north-easterly direction.
- 463. The eastern footway of Gransha Road roundabout, Bangor, from its junction with Gransha Road for a distance of 62 metres in a northerly direction.

(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.R. 2008 No. 317: relevant amending Order is S.R. 2015 No. 268

464. The northern footway of Gransha Road, Bangor, from its junction with the East Circular Road footway for a distance of 9 metres in a north-easterly direction.
465. The south-western footway of Gransha Road, Bangor from its junction with The Beeches for a distance of 891 metres in a north-easterly direction to its junction with Gransha Road roundabout broken only by gaps at the entrances to properties and its junctions with Navar Court and Bangor Grammar School.
466. The north-eastern footway of Bradley Way, Strabane, from its junction with Bridge Street to its junction with Bradley Way roundabout broken only by the entrance to the Translink Bus Station.
467. The north-western footway of Bradley Way, Strabane, from its junction with Bradley Way roundabout for a distance of 170 metres in a north-easterly direction.
468. The south-eastern footway of Bradley Way, Strabane, from its junction with Bradley Way roundabout for a distance of 170 metres in a north-easterly direction.
469. The south-western footway of Bradley Way, Strabane, from its junction with Urney Road to its junction with Bradley Way Roundabout broken only by the entrance to Carrick Strand.
470. The south-eastern footway of Bradley Way roundabout, Strabane, from its junction with Bradley Way to its junction with Great Northern Link.
471. The northern footway of Bridge Street, Strabane, from its junction with Bradley Way for a distance of 295 metres in an easterly direction broken only by the entrances to Magirr Park.
472. The south-western footway of Meetinghouse Street, Strabane, from that road's junction with Mourne Street for a distance of 240 metres in a north-westerly direction broken only by the entrance to Meetinghouse Street car park.
473. The western footway of Melmount Road, Strabane, from its junction with Great Northern Link to its junction with Urney Road broken by the entrances to Turnberry Manor, Orchard Road, Melmount Park, Carlton Drive, Melmount Gardens and Owenreagh Pass."

Sealed with the Official Seal of the Department for Regional Development on 26th November 2015

(L.S.)

G F McKenna
A senior officer of the Department for Regional Development

EXPLANATORY NOTE

(This note is not part of the Order)

This Order further amends The Cycle Routes Order (Northern Ireland) 2008 (“the Order”). The effect of the amendments is to introduce two-way cycle tracks on the lengths of footway specified in Article 2.

Any person who acts in contravention of any provision of the Order relating to cycle tracks 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 indicating the effect of the Order will in due course be placed on the roads.