STATUTORY RULES OF NORTHERN IRELAND

2027 No.

ROAD TRAFFIC AND VEHICLES

The Cycle Routes (Amendment No. 2) Order (Northern Ireland) 2027

Made - - - -	*2027*
Coming into operation	*2027*

The Department for Infrastructure(**a**) makes the following Order in exercise of the powers conferred by Articles 4(1), (2) and (3) of the Road Traffic Regulation (Northern Ireland) Order 1997(**b**) ("the 1997 Order") and now vested in it(**c**).

The Department has consulted such persons as it considers appropriate in accordance with Article 4(6) of, and paragraphs 1 and 2 of Schedule 1 to, the 1997 Order.

The Department has published a notice in compliance with paragraphs 1 and 3 of that Schedule.

(Here, will follow where appropriate recitals of the fact of any written objections or other representation received or inquiry held and the outcome thereof.)

Citation and commencement

1. This Order may be cited as the Cycle Routes (Amendment No. 2) Order (Northern Ireland) 2027 and shall come into operation on 2027.

Amendments

2.—(1) The Cycle Routes Order (Northern Ireland) 2008(**d**) is amended in accordance with paragraph (2) as follows:—

(2) In Schedule 1 after item no. 59 insert the following items—

"60.	The northern side of Dock Street, Belfast 27 metres from its junction with York Street for a distance of 82 metres in an easterly direction, bounded on both sides by a kerb-line.

(**a**) Formerly the Department for Regional Development; see section 1(6) and (11) of, and Schedule 1 to, the Departments Act (Northern Ireland) 2016 (2016 c. 5 (N.I.))
(**b**) S.I. 1997/276 (N.I. 2)
(**c**) S.R. 2008 No. 481 Article 6(d) and Schedule 4 Part IV
(**d**) S.R. 2008 No. 317: last relevant amending Orders are S.R. 2024 No. 175 and S.R. 2026 No. xxx

61.	The northern side of Dock Street, Belfast from its junction with Nelson Street for a distance of 61 metres in an easterly direction, bounded on both sides by a kerb-line with a gap at the entrance to the DVA Weighbridge.
62.	The eastern side of Corporation Street, Belfast 8 metres from its junction with Dock Street for a distance of 408 metres in a southerly direction, bounded on both sides by a kerb-line with a gap at Pilot Street and the entrance to Clarendon Road.
63.	The eastern side of Corporation Street, Belfast from a point 11 metres south of its junction with Corporation Square for a distance of 22 metres in a southerly direction, bounded on both sides by a kerb-line.
64.	The eastern side of Corporation Street, Belfast from a point 35 metres south of its junction with Corporation Square for a distance of 49 metres in a southerly direction, bounded on both sides by a kerb-line.
65.	The eastern side of Corporation Street, Belfast from a point 101 metres south of its junction with Corporation Square for a distance of 81 metres in a southerly direction, bounded on both sides by a kerb-line with a gap at Gamble Street.
66.	The eastern side of Corporation Street, Belfast from a point 23 metres south of its junction with Gamble Street for a distance of 18 metres in a southerly direction, bounded on both sides by a kerb-line.”

(3) In Schedule 2 after item no. 535 insert the following items—

“536.	The northern footway of Dock Street from a point 11 metres east of its junction with York Street for a distance of 16 metres in an easterly direction.
537.	The traffic island on the junction with Corporation Street on its junction with Garmoyle Street and Dock Street for a distance of 31 metres in a northerly direction.
538.	The eastern footway of Corporation Street from a point 33 metres south of its junction with Corporation Square for a distance of 13 metres in a southerly direction.”

(4) In Schedule 3 after item no. 37 insert the following item—

	“*Column 1*	*Column 2*
38.	The northern side of Dock Street from its junction with Nelson Street for a distance of 24 metres in a north-easterly direction.	north-easterly”

Seal with the Official Seal of the Department for Infrastructure on 2027

(L.S)

x
A senior officer of the Department for Infrastructure

EXPLANATORY NOTE

(This note is not part of the Order)

This Order amends the Cycle Routes Order (Northern Ireland) 2008 ("the Order") by the addition to Schedule 1 of cycle lanes on lengths of carriageway as specified in Article 2(2), by the addition to Schedule 2 of two-way shared cycle tracks on lengths of carriageway as specified in Article 2(3) and by the addition to Schedule 3 of a one-way shared cycle track on the length of footway specified in Article 2(4).

Any person who acts in contravention of Article 2 of the 2008 Order by causing or permitting a vehicle other than a cycle to wait in a 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 2008 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 this Order will in due course be placed on the roads.