STATUTORY RULES OF NORTHERN IRELAND

2025 No. 130

ROAD TRAFFIC AND VEHICLES

The Control of Traffic (Belfast City Centre) Order (Northern Ireland) 2025

Made - - - -	*9th July 2025*
Coming into operation	*1st August 2025*

The Department for Infrastructure(**a**) makes the following Order in exercise of the powers conferred by Articles 4(1), (2) and (3), 15 and 27A(1) of the Road Traffic Regulation (Northern Ireland) Order 1997(**b**) ("the 1997 Order") and now vested in it(**c**).

In accordance with Article 15(2) of the 1997 Order, the Department has considered both the interests of traffic and those of the owners and occupiers of adjoining property and has had regard to the matters specified in Article 15(3) of that Order.

In accordance with Articles 4(6) and 10(7) of, and paragraphs 1 and 2 of Schedules 1, 4 and 4A to the 1997 Order(**d**), the Department has consulted such persons as it considers appropriate.

The Department has published a notice in compliance with paragraphs 1 and 3 of those Schedules.

In compliance with paragraph 3(4) of Schedule 4 to the 1997 Order, the Department has taken such other steps as appear to it reasonably practicable for the purpose of bringing specifically to the knowledge of occupiers of land adjacent to the parking places the particulars specified in paragraph 3(2) of that Schedule.

No written objections or other representations have been received.

Citation and commencement

1. This Order may be cited as The Control of Traffic (Belfast City Centre) Order (Northern Ireland) 2025 and shall come into operation on 1st August 2025.

Amendments to cycle routes order

2.—(1) The Cycle Routes Order (Northern Ireland) 2008(**a**) is amended in accordance with paragraphs (2) to (6).

(**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) Article 27A was inserted by Article 21(1) of the Taxis Act (Northern Ireland) 2008 c. 4 (N.I.)
(**c**) S.R. 1999 No. 481 Article 6(d) and Schedule 4 Part IV
(**d**) Schedule 4A was inserted by Article 21(2) of the Taxis Act (Northern Ireland) 2008 (c. 4)

(2) For Article 1(2) substitute the following—

"(2) In this Order—

"cycle" and "footway" have the same meanings as in the Order of 1995(**b**);

"cycle lane" means the areas of the carriageways specified in Schedule 1;

"cycle track" means—

(a) the areas of the footpaths, footways and parts of traffic islands specified in Schedules 2, 3 and 4; and

(b) the parts of Lurgan Road, Banbridge specified in items 8, 10, 11, 12, 14 and 15 of Schedule 2;

"a white line" means a road marking in the form of a continuous or broken longitudinal white line; and

"medical practitioner" means a fully registered person within the meaning of section 55(1) of the Medical Act 1983(**c**)."

(3) For Article 3 (exceptions) substitute the following—

"**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) by or on behalf of a district council or government department in pursuance of statutory powers or duties; or

(b) in connection with the discharge of the functions of the holder of a licence granted under Article 10 of the Electricity (Northern Ireland) Order 1992(**d**) or a licence granted under Article 8 of the Gas (Northern Ireland) Order 1996(**e**) within the cycle lane or an area accessible only from the cycle lane; or

(c) in connection with the installation, laying, erection, alteration or repair of any electronic communications apparatus as defined in paragraph 5 of Schedule 3A to the Communications Act 2003(**f**) within the cycle lane or an area accessible only from the cycle lane; or

(d) by or on behalf of a sewerage undertaker or a water undertaker in connection with the discharge of that undertaker's functions; or

(e) in an emergency by a medical practitioner, or for fire and rescue, ambulance, police or customs purposes or for the purposes of the security forces."

(4) After Article 4 insert the following—

" Exception applying to the cycle lane in Glengall Street, Belfast

4A. 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 on the south side of Glengall Street, Belfast specified in item 53 of Schedule 1 so far as such entry, proceeding or waiting is reasonably necessary to enable the vehicle to be used for access to or from premises adjacent to or accessible only from that cycle lane."

(5) In Schedule 1 after item no. 48 add the following items—

(**a**) S.R. 2008 No. 317: relevant amending Orders are S.R. 2023 No. 215 and S.R. 2024 No. 175
(**b**) S.I. 1995/2994 (N.I. 18)
(**c**) 1983 c. 54
(**d**) S.I. 1992/231 (N.I. 1) as amended by S.I. 2003/419 (N.I. 6), S.R. 2007 No. 283, S.R. 2007 No. 284, S.R. 2007 No. 303, S.R. 2007 No. 320, S.R. 2007 No. 321, S.I. 2007/913 (N.I. 7) and S.R. 2011 No. 155
(**e**) S.I. 1996/275 (N.I. 2) as amended by S.R. 2006 No. 358, S.R. 2011 No. 155 and S.R. 2013 No. 92
(**f**) 2003 c. 21 Schedule 3A was inserted by section 4 of, and Schedule 1 to, the Digital Economy Act 2017 (2017 c. 30)

"49. The southbound side of the carriageway of Durham Street, Belfast, running from a point 3.6 metres south of its junction with Athol Street to a point 8.2 metres north of its junction with Grosvenor Road, bounded on its western side by the eastern edge of a traffic island and on its eastern side by the eastern kerbline of Durham Street.

50. The southbound side of the carriageway of Durham Street, Belfast, running from a point 12.2 metres south of its junction with Grosvenor Road to a point 14.9 metres north of its junction with Glengall Street, bounded on its western side by the eastern edge of a traffic island and on its eastern side by the eastern kerbline of Durham Street.

51. That southbound side of the carriageway of Boyne Bridge Place, Belfast, running from a point 113.2 metres south of its junction with the southern kerbline of Glengall Street to a point 154.3 metres south of that junction, bounded on its western side by the eastern edge of a traffic island and on its eastern side by the eastern kerbline of Boyne Bridge Place.

52. The eastbound side of the carriageway of Hope Street, Belfast, from a point 19.3 metres east of its junction with Boyne Bridge Place to a point 119.6 metres east of that junction bounded on its northern side by the northern kerbline of Hope Street and the junctions with St Andrews Square East and Lincoln Place and on its southern side by the northern edge of a traffic island broken only by gaps opposite those junctions.

53. That part of Glengall Street, Belfast, from a point 17.4 metres east of its junction with Boyne Bridge Place to its junction with Great Victoria Street, bounded on its southern side by the southern kerbline of Glengall Street, and on its northern side by a lower height kerbline broken only by gaps at private accesses, a zebra crossing and a pedestrian crossing.

54. The southbound side of the carriageway of Great Victoria Street, Belfast from a point 19 metres south of its junction with Howard Street to a point 64.2 metres south of that junction, bounded on its eastern side by a continuous longitudinal white line and on its western side by a continuous longitudinal white line."

(6) In Schedule 2 after item no. 513 add the following items—

"514. The eastern footway of Durham Street, Belfast from a point 8.2 metres north of its junction with Grosvenor Road to that junction.

515. The eastern footway of Durham Street, Belfast from a point 14.9 metres north of its junction with Glengall Street to that junction.

516. The eastern footway of Boyne Bridge Place, Belfast from its junction with the southern kerbline of Glengall Street to a point 13.5 metres south of that junction.

517. That part of Boyne Bridge Place, Belfast, running from a point 13.5 metres south of its junction with the southern kerbline of Glengall Street to a point 65 metres south of that junction, bounded on its western side by the eastern edge of the footway on the east side of Boyne Bridge Place and on its eastern side by the easternmost kerbline of Boyne Bridge Place.

518. The eastern footway of Boyne Bridge Place, Belfast from a point 65 metres south of its junction with the southern kerbline of Glengall Street to a point 113.2 metres south of that junction.

519. The eastern footway of Boyne Bridge Place, Belfast from a point 154.3 metres south of its junction with the southern kerbline of Glengall Street to its junction with Hope Street, Belfast.

520. The northern footway of Hope Street, Belfast from its junction with Boyne Bridge Place to a point 19.3 metres east of that junction.

521. The northern footway of Hope Street, Belfast from a point 119.6 metres east of its junction with Boyne Bridge Place to its junction with Great Victoria Street.

522. The southern footway of Glengall Street, Belfast from its junction with Boyne Bridge Place to a point 17.4 metres east of that junction.

523. The southern footway of Glengall Street, Belfast from a point 10.1 metres west of its junction with Great Victoria Street to that junction."

Revocation of cycle route orders

3. The Cycle Lanes (Glengall Street and Great Victoria Street, Belfast) Order (Northern Ireland) 2009(**a**) and the Cycle Lanes (Glengall Street and Great Victoria Street, Belfast) (Amendment) Order (Northern Ireland) 2011(**b**) are revoked.

Amendments to one-way traffic order

4.—(1) Schedule 1 to the One-Way Traffic (Belfast) Order (Northern Ireland) 2009(**c**) is amended in accordance with paragraphs (2) and (3).

(2) For item no. 213 of the following—

"213. Glengall Street, bounded on its northern side by the northern kerbline of Glengall Street and on its south side by the northern edge of the cycle lane on the south side of Glengall Street.	Easterly"

(3) Delete item no. 153 relating to St Andrew's Square West.

Compulsory left-turn

5. The Compulsory Right or Left-Hand Turn (Belfast) Order (Northern Ireland) 2015(**d**) is amended by the addition to Schedule 2 after item no. 18 of the following items—

"19.	Glengall Street	Easterly	Great Victoria Street	Items 1 and 2 as set out in Schedule 3
20.	Hope Street	Easterly	Great Victoria Street	Items 1 and 2 as set out in Schedule 3"

Amendments to motor hackney by-laws

6.—(1) The Schedule to the By-Laws made in respect of Motor Hackney Carriages standing or plying for hire made by the Council of the County Borough of Belfast on 4th June 1951(**e**) is amended in accordance with the following paragraphs—

(2) For item no. 1 substitute the following—

"1. AMELIA STREET	South Side: from a point 9.2 metres east of its junction with Great Victoria Street for a distance of 31.5 metres in an easterly direction. Carriages shall stand in single line by the kerbline and parallel therewith, facing west. All gateways shall be kept clear.	6	At any time"

(3) After item no. 32 add the following—

(**a**) S.R. 2009 No. 284
(**b**) S.R. 2011 No. 84
(**c**) S.R. 2009 No. 49 as amended by S.R. 2009 No. 283 and S.R. 2011 No. 85
(**d**) S.R. 2015 No. 131
(**e**) The relevant amending By-Law is S.R. 2017 No. 125 Article 2(3) and the Schedule

"33.	BOYNE BRIDGE PLACE	East Side: in a lay-by from a point 22.1 metres south of its junction with the southern kerbline of Glengall Street for a distance of 34 metres in a southerly direction. Carriages shall stand in single line by the kerbline and parallel therewith, facing south.	7	At any time
34.	BOYNE BRIDGE PLACE	West Side: in a lay-by from a point 35.1 metres north of its junction with the access road to Grand Central Station for a distance of 31.2 metres in a northerly direction. Carriages shall stand in single line by the kerbline and parallel therewith, facing north.	6	At any time"

(4) Delete item no. 22 relating to Glengall Street (south side) and item no. 23 relating to Great Victoria Street (west side).

Amendment to urban clearways order

7. Schedule 1 to the Urban Clearways Order (Northern Ireland) 2016(**a**) is amended by—

(a) the substitution for item no. 73 of the following item—

"73.	Durham Street, Belfast – both sides	8.00 a.m. to 9.30 a.m. and 4.30 p.m. to 6.00 p.m.	Monday to Friday inclusive"

(b) the addition of the following—

"203.	Boyne Bridge Place, Belfast – both sides	8.00 a.m. to 9.30 a.m. and 4.30 p.m. to 6.00 p.m.	Monday to Friday inclusive"

Amendment to the Bus Lanes (Belfast City Centre) Order (Northern Ireland) 2018

8. The Bus Lanes (Belfast City Centre) Order (Northern Ireland) 2018(**b**) is amended by the substitution for item no. 25 in Schedule 1 of the following—

"**25.** The western side of the northbound carriageway of Great Victoria Street, Belfast, from a point 31 metres north of its junction with Hope Street to a point 15 metres south of its junction with Glengall Street bounded on its western side by the western kerbline of Great Victoria Street and the outer edge of a lay-by and on its eastern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by a gap at Amelia Street."

Amendments to parking and waiting order

9.—(1) The Parking and Waiting Restrictions (Belfast) Order (Northern Ireland) 2025(**c**) is amended in accordance with paragraphs (2) to (4).

(**a**) S.R. 2016 No. 130: last relevant amendment is S.R. 2024 No. 208
(**b**) S.R. 2018 No. 125 as amended by S.R. 2024 No. 149
(**c**) S.R. 2025 No. 97

(2) In Part 1 of Schedule 2 after item 325 add the following items—

"326. Durham Street (east side) – from a point 15 metres south of its junction with Grosvenor Road to a point 15 metres north of its junction with Glengall Street.

327. Durham Street (west side) – from its junction with Boyne Bridge Place to a point 15 metres south of its junction with Grosvenor Road.

328. Boyne Bridge Place (east side) – from a point 15 metres south of its junction with the southern kerbline of Glengall Street to a point 22.1 metres south of that junction.

329. Boyne Bridge Place (east side) – from a point 56.1 metres south of its junction with the southern kerbline of Glengall Street to a point 15 metres north of its junction with Hope Street.

330. Boyne Bridge Place (west side) – from a point 15 metres north of its junction with Linfield Road to a point 15 metres south of its junction with the access road to Grand Central Station.

331. Boyne Bridge Place (west side) – from a point 34.1 metres north of its junction with the access road to Grand Central Station to a point 35.1 metres north of that junction.

332. Boyne Bridge Place (west side) – from a point 66.3 metres north of its junction with the access road to Grand Central Station to its junction with Durham Street.

333. Hope Street (north side) – from a point 15 metres east of its junction with Boyne Bridge Place to point 15 metres west of its junction with St Andrews Square East.

334. Hope Street (north side) – from a point 15 metres east of its junction with Lincoln Place to point 15 metres west of its junction with Great Victoria Street.

335. Hope Street (south side) – from its junction with Bruce Street to a point 15 metres east of its junction with Sandy Row.

336. Hope Street (south side) – north side of the traffic island – from its junction with Bruce Street to a point 15 metres west of its junction with Great Victoria Street.

337. Bruce Street (north side) – south side of the traffic island – from its junction with Hope Street to a point 15 metres west of its junction with Great Victoria Street.

338. Bruce Street (south side) – from a point 15 metres west of its junction with Great Victoria Street to its junction with Hope Street."

(3) In Part 2 of Schedule 2—

(a) after item 170 insert the following—

"171. Durham Street (east side) – from a point 15 metres south of its junction with Athol Street to a point 15 metres north of its junction with Grosvenor Road."

(b) for item no. 71 substitute the following—

"71. Glengall Street (south side) – from a point 15 metres east of its junction with Boyne Bridge Place to a point 15 metres west of its junction with Great Victoria Street."

and

(c) delete item no. 73 relating to Glengall Street (south side).

(4) In Part 5 of Schedule 2 delete item no. 5 relating to Durham Street.

Amendments to On-Street Parking Order

10.—(1) Schedule 1 to the On-Street Parking Order (Northern Ireland) 2000(**a**) is amended in accordance with paragraphs 2 to 4.

(**a**) S.R. 2000 No. 383: relevant amending Orders are S.R. 2014 No. 7 Article 2(4) and Schedule 1, S.R. 2017 No. 173 Article 5, S.R. 2023 No. 21 and S.R. 2024 No. 148 Article 4

(2) Delete item nos. 55 and 64 relating to Hope Street and Lincoln Place, Belfast, in Chapter 1 of Part 1.

(3) For the words "37 to 47, 51 to 81, 84 to 94, 97 to 108" where they appear in Part 3 is substituted the words "37 to 44, 46, 47, 51 to 54, 56 to 63, 65 to 81, 84 to 94, 98 to 108".

(4) For the words "46 to 59, 61 to 94" where they appear in Part 4 in the sub-part heading of Tariff C is substituted the words "46 to 54, 56 to 59, 61 to 63, 65 to 94".

Sealed with the Official Seal of the Department for Infrastructure on 9th July 2025

(L.S.)

R Balfour
A senior officer of the Department for Infrastructure

EXPLANATORY NOTE

(This note is not part of the Order)

This Order—

(a) amends the Cycle Routes Order (Northern Ireland) 2008 ("the Order") by—

  (i) substituting new Articles 1(2) and 3 to update the exceptions;

  (ii) adding an exception for access to premises on the south side of Glengall Street; and

  (iii) adding cycle lanes and cycle tracks on lengths of Boyne Bridge Place, Durham Street, Glengall Street, Great Victoria Street and Hope Street, Belfast (Article 2);

(b) revokes the Cycle Lanes (Glengall Street and Great Victoria Street, Belfast) Order (Northern Ireland) 2009, as amended by the Cycle Lanes (Glengall Street and Great Victoria Street, Belfast) (Amendment) Order (Northern Ireland) 2011 (Article 3);

(c) amends the One-Way Traffic (Belfast) Order (Northern Ireland) 2009 by extending the length of the one-way system on Glengall Street and revokes the one-way system on St Andrews Square West (Article 4);

(d) amends the Compulsory Right or Left-Hand Turn (Belfast) Order (Northern Ireland) 2015 by requiring vehicles travelling in an easterly direction on Glengall Street or Hope Street to make a left-turn when exiting onto Great Victoria Street (Article 5);

(e) authorises two new taxi stands on either side of Boyne Bridge Place, amends the description of the taxi stand on Amelia Street and revokes two taxi stands on Glengall Street and Great Victoria Street (Article 6);

(f) amends The Urban Clearways Order (Northern Ireland) 2016 ("the Order") by substituting a new description for the item relating to Durham Street and adding Boyne Bridge Place, Belfast (Article 7);

(g) amends the description of the bus lane on Great Victoria Street, between Hope Street and Glengall Street (Article 8);

(h) amends the Parking and Waiting Restrictions (Belfast) Order (Northern Ireland) 2025 (Article 9)—

  (i) by adding no waiting at any time (loading and unloading permitted) restrictions on lengths of Durham Street, Boyne Bridge Place, Hope Street and Bruce Street;

  (ii) by adding a no waiting at any time (loading and unloading not permitted) restriction on a length of Durham Street;

(iii) by replacing the existing lengths of waiting restrictions on the south side of Glengall Street with a no waiting at any time (loading and unloading not permitted) restriction extending the full length of Glengall Street; and

(iv) revoking a no waiting Monday to Saturday 8.00 am to 6.00 p.m. restriction on a length of Boyne Bridge Place (formerly Durham Street); and

(i) amends the On-Street Parking Order (Northern Ireland) 2000 ("the 2000 Order") by removing the length of Hope Street, Belfast, from its junction with Sandy Row to its junction with Great Victoria Street, and Lincoln Place from the Order so that they are no longer designated as parking places within the City of Belfast controlled parking zone. It also removes references to Glengall Street, item no. 45 and Skipper Street, item no. 97 where they appear in Part 3 of Schedule 1 of the 2000 Order as they have previously been removed from that Order (Article 10).

A penalty charge (£90) is payable with respect to a vehicle involved in a contravention of any provision relating to parking or waiting in a cycle lane, taxi stand, clearway or cycle track adjacent to a clearway in accordance with the Traffic Management (Northern Ireland) Order 2005 and The Penalty Charges (Prescribed Amounts) Regulations (Northern Ireland) 2006.

Any person who acts in contravention 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 this Order will in due course be placed on the roads.