STATUTORY RULES OF NORTHERN IRELAND

2020 No. 39

ROADS

ROAD TRAFFIC AND VEHICLES

The Motorways Traffic (Amendment) Regulations (Northern Ireland) 2020

Made - - - -	*19th March 2020*
Coming into operation	*29th April 2020*

The Department for Infrastructure(**1**) makes the following Regulations in exercise of the powers conferred by Article 20(3) of the Roads (Northern Ireland) order 1993(**2**) and now vested in it(**3**).

Citation and commencement

1. These Regulations may be cited as The Motorways Traffic (Amendment) Regulations (Northern Ireland) 2020 and shall come into operation on 29th April 2020.

Amendment

2. The Motorways Traffic Regulations (Northern Ireland) 2008(**4**) are amended by the substitution for Schedule 1 of the Schedule set out in the Schedule to these Regulations.

Sealed with the Official Seal of the Department for Infrastructure on 19th March 2020

(L.S.)

Elizabeth Loughran
A senior officer of the Department for Infrastructure

(**1**) 2016 c. 5 (N.I.)
(**2**) S.I. 1993/3160 (N.I. 15)
(**3**) S.R. 1999 No. 481 Article 6(d) and Schedule 4 Part IV
(**4**) S.R. 2008 No. 135 as amended by S.R. 2019 No. 19

SCHEDULE Article 2

"SCHEDULE 1 Regulations 1(2) and 9(a)

1. The area of the hard shoulder of the Motorway M1 eastbound, from a point 325 metres north-east of the north-eastern end of Halftown Road Bridge abutment, to a point 755 metres north-east of the north-eastern end of Halftown Road Bridge abutment, bounded on its north-western side by the north-western edge of the hard shoulder, and on its south-eastern side by the outer edge of a road marking in the form of—

(a) a broken longitudinal white line; or

(b) two continuous longitudinal white lines encompassing white chevrons.

2. The area of the hard shoulder of the Junction 8 eastbound off-slip of the Motorway M1 eastbound, from a point 755 metres north-east of the north-eastern end of Halftown Road Bridge abutment, to a point 200 metres north-east of the north-west end of the gantry spanning the Junction 8 eastbound off-slip bounded on its north-western side by the north-western edge of the hard shoulder, and on its south-eastern side by the outer edge of a road marking in the form of—

(a) a broken longitudinal white line; or

(b) two continuous longitudinal white lines encompassing white chevrons.

3. The area of the hard shoulder of the Junction 8 eastbound on-slip to the Motorway M1 eastbound, from the A101 entry to the on-slip, to a point 137 metres south-west of the centreline of the Junction 7 on-slip road where it passes under the Motorway M1, bounded on its northern side by the kerb at the northern edge of the hard shoulder, and on its southern side by the outer edge of a road marking in the form of—

(a) a broken longitudinal white line; or

(b) two continuous longitudinal white lines encompassing white chevrons.

4. The area of the hard shoulder of the Motorway M1 eastbound, from a point 137 metres south-west of the centreline of the Junction 7 on-slip road under the Motorway M1, to a point 133 metres north-east of the centreline of the Junction 7 on-slip road under the Motorway M1, bounded on its north-western side by the north-western edge of the hard shoulder, and on its south-eastern side by the outer edge of a road marking in the form of—

(a) a broken longitudinal white line; or

(b) two continuous longitudinal white lines encompassing white chevrons.

5. The area of the hard shoulder of the Motorway M1 eastbound, from a point 45 metres north-east of the north-eastern end of the northern parapet of Ravernet Road Bridge, to a point 340 metres south-west of the south-western end of the north-eastern parapet of Ballynahinch Road Bridge bounded on its north-western side by the north-western edge of the hard shoulder, and on its south-eastern side by the outer edge of a road marking in the form of—

(a) a broken longitudinal white line; or

(b) two continuous longitudinal white lines encompassing white chevrons.

6. The area of the hard shoulder of the Motorway M1 eastbound, from a point 146 metres north-east of the north-western parapet wall of the Hillhall Road Bridge to a point 215 metres north-east of the north-western parapet wall of the Tullynacross Road Bridge bounded on its western side by the western edge of the hard shoulder and on its eastern side by the outer edge of a road marking in the form of—

(a) a broken longitudinal white line; or

(b) two continuous longitudinal white lines encompassing white chevrons.