STATUTORY RULES OF NORTHERN IRELAND

2018 No. 125

ROAD TRAFFIC AND VEHICLES

The Bus Lanes (Belfast City Centre) Order (Northern Ireland) 2018

Made - - - -	*4th June 2018*
Coming into operation -	*25th June 2018*

The Department for Infrastructure(**a**) makes the following Order in exercise of the powers conferred by Article 4(1), (2) and (3) of, and paragraph 5 of Schedule 1 to, 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.

Six hundred and sixty four written objections, three representations and one petition have been received and duly considered. Two hundred and eighty nine of the objections and the petition have subsequently been withdrawn. A further nine representations in support have been received.

The Department has modified the draft Order.

Citation and commencement

1. This Order may be cited as The Bus Lanes (Belfast City Centre) Order (Northern Ireland) 2018 and shall come into operation on 25th June 2018.

Interpretation

2. In this Order—

"bus" means a motor vehicle constructed or adapted to carry more than 8 passengers (exclusive of the driver);

"bus lane" means the areas of those lengths of road specified in Schedule 1;

"cycle" has the same meaning as in the Order of 1995;

"lay-by" means a surfaced area adjacent to the carriageway intended for the waiting of vehicles;

(**a**) 2016 c. 5 (N.I.)
(**b**) S.I. 1997/276 (N.I. 2)
(**c**) S.R. 1999 No. 481 Article 6(*d*) and Schedule 4 Part IV

"medical practitioner" means a registered person within the meaning of the Medical Act 1983(**a**);

"motor cycle" has the same meaning as in the Order of 1995; and

"permitted taxi" means a taxi which is either—

(i) licensed to stand or ply for hire on a road or public place and subject to Bye-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 and which meets the specifications prescribed by regulation 41 of the Public Service Vehicles (Conditions of Fitness, Equipment and Use) Regulations (Northern Ireland) 1995(**b**); or

(ii) licensed to operate carriage services under the road service licence provision of Part II of the Transport Act (Northern Ireland) 1967(**c**).

Prohibitions on traffic

3. Subject to Article 4 and save as provided in Article 5, a person shall not, during the hours between 7.00 a.m. to 7.00 p.m. on the days Monday to Saturday inclusive, except upon the direction or with the permission of a constable in uniform, cause or permit any vehicle other than a bus, cycle, motor cycle or permitted taxi to enter, proceed or wait in a bus lane.

Restriction of waiting

4. A bus, cycle, motor cycle or permitted taxi may only wait in a bus lane to enable a person to board or alight from the vehicle and the period of waiting shall not exceed two minutes.

Exceptions

5. The prohibitions in Article 3 shall not render it unlawful for any person to cause or permit any vehicle to enter, proceed or wait in a bus lane so far as such entry, proceeding or waiting is reasonably necessary for the avoidance of an accident or to enable the vehicle to be used—

(a) in an emergency by a medical practitioner, or for police, military, fire and rescue or ambulance purposes; or

(b) in the services of the Department in pursuance of its statutory powers or duties; or

(c) by or on behalf of the Northern Ireland Transport Holding Company(**d**); or

(d) for any of the following operations provided that they can be conveniently carried out only from the bus lane—

(i) in an emergency in connection with the laying, erection, alteration or repair of any electronic communications apparatus as defined in Schedule 2 to the Telecommunications Act 1984(**e**); or

(ii) by or on behalf of the holder of a licence granted under Article 10 of the Electricity (Northern Ireland) Order 1992(**f**) or a licence granted under Article 8 of the Gas (Northern Ireland) Order 1996(**g**) in an emergency in connection with the discharge of the holder's functions within the bus lane or an area accessible only from the bus lane; or

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(**a**) 1983 c. 54
(**b**) S.R. 1995 No. 447
(**c**) 1967 c. 37 (N.I.) to which there are no relevant amendments
(**d**) Established by Sections 47 and 48 of, and Schedule 1 to the Transport Act (Northern Ireland) 1967 c. 37
(**e**) 1984 c. 12 as amended by 2003 c. 21 Schedule 3 paragraph 2(2)
(**f**) S.I. 1992/231 (N.I. 1) as amended by S.I. 2003/419 (N.I. 6), S.R. 2007 No. 283, S.R. 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
(**g**) 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

(iii) by or on behalf of a sewerage undertaker or a water undertaker in an emergency in connection with the discharge of that undertaker's functions within the bus lane or an area accessible only from the bus lane;

(iv) in the services of a district council in pursuance of its statutory powers or duties within the bus lane or an area accessible only from the bus lane between the hours of 10.00 a.m. and 2.00 p.m.; or

(v) by or on behalf of a universal service provider, as defined in section 4(3) and (4) of the Postal Services Act 2000(**a**), for the purposes of the delivery of postal packets, as defined in section 125 of that Act, to or collection from premises adjacent to or accessible only from the bus lane between the hours of 10.00 a.m. and 2.00 p.m.; or

(vi) in connection with building, repair or demolition work at premises adjacent to or accessible only from the bus lane between the hours of 10.00 a.m. and 2.00 p.m.;

(e) for access to or from premises adjacent to or accessible only from the bus lane; or

(f) for access to or from a lay-by adjacent to or accessible only from the bus lane; or

(g) for the removal of any obstruction to traffic.

Revocations

6. The provisions specified in column (1) of Schedule 2 are revoked to the extent specified in column (3).

Sealed with the Official Seal of the Department for Infrastructure on 4th June 2018

(L.S.)

G F McKenna
A senior officer of the Department for Infrastructure

(**a**) 2000 c. 26

SCHEDULE 1

Article 2

BUS LANES CITY CENTRE

1. The fourth traffic lane north from the southern kerbline of the westbound carriageway of East Bridge Street, Belfast, from a point 10 metres west of the western kerbline Verner Street to a point 10 metres west of the western kerbline of Market Street, bounded on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line and on its northern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

2. The western side of the northbound carriageway of Cromac Street, Belfast, from a point 58 metres south of the southern kerbline of May Street to a point 15 metres south of the southern kerbline of May Street, bounded on its western side by the western kerbline of Cromac Street and a private access, and on its eastern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

3. The southern side of the westbound carriageway of May Street, Belfast, (excluding the permit parking place at May Street Presbyterian Church, located 20 metres east of the junction with Alfred Street, and extending for a distance of 12 metres in an eastern direction), from a point 18 metres west of the western kerbline of Oxford Street to a point 29 metres east of the eastern kerbline of Adelaide Street, bounded on its southern side by the southern kerbline of May Street, a private access, and its junctions with Verner Street, Market Street, Cromac Street, Joy Street and Alfred Street, and on its northern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by gaps opposite the junctions.

4. The southern side of the westbound carriageway of Donegall Square South, Belfast, from a point 6 metres west of the western kerbline of Adelaide Street to a point 12 metres east of the eastern kerbline of Linenhall Street, bounded on its southern side by the southern kerbline of Donegall Square South, and on its northern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

5. The northern side of the westbound carriageway of Donegall Square South, Belfast, from a point 59 metres east of the eastern kerbline of Donegall Square West to a point 23 metres east of the eastern kerbline of Donegall Square West, bounded on its northern side by the northern kerbline of Donegall Square South, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

6. The northern side of the westbound carriageway of Howard Street, Belfast, from a point 24 metres west of the western kerbline of Donegall Square West to a point 25 metres west of the western kerbline of Upper Queen Street, bounded on its northern side by the northern kerbline of Howard Street and its junction with Upper Queen Street, and on its southern side by the outer edge of road marking in the form of a continuous longitudinal white line broken only by a gap opposite the junction and at controlled pedestrian crossings.

7. The third lane east from the western kerbline of the northbound carriageway of College Square East, Belfast, from a point opposite the northern kerbline of Murray Street to a point 3 metres south of the southern kerbline of Wellington Place, bounded on its western side by the outer edge of a road marking in the form of a continuous longitudinal white line, the eastern kerbline of a traffic island and an area of road markings in the form of chevrons, 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 a traffic signal.

8. The western side of the northbound carriageway of College Square East, Belfast, from a point 23 metres north of the northern kerbline of Murray Street to a point 43 metres south of the southern kerbline of College Square North, bounded on its western side by the western kerbline of College Square East and a private access, 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 a controlled pedestrian crossing.