

2011 No. 294

ROAD TRAFFIC AND VEHICLES

**The Bus Lanes (Shore Road, York Road and York Street,
Belfast) Order (Northern Ireland) 2011**

Made - - - - - *19th August 2011*

Coming into operation - *12th September 2011*

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.

One written objection has been received and subsequently withdrawn. No other representation has been received.

Citation and commencement

1. This Order may be cited as The Bus Lanes (Shore Road, York Road and York Street, Belfast) Order (Northern Ireland) 2011 and shall come into operation on 12th September 2011.

Interpretation

2. In this Order—

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

“the bus lane” means a length of Shore Road, York Road and York Street, Belfast specified in Schedule 1 or 2;

“cycle” has the same meaning as in the Order of 1995;

“medical practitioner” means a registered person within the meaning of the Medical Act 1983^(d).

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

(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) 1983 c. 54

“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(a); or
- (ii) licensed to operate carriage services under the road service licence provision of Part II of the Transport Act (Northern Ireland) 1967(b).

Prohibitions on traffic

3.—(1) Subject to Article 4 and save as provided in Article 5, a person shall not, during the hours 7.30 a.m. to 9.30 a.m. on the days Monday to Friday 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 specified in Schedule 1.

(2) Subject to Article 4 and save as provided in Article 5, a person shall not, during the hours 3.30 p.m. to 6.30 p.m. on the days Monday to Friday 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 specified in Schedule 2.

Restriction of waiting

4. A bus, cycle, motor cycle or permitted taxi may only wait in the 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 the 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—

- (i) in an emergency by a medical practitioner, or for police, military, fire and rescue or ambulance purposes; or
- (ii) in the services of the Department in pursuance of statutory powers or duties; or
- (iii) for access to or from premises adjacent to or accessible only from the bus lane; or
- (iv) for the removal of any obstruction to traffic.

Sealed with the Official Seal of the Department for Regional Development on 19th August 2011

(L.S.)

D J Millar

A senior officer of the Department for Regional Development

(a) S.R. 1995 No. 447

(b) 1967 c. 37 (N.I.) to which there are no relevant amendments

SCHEDULE 1

Articles 2 and 3(1)

SOUTHBOUND BUS LANES

1. The area of the southbound part of the carriageway of Shore Road, Belfast, from a point 45 metres north of its northern junction with Shore Crescent, to a point 190 metres south of its southern junction with Shore Crescent. The lane is bounded on its eastern side by the eastern kerblines of Shore Road and by its two junctions with Shore Crescent and on its outer edge by a road marking in the form of a continuous longitudinal white line broken only by gaps opposite the junctions and by a pedestrian crossing.

2. The area of the southbound part of the carriageway of Shore Road, Belfast, from a point 240 metres north of the northbound carriageway's junction with Low Wood Park, to a point 85 metres south of that junction. The lane is bounded on its eastern side by the eastern kerblines of Shore Road and on its outer edge by a road marking in the form of a continuous longitudinal white line broken only by a pedestrian crossing.

3. The area of the southbound part of the carriageway of York Road, Belfast, from a point 37 metres south of its junction with North Derby Street, to a point opposite its junction with Limestone Road. The lane is bounded on its eastern side by the eastern kerblines of York Road and by its junction with Milewater Street and on its outer edge by a road marking in the form of a continuous longitudinal white line broken only by a gap opposite the junction.

4. The area of the southbound part of the carriageway of York Street, Belfast, from a point 60 metres south of the northbound carriageway's junction with Limestone Road, to a point 28 metres north of its junction with Whitla Street. The lane is bounded on its eastern side by the eastern kerblines of York Street and an entrance to business premises and on its outer edge by a road marking in the form of a continuous longitudinal white line broken only by the gap opposite the entrance to business premises and by a pedestrian crossing.

SCHEDULE 2

Articles 2 and 3(2)

NORTHBOUND BUS LANES

1. The area of the northbound part of the carriageway of York Street, Belfast, from a point 8 metres south of its junction with St. Paul's Street, to its junction with Limestone Road. The lane is bounded on its western side by the western kerblines of York Street and by its junctions with St. Paul's Street and Hanna Street, and on its outer edge by a road marking in the form of a continuous longitudinal white line broken only by gaps opposite the junctions.

2. The area of the northbound part of the carriageway of York Road, Belfast, from a point 38 metres north of its junction with Mountcollyer Avenue to a point 10 metres south of its junction with Alexandra Park Avenue. The lane is bounded on its western side by the western kerblines of York Road and by its junctions with Parkmount Street, Seaview Street and Castleton Avenue and on its outer edge by a road marking in the form of a continuous longitudinal white line broken only by gaps opposite the junctions.

3. The area of the northbound part of the carriageway of York Road and Shore Road, Belfast, from a point 56 metres north of its junction with Grove Place, to a point 94 metres south of its junction with Fortwilliam Crescent. The lane is bounded on its western side by the western kerblines of York Road and Shore Road and by its junctions with North Queen Street, Skegoniel Avenue, Northwood Parade, Northwood Road and Premier Drive and on its outer edge by a road marking in the form of a continuous longitudinal white line broken only by gaps opposite the junctions and by two pedestrian crossings.

4. The area of the northbound part of the carriageway of Shore Road, Belfast, from a point 65 metres north of its junction with Mount Vernon Road, to its junction with Donegall Park Avenue. The lane is bounded on its western side by the western kerblines of Shore Road and by its junction with Low Wood Park and on its outer edge by a road marking in the form of a continuous longitudinal white line broken only by a gap opposite the junction and by a pedestrian crossing.

5. The area of the northbound part of the carriageway of Shore Road, Belfast, from a point 102 metres north of its junction with Donegall Park Avenue, to a point 150 metres south of its junction with Gray's Lane. The lane is bounded on its western side by the western kerblines of Shore Road and by its junction with Greencastle Place and on its outer edge by a road marking in the form of a continuous longitudinal white line broken only by a gap opposite the junction and by a pedestrian crossing.

EXPLANATORY NOTE

(This note is not part of the Order)

This Order provides for with-flow bus lanes on Shore Road, York Road and York Street, Belfast, in which buses, cycles, motor cycles and permitted taxis (as defined in Article 2) are permitted—

- (a) between 7.30 a.m. and 9.30 a.m. on Monday to Friday inclusive on the southbound lanes specified in Schedule 1 to the Order; and
- (b) between 3.30 p.m. and 6.30 p.m. on Monday to Friday inclusive on the northbound lanes specified in Schedule 2 to the Order.

The Order also restricts the waiting by buses, cycles, motor cycles and permitted taxis using those bus lanes (Article 4).

Vehicles requiring access are exempt from the provisions of the Order.

Any person who acts in contravention of Article 3 of the Order by causing or permitting any vehicle other than a bus, cycle, motor cycle or permitted taxi to wait in the bus lane, or in contravention of Article 4 by causing or permitting a bus, cycle, motor cycle or permitted taxi to wait in the bus lane for longer than two minutes, shall be liable to a penalty charge (£60) 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 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 indicating the effect of the Order will in due course be placed on the roads.