

Experimental Traffic Control Scheme – Permitted Taxis in Bus Lanes – Belfast City Centre

The Department for Infrastructure^(a) makes the following experimental traffic control scheme in exercise of the powers conferred by Article 5(1) and (2) of The Road Traffic Regulation (Northern Ireland) Order 1997^(b) (“the 1997 Order”) and now vested in it^(c).

In accordance with Article 5(10) of, and paragraphs 2 and 3 of Schedule 2 to, the 1997 Order, the Department has consulted such persons as it considered appropriate.

The Department has published a notice in compliance with paragraphs 2 and 4 of that Schedule.

One hundred and two objections have been received and duly considered and seven representations in support have been received.

Commencement and interpretation

1.—(1) The experimental traffic control scheme shall come into operation on 8th September 2025.

(2) In this scheme—

“bus lanes” means the lengths of roads specified in the items detailed in column 1 of Schedule 1 and the lengths of road specified in column 1 of Schedule 2;

“permitted taxi” means a taxi for which a class A, B, C or D licence, as specified in Regulation 5 of the Taxi Licencing Regulations (Northern Ireland) 2015^(d), has been issued in accordance with Section 13(2) of the Taxis Act;

“taxi” has the meaning assigned to it by Section 57(1) of the Taxis Act; and

“the Taxis Act” means the Taxis Act (Northern Ireland) 2008 c. 4.

Direction

2. A person may cause a permitted taxi to enter, proceed or wait in the bus lanes specified in the items detailed in column 1 of Schedule 1 and the lengths of road specified in column 1 of Schedule 2.

(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. 1999 No. 481 Article 6(d) and Schedule 4 Part IV

(d) S.R. 2015 No. 393

Amendment to the Bus Lanes Order

3. The Bus Lanes Order (Northern Ireland) 2002(a) is amended by the addition to Schedule 1 of the lengths of road specified in Schedule 2.

Modification to Orders

4. The Department directs that, during the period that the experimental traffic control scheme is in force, the definition of “a permitted taxi” contained in this Direction shall be substituted for the definition of “a permitted taxi” detailed in the Articles indicated in column 2 in relation to the items specified in column 1 of the Schedules.

Sealed with the Official Seal of the Department for Infrastructure on 8th September 2025

(L.S.)

DJ Millar
A senior officer of the Department for Infrastructure

SCHEDULE 1

Article 2

EXISTING BUS LANES IN BELFAST CITY CENTRE FOR USE BY PERMITTED TAXIS

	<i>Column 1 (Item)</i>	<i>Column 2 (Article)</i>
1.	Item no. 11 relating to Great Victoria Street in Schedule 1 to the Bus Lanes Order (Northern Ireland) 2002.	Article 2
2.	Item no. 20 relating to Shaftesbury Square in Schedule 1 to the Bus Lanes Order (Northern Ireland) 2002.	Article 2
3.	Item no. 25 relating to Great Victoria Street in Schedule 1 to the Bus Lanes (Belfast City Centre) Order (Northern Ireland) 2018(b).	Article 2

SCHEDULE 2

Article 4

TEMPORARY BUS LANES IN BELFAST CITY CENTRE FOR USE BY PERMITTED TAXIS

	<i>Column 1 (Item)</i>	<i>Column 2 (Article)</i>
34.	Bruce Street (the second traffic lane south of the northern kerbline of the eastbound carriageway) – from a point 24 metres west of the western kerbline of Holmes Street to a point 11 metres west of its junction with the western kerbline of Dublin Road, bounded on its northern side by the outer edge of a road marking in the form of a	Article 2

(a) S.R. 2002 No. 173: relevant amending Order S.R. 2016 No. 433

(b) S.R. 2018 No. 125 as amended by S.R. 2024 No. 149 and S.R. 2025 N0. 130

	continuous longitudinal white line, and on its southern side by the outer edge of a road marking in the form of a continuous white line.	
35.	Dublin Road (the second lane east from the western kerbline of the southbound carriageway) – from a point 56 metres north of its junction with the northern kerbline of Marcus Ward Street to a point 20 metres north of its junction with the northern kerbline of Pakenham Street, bounded on its eastern side by the outer edge of a lay-by, an area of road marking in the form of hatching, its junction with Marcus Ward Street and the western edge of a road marking in the form of a continuous longitudinal white line broken only by gaps at Salsbury Street, Hartington Street and the controlled area of a pedestrian crossing, and on its western 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 and the controlled area of a pedestrian crossing.	Article 2
36.	Great Victoria Street (the eastern side of the southbound carriageway) – from a point 33 metres south of its junction with the southern kerbline of Howard Street to a point 24 metres north of its junction with the northern kerbline of Hope Street, bounded on its eastern side by the eastern kerbline of Great Victoria Street, the outer edge of a lay-by and its junction with Amelia Street, and on its western side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by gaps at its junction with Amelia Street and the controlled areas of pedestrian crossings.	Article 2