

## Experimental Traffic Control Scheme - Bus Lanes (Southern Arterial Corridors, Belfast)

The Department for Infrastructure<sup>(a)</sup> 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<sup>(b)</sup> (“the 1997 Order”) and now vested in it<sup>(c)</sup>.

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.

No objection has been received.

The Department has modified the draft Direction Order.

### Commencement and interpretation

1.—(1) The experimental traffic control scheme shall come into operation on 3rd November 2025.

(2) In this scheme—

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

“bus lanes” means the areas of those lengths of roads specified in the Schedule;

“cycle” has the meaning as in the Order of 1995<sup>(d)</sup>;

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

“medical practitioner” means a registered person within the meaning of the Medical Act 1983<sup>(e)</sup>

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

“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<sup>(f)</sup>;

---

(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.I. 1995/2994 (N.I. 18)

(e) 1983 c. 54

(f) S.R. 1995 No. 447

- (ii) licensed to operate carriage services under the road service licence provision of Part II of the Transport Act (Northern Ireland) 1967(a); or
  - (iii) as it pertains to the lengths of road specified in the Experimental Traffic Control Scheme – Permitted Taxis in Bus Lanes – Belfast City Centre(b)
- “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.

### Prohibitions on traffic

2.—(1) Subject to Article 4, a person shall not, during the hours of 7.30 a.m. to 9.30 a.m. and 3.30pm to 6.30pm 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 or Schedule 2.

3. 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

4. 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) 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(c); or
  - (ii) by or on behalf 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) 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
  - (iii) by or on behalf of a sewerage 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; or
- (d) for access to or from premises adjacent to or accessible only from the bus lane; or
- (e) for access to or from a lay-by adjacent to or accessible only from the bus lane; or
- (f) for the removal of any obstruction to traffic.

Sealed with the Official Seal of the Department for Infrastructure on 29th October 2025

(L.S.)

*R Balfour*  
A senior officer of the Department for Infrastructure

- 
- (a) 1967 c. 37 (N.I.) to which there are no relevant amendments
  - (b) Published in the Belfast Gazette on 19<sup>th</sup> September 2025 and in the Belfast Telegraph, Irish News and Newsletter on 17<sup>th</sup> September 2025
  - (c) 1984 c. 12 as amended by 2003 c. 21 Schedule 3 paragraph 2(2)
  - (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

## SCHEDULE 1

Article 2

### INBOUND BUS LANES

**1. Ballynahinch Road:** The area of the northbound part of the carriageway of Ballynahinch Road, Carryduff, which extends from a point approximately 85 metres south of its junction with Muskett Road, to a point approximately 80 metres south of its junction with Hillsborough Road, bounded on its eastern side by the outer edge of a road marking in the form of a continuous longitudinal white line, and on its western side by the western kerblines of Ballynahinch Road and by its junction with Muskett Road.

**2. Botanic Avenue:** The area of the northbound part of the carriageway of Botanic Avenue, Belfast, which extends from its junction with Lower Crescent, to a point approximately 40 metres south of its junction with Shaftesbury Square, bounded on its eastern side by the outer edge of a road marking in the form of a continuous longitudinal white line, and on its western side by the kerblines of Botanic Avenue.

**3. Great Victoria Street:** From its junction with Shaftesbury Square, to a point approximately 9 metres south of its junction with Bruce Street, broken only by a gap at a pedestrian crossing. The area is bounded on its eastern side by the edge of a white line, and on its western side by the western kerblines of Great Victoria Street and by that road's junctions with Albion Street, Wellwood Street and Windsor Street.

**4. Lisburn Road:** The area of the northbound part of the carriageway of Lisburn Road, Belfast, from a point 60 metres north-east of its junction with Tate's Avenue to a point 76 metres south-west of its junction with Jubilee Road. The lane is bounded on its western side by the western kerblines of Lisburn Road and by its junctions with Ashley Avenue, Belgrave Avenue, Ulsterville Avenue and Dunluce 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.

**5. Ormeau Road:** northbound part of the carriageway, from a point 88 metres south-east of its junction with Ardmore Avenue to its junction with University Avenue, bounded on its western side by the western kerblines of Ormeau Road, the outer edge of lay-bys and by its junctions with Ardmore Avenue, Rossmore Avenue, Florenceville Avenue, Whitehall Parade, Florenceville Drive, Whitehall Gardens, Sunnyside Street, Haywood Avenue, Deramore Street, Haypark Avenue, Rushfield Avenue, Deramore Avenue, Ava Avenue, Candahar Street, Delhi Street, Baroda Street, Annadale Embankment, Stranmillis Embankment, Agincourt Avenue, and Rugby 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.

**6. Saintfield Road:** Northbound part of the carriageway, from a point 57 metres south-east of its junction with Glenhugh Park, to its junction with Upper Knockbreda Road, bounded on its western side by the western kerblines of the Saintfield Road, the outer edge of lay-bys and by its junctions with Glenhugh Park, Lenaghan Avenue, Lenaghan Park, Woodbreda Park, School Road and Mount Oriel 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.

**7. Shaftesbury Square:** Citybound carriageway, from a point approximately 45 metres north of its junction with Donegall Road, to its junction with Great Victoria Street, bounded on its eastern side by the edge of a white line, and on its western side by the western kerblines of Shaftesbury Square.

**8. Stranmillis Road:** Citybound part of the carriageway, from a point approximately 30 metres north of its junction with Stranmillis Embankment, to a point approximately 6 metres north of its junction with Stranmillis Street, bounded on its eastern side by the edge of a white line, and on its western side by the western kerblines of Stranmillis Road and by that road's junction with Mount Pleasant.

**9. Malone Road:** citybound part of the carriageway, from its junction with Adelaide Park, to a point approximately 10 metres south-west of its junction with Windsor Avenue, bounded on its south-eastern side by the edge of a white line, and on its north-western side by the north-western kerbline of Malone Road and by that road's junctions with Windsor Park and Derryvolgie avenue.

**10. Malone Road:** citybound part of the carriageway, from its junction with Windsor Avenue North, bounded on its south-eastern side by the edge of a white line, and on its north-western side by the north-western kerbline of Malone Road.

**11. Upper Malone Road:** citybound part of the carriageway, from a point approximately 20 metres north- east of its junction with Malton Drive, to its junction with Cambourne Park, bounded on its south-eastern side by the edge of a white line, and on its north-western side by the north-western kerbline of Upper Malone Road and by that road's junctions with Greenview Park, Harberton Park and Bristow Park.

**12. Upper Malone Road:** citybound part of the carriageway, from a point approximately 20 metres west of its junction with Upper Malone Park, to a point approximately 30 metres west of its junction with Dub Lane, bounded on its southern side by the edge of a white line, and on its northern side by the northern kerbline of Upper Malone Road and by that road's junctions with Upper Malone Park and Linkview Park.

## SCHEDULE 2

Article 2

### OUTBOUND BUS LANES

**1. Ormeau Road:** The area of the southbound part of the carriageway of Ormeau Road, Belfast, from a point 15 metres south-east of its junction with North Parade to its junction with Raby Street. The lane is bounded on its eastern side by the eastern kerbline of Ormeau Road and by its junctions with South Parade, Somerset Street, Parkmore and St. Jude's Parade 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. Ormeau Road:** The area of the southbound part of the carriageway of Ormeau Road, Belfast, from a point 35 metres south-east of its junction with Jameson Street to a point 220 metres south-east of its junction with Fitzwilliam Avenue. The lane is bounded on its eastern side by the eastern kerbline of Ormeau Road and by its junctions with St. Jude's Avenue and Fitzwilliam 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.