

2018 No.

ROAD TRAFFIC AND VEHICLES

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

Made - - - - 2018

Coming into operation - 2018

The Department for Infrastructure^(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.

(Here will follow, where appropriate, recitals of the fact of any written objections or other representations received or inquiry held and the outcome thereof).

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 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;

“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) 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) 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. 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(c); 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(d); or
 - (ii) by or on behalf of the holder of a licence granted under Article 10 of the Electricity (Northern Ireland) Order 1992(e) or a licence granted under Article 8 of the Gas (Northern Ireland) Order 1996(f) 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 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 12.00 noon; or

(a) S.R. 1995 No. 447

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

(c) Established by Sections 47 and 48 of, and Schedule 1 to the Transport Act (Northern Ireland) 1967 c. 37

(d) 1984 c. 12 as amended by 2003 c. 21 Schedule 3 paragraph 2(2)

(e) 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

(f) 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

- (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 12.00 noon;
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 12.00 noon;
- (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 2018

(L.S.)

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 kerblines of the westbound carriageway of East Bridge Street, Belfast, from a point 10 metres west of the western kerblines of Verner Street to a point 10 metres west of the western kerblines 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 kerblines of May Street to a point 15 metres south of the southern kerblines of May Street, bounded on its western side by the western kerblines 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 kerblines of Oxford Street to a point 29 metres east of the eastern kerblines of Adelaide Street, bounded on its southern side by the southern kerblines 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 kerblines of Adelaide Street to a point 12 metres east of the eastern kerblines of Linenhall Street, bounded on its southern side by the southern kerblines 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 kerblines of Donegall Square West to a point 23 metres east of the eastern kerblines of Donegall Square West, bounded on its northern side by the northern kerblines 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 kerblines of Donegall Square West to a point 25 metres west of the western kerblines of Upper Queen Street, bounded on its northern side by the northern kerblines of Howard Street and its junction with Upper Queen Street, and on its southern side by the outer edge of a 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 kerblines of the northbound carriageway of College Square East, Belfast, from a point opposite the northern kerblines of Murray Street to a point 3 metres south of the southern kerblines 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 kerblines 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 kerblines of Murray Street to a point 43 metres south of the southern kerblines of College Square North, bounded on its western side by the western kerblines 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.

9. The western side of the northbound carriageway of College Avenue, Belfast, from a point 52 metres north of the northern kerblines of College Square North to a point 40 metres south of the southern kerblines of Divis Street, bounded on its western side by the western kerblines of College Avenue, and on its eastern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

10. The eastern side of the southbound carriageway of College Avenue, Belfast, from a point 46 metres south of the southern kerblines of Castle Street to a point 23 metres north of the northern kerblines of College Street, bounded on its eastern side by the eastern kerblines of College Avenue, the outer edge of a lay-by and its junction with King 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 a gap opposite the junction.

11. The eastern side of the southbound carriageway of College Square East, Belfast, from a point 7 metres south of the southern kerblines of College Street to a point 15 metres north of the northern kerblines of Wellington Place, bounded on its eastern side by the eastern kerblines of College Square East, and on its western side by the outer edge of a road marking in the form of a continuous longitudinal white line.

12. The northern side of the eastbound carriageway of Wellington Place, Belfast, from a point 13 metres east of the eastern kerblines of College Square East to a point 44 metres east of the eastern kerblines of College Square East, bounded on its northern side by the northern kerblines of Wellington Place and the outer edge of a lay-by, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

13. The northern side of the eastbound carriageway of Wellington Place, Belfast, from a point 15 metres east of the eastern kerblines of Queen Street to a point 84 metres east of the eastern kerblines of Queen Street, bounded on its northern side by the northern kerblines of Wellington Place and the outer edge of a lay-by, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

14. The northern side of the eastbound carriageway of Donegall Square North, Belfast, from a point 96 metres west of the western kerblines of Donegall Place to its junction with the eastern kerblines of Callender Street, bounded on its northern side by the northern kerblines of Donegall Square North, the outer edge of lay-bys, the outer edge of a road marking in the form of a continuous longitudinal white line (adjacent to a taxi stand), the outer edge of a road marking to delineate disabled bays, a private access and its junction with Donegall Place, and on its southern 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.

15. The northern side of the eastbound carriageway of Chichester Street, Belfast, from its junction with the eastern kerblines of Callender Street to a point 55 metres east of the eastern kerblines of Montgomery Street, bounded on its northern side by the northern kerblines of Chichester Street, the outer edge of lay-bys and its junction with Montgomery Street, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by gaps opposite the junction and at controlled pedestrian crossings.

16. The eastern side of the northbound carriageway of Victoria Street, Belfast, from a point 12 metres north of the northern kerblines of Chichester Street to a point 32 metres south of the southern kerblines of Queen's Square, bounded on its eastern side by the eastern kerblines of Victoria Street, the outer edge of lay-bys, a private access and its junctions with Ann Street and Marlborough 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 opposite the junctions and a controlled pedestrian crossing.

17. The eastern side of the southbound carriageway of Donegall Quay, Belfast, from a point 70 metres south of a point opposite the northern kerblines of Queen's Square for a distance of 24

metres in a southerly direction, bounded on its eastern side by the eastern kerblines of Donegall Quay and a private access, and on its western side by the outer edge of a road marking in the form of a continuous longitudinal white line.

18. The eastern side of the southbound carriageway of Donegall Quay, Belfast, from a point 72 metres north of the northern kerblines of Queens Bridge to a point 8 metres north of the northern kerblines of Queens Bridge, bounded on its eastern side by the eastern kerblines of Donegall Quay, and on its western side by the outer edge of a road marking in the form of a continuous longitudinal white line.

19. The northern side of the eastbound carriageway of Queen Elizabeth Bridge, Belfast, from a point 124 metres south and east of a point opposite the northern kerblines of Queens Square to a point 214 metres south of the centre line of the M3 over bridge, bounded on its northern side by the northern kerblines of Queen Elizabeth Bridge, and on its southern 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.

20. The western side of the northbound carriageway of Queens Quay, Belfast, from a point 206 metres south of the centre line of the M3 over bridge to a point 33 metres north of the centre line of the M3 over bridge, bounded on its western side by the western kerblines of Queens Quay and private accesses, and on its eastern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

21. The western side of the southbound carriageway of Station Street, Belfast, from a point 1 metre south of a point opposite the southern kerblines of Scrabo Street for a distance of 36 metres in a southerly direction, bounded on its western side by the western kerblines of Station Street, and on its eastern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

22. The southern side of the westbound carriageway of Bridge End, Belfast, from a point 36 metres west of the western kerblines of Rotterdam Street to a point 71 metres west of the western kerblines of Rotterdam Street, bounded on its southern side by the southern kerblines of Bridge End, 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 a gap at traffic signals.

23. The southern side of the westbound carriageway of Queens Bridge, Belfast, from a point 117 metres west of the western kerblines of Rotterdam Street to a point 185 metres west of the western kerblines of Rotterdam Street, bounded on its southern side by the southern kerblines of Queens Bridge, and on its northern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

24. The eastern side of southbound carriageway of Oxford Street, Belfast, from a point 26 metres south of the southern kerblines of Queens Bridge to a point 74 metres south of the southern kerblines of Lanyon Place, bounded on its eastern side by the eastern kerblines of Oxford Street, the outer edge of a lay-by, private accesses, the outer edge of a slip road, and its junction with Lanyon Place, 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 a gap opposite the junction, a road marking in the form of a longitudinal broken white line and a gap at a controlled pedestrian crossing.

25. The western side of the northbound carriageway of Great Victoria Street, Belfast, from a point 31 metres north of the northern kerblines of Hope Street to a point opposite the southern kerblines of Amelia Street, bounded on its western side by the western kerblines of Great Victoria Street and the outer edge of a lay-by, and on its eastern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

26. The eastern side of the southbound carriageway of Donegall Square East, Belfast, from a point 15 metres south of the southern kerblines of Pattersons Place to a point 94 metres south of the southern kerblines of Pattersons Place, bounded on its eastern side by the eastern kerblines of Donegall Square East, and on its western side by the outer edge of a road marking in the form of a continuous longitudinal white line.

27. The western side of the northbound carriageway of Upper Queen Street, Belfast, from a point 11 metres north of the northern kerblines of Howard Street to a point 9 metres south of the southern kerblines of Wellington Place, bounded on its western side by the western kerblines of Upper Queen Street and its junction with Wellington Street, 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 opposite the junction.

28. The western side of the northbound carriageway of Queen Street, Belfast, from a point 17 metres north of the northern kerblines of College Street to a point 68 metres north of the northern kerblines of College Street, bounded on its western side by the western kerblines of Queen Street, and on its eastern side by the outer edge of road marking in the form of continuous longitudinal white line.

SCHEDULE 2 REVOCATIONS

Article 6

<i>Column (1) (Title)</i>	<i>Column (2) (Reference)</i>	<i>Column (3) (Extent of Revocation)</i>
Bus Lanes Order (Northern Ireland) 2002	S.R. 2002 No. 173	Item 17 of Schedule 1
Control of Traffic (Belfast) Order (Northern Ireland) 2004	S.R. 2004 No. 17	The whole Order
The Control of Traffic (Belfast) Order (Northern Ireland) 2011	S.R. 2011 No. 131	The definitions of a “bus”, “bus lane”, “motor cycle” and “permitted taxi” in Article 1(2), Articles 9, 10 and 11, and Schedule 4
The Bus Lane (Victoria Street, Belfast) Order (Northern Ireland) 2011	S.R. 2011 No. 321	The Whole Order
The Bus Lanes (East Bridge Street and Cromac Street, Belfast) Order (Northern Ireland) 2012	S.R. 2012 No. 55	The Whole Order
The Bus Lanes (Belfast City Centre) Order (Northern Ireland) 2012	S.R. 2012 No. 198	Articles 2, 3, 4 and 5 and the Schedule
The Bus Lanes (East Bridge Street and Cromac Street, Belfast) (Amendment) Order (Northern Ireland) 2012	S.R. 2012 No. 412	The Whole Order
The Control of Traffic (Belfast City Centre) Order (Northern Ireland) 2014	S.R. 2014 No. 243	Article 9
The Bus Lanes (Belfast City Centre) (Amendment) Order (Northern Ireland) 2016	S.R. 2016 No. 19	The Whole Order

EXPLANATORY NOTE

(This note is not part of the Order)

This Order provides for a with-flow bus lane on the lengths of road specified in the Schedule, in which buses, cycles, motor cycles and permitted taxis (as defined in Article 2) are permitted during the hours between 7.00 a.m. and 7.00 p.m. on Monday to Saturday inclusive (Article 3).

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 (Article 5).

The Order revokes a number of existing provisions (Article 6).

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 enter, proceed or wait in a bus lane, or in contravention of Article 4 by causing or permitting a bus, cycle, motor cycle or permitted taxi to wait in a bus lane for longer than two minutes, shall be liable to a penalty charge (£90) payable in accordance with the Traffic Management (Northern Ireland) Order 2005 and The Penalty Charges (Prescribed Amounts) Regulations (Northern Ireland) 2006.

Traffic signs indicating the effect of the Order will in due course be placed on the roads.