

2012 No. 198

ROAD TRAFFIC AND VEHICLES

**The Bus Lanes (Belfast City Centre) Order (Northern Ireland)
2012**

Made - - - - - *17th May 2012*

Coming into operation - *8th June 2012*

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.

No written objection or other representation has been received.

Citation and commencement

1. This Order may be cited as The Bus Lanes (Belfast City Centre) Order (Northern Ireland) 2012 and shall come into operation on 8th June 2012.

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 a length of road specified in the Schedule;

“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

“permitted taxi” means a taxi which is either—

(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

- (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 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—

- (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 access to or from a Taxi Stand, lay-by, loading bay, disabled bay, coach bay or pay & display parking bay adjacent to or accessible only from the bus lane; or
- (v) for the removal of any obstruction to traffic.

Amendment to bus lanes order

6.—(1) Schedule 1 to the Bus Lanes Order (Northern Ireland) 2002(c) shall be amended in accordance with paragraph 2.

(2) Delete item no. 12 relating to Great Victoria Street, Belfast.

Sealed with the Official Seal of the Department for Regional Development on 17th May 2012

(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

(c) S.R. 2002 No. 173 as amended by S.R. 2005 No. 422, S.R. 2005 No. 480 and S.R. 2010 No. 333

SCHEDULE

Article 2

BUS LANES

1. The northern side of the carriageway of Chichester Street, Belfast, from its junction with Callendar Street to a point 96 metres east of its junction with Montgomery Street, bounded on its northern side by the northern kerblines of Chichester Street, its junction with Montgomery Street and the outer edge of lay-bys, 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 at the junction with Montgomery Street and the pedestrian crossings 6 metres and 54 metres east of the junction with Callendar Street.

2. The eastern side of the southbound carriageway of College Avenue, Belfast, from its junction with Castle Street to a point 12 metres north of its junction with College Street, bounded on its eastern side by the eastern kerblines of College Avenue and by 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 at the junction.

3. The eastern side of the southbound carriageway of College Square East, Belfast, from its junction with College Street to a point 15 metres north of its junction with 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.

4. The eastern side of the northbound carriageway of College Square East, Belfast, from its junction with Murray Street to a point 17 metres south of its junction with Wellington Place, bounded on its eastern side by the outer edge of a road marking in the form of a continuous longitudinal white line or the western kerblines of a traffic island, and on its western side by the outer edge of a road marking in the form of a continuous longitudinal white line.

5. The eastern side of the carriageway of Donegall Square East, Belfast, from a point 15 metres south of its junction with Pattersons Place to a point 88 metres south of that junction, 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.

6. The northern side of the carriageway of Donegall Square North, bounded on its northern side by the northern kerblines of Donegall Square North, the outer edge of lay-bys, the junction with Donegall Place and the southern kerblines of a traffic island adjacent to the taxi stand, 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 at its junction with Donegall Place and the pedestrian crossing 23 metres west of that junction.

7. The southern side of the carriageway of Donegall Square South from a point 6 metres west of its junction with Adelaide Street to a point 11 metres east of its junction with 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.

8. The northern side of the carriageway of Donegall Square South from a point 74 metres east of its junction with Donegall Square West to point 30 metres east of that junction 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.

9. The eastern side of the northbound carriageway of Fisherwick Place, Belfast, from a point 6 metres north of its junction with Howard Street to the northern side of its junction with Murray Street bounded on its eastern side by the western kerblines of a traffic island or the outer edge of a road marking in the form of a continuous longitudinal white line broken only by gaps at the junctions of Murray Street and Wellington 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 the junctions of Murray Street and Wellington Street.

10. The western side of the northbound carriageway of Great Victoria Street, Belfast, from its junction with Bruce Street to a point 9 metres south of its junction with Glengall Street bounded on its western side by the western kerblines of Great Victoria Street, its junction with Hope Street and the outer edge of a lay-by containing a bus stop and a taxi stand, 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 the gap at the pedestrian crossing 16 metres north of Amelia Street.

11. The eastern side of the northbound carriageway of Great Victoria Street, Belfast, from its junction with Glengall Street to a point 15 metres south of its junction with Grosvenor 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 outer edge of a road marking in the form of a continuous longitudinal white line.

12. The southern side of the carriageway of Grosvenor Road, Belfast, from a point 9 metres west of its junction with Great Victoria Street to a point 121 metres west of that junction bounded on its southern side by the southern kerblines of Grosvenor Road and the outer edge of a lay-by, and on its northern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

13. The northern side of the carriageway of Howard Street, Belfast, from a point 20 metres west of its junction with Donegall Square West to a point 17 metres east of its junction with Fisherwick Place, bounded on its northern side by the northern kerblines of Howard Street and by 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 at the junction.

14. The southern side of the 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 easterly direction), from a point 12 metres west of its junction with Oxford Street to a point 13 metres east of its junction with Adelaide Street, bounded on its southern side by the southern kerblines of May Street and by its junctions with Verner Street, Victoria 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 at these junctions.

15. The eastern side of the carriageway of Oxford Street, Belfast, from a point 20 metres south of its junction with Queens Bridge to a point 90 metres south of that junction, bounded on its eastern side by the eastern kerblines of Oxford Street, and on its western side by the outer edge of a road marking in the form of a continuous longitudinal white line.

16. The third lane west from the eastern kerblines of the carriageway of Oxford Street, Belfast, from a point 112 metres south of its junction with Ann Street to a point 13 metres north of its junction with May Street, bounded on its eastern side by the outer edge of a road marking in the form of a continuous longitudinal white line, and the junction of Chichester 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 at the junction.

17. The northern side of the carriageway of Wellington Place, Belfast, from a point 8 metres east of its junction with College Square East to a point 49 metres east of that junction, 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.

18. The northern side of the carriageway of Wellington Place, Belfast, from a point 8 metres east of its junction with Queen Street to a point 86 metres east of that junction, 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.

EXPLANATORY NOTE

(This note is not part of the Order)

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

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 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 (£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.