

2016 No. 85

ROAD TRAFFIC AND VEHICLES

**The Bus Lanes (Upper Newtownards Road, Belfast – between
Holywood Road and Sandown Road) Order (Northern Ireland)
2016**

Made - - - -

1st March 2016

Coming into operation -

27th June 2016

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 (Upper Newtownards Road, Belfast – between Holywood Road and Sandown Road) Order (Northern Ireland) 2016 and shall come into operation on 27th June 2016.

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 lengths of Upper Newtownards Road, Belfast 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

(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. 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. and 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.

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 lay-by adjacent to or accessible only from the bus lane; or
- (v) for the removal of any obstruction to traffic.

Amendments

6. The Bus Lanes Order (Northern Ireland) 2002(c) is amended by the deletion of item no. 25 from Schedule 1.

7. The Bus Lanes (Upper Newtownards Road, Belfast) Order (Northern Ireland) 2005(d) is amended by the deletion of item no. 1 from the Schedule.

Sealed with the Official Seal of the Department for Regional Development on 1st March 2016

(L.S.)

G F McKenna
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
(d) S.R. 2005 No. 225

SCHEDULE

BUS LANES

Article 2

1. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Belfast, from a point 42 metres west of the western kerblines of Irwin Avenue to a point 47 metres east of the eastern kerblines of Irwin Avenue, bounded on its northern side by the northern kerblines of Upper Newtownards Road and by its junction with Irwin Avenue, and bounded 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 by the controlled areas of a pedestrian crossing.

2. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Belfast, from a point 110 metres east of the eastern kerblines of Irwin Avenue to a point 39 metres east of the eastern kerblines of Clonlee Drive, bounded on its northern side by the northern kerblines of Upper Newtownards Road and its junctions with Oakland Avenue, Ebrington Gardens and Clonlee Drive, and bounded on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by the gaps opposite the junctions and by the controlled areas of a pedestrian crossing.

3. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Belfast, from a point 68 metres east of the eastern kerblines of North Road to a point 10 metres west of the western kerblines of Castleview Terrace, bounded on its northern side by the northern kerblines of Upper Newtownards Road and the outer edge of a lay-by, and bounded on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by the controlled areas of a pedestrian crossing.

4. The southern side of the city bound (westbound) carriageway of Upper Newtownards Road, Belfast, from a point 12 metres east of the eastern kerblines of Holland Drive to a point 83 metres west of the western kerblines of Kerrsland Drive, bounded on its southern side by the southern kerblines of Upper Newtownards Road and by its junctions with Holland Drive, Kerrsland Parade and Kerrsland Drive, and bounded on its northern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by the gaps opposite the junctions and by the controlled areas of a pedestrian crossing.

5. The southern side of the city bound (westbound) carriageway of Upper Newtownards Road, Belfast, from a point 99 metres west of the western kerblines of North Road to a point 33 metres east of the eastern kerblines of Beersbridge Road, bounded on its southern side by the southern kerblines of Upper Newtownards Road, and bounded on its northern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by the controlled areas of a pedestrian crossing.

6. The southern side of the city bound (westbound) carriageway of Upper Newtownards Road, Belfast, from a point 10 metres west of the western kerblines of Beersbridge Road to a point 14 metres west of the western kerblines of Finvoy Street, bounded on its southern side by the southern kerblines of Upper Newtownards Road and by its junctions with Evelyn Avenue, Sintonville Avenue and Finvoy Street, and bounded on its northern side by the outer edge of a road marking in the form of continuous longitudinal white line broken only by the gaps opposite the junctions and by the controlled areas of pedestrian crossings.

7. The southern side of the city bound (westbound) carriageway of Upper Newtownards Road, Belfast, from a point 46 metres west of the western kerblines of Finvoy Street to a point 26 metres east of the eastern kerblines of Ravenscroft Avenue, bounded on its southern side by the southern kerblines of Upper Newtownards Road, and bounded on its northern 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 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 7.30 a.m. to 9.30 a.m. and 3.30 p.m. to 6.30 p.m. on Monday to Friday 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 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 road.