

2017 No. 94

ROAD TRAFFIC AND VEHICLES

**The Bus Lanes (Albertbridge Road, Belfast – between
Castlereagh Street and Newtownards Road) Order (Northern
Ireland) 2017**

Made - - - - *1st June 2017*

Coming into operation - *26th June 2017*

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.

Three objections have been received and duly considered and no other representations were received.

Citation and commencement

1. This Order may be cited as The Bus Lanes (Albertbridge Road, Belfast – between Castlereagh Street and Newtownards Road) Order (Northern Ireland) 2017 and shall come into operation on 26th June 2017.

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 Albertbridge 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) 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 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 prohibition 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 statutory powers or duties; or
- (c) for any of the following operations provided that such activities can be conveniently carried out only from the bus lane—
 - (i) in connection with the laying, erection, alteration or repair of any telecommunication 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 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 connection with the discharge of that undertaker’s functions within the bus lane or an area accessible only from the bus lane;
- (d) for access to or from premises adjacent to or accessible only from a bus lane; or
- (e) for access to or from a lay-by adjacent to or accessible only from a bus lane; or
- (f) for the removal of any obstruction to traffic.

(a) S.R. 1995 No. 447

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

(c) 1984 c. 12 as amended by 2003 c. 21 Sch. 3 para. 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

Amendment

6. The Bus Lanes Order (Northern Ireland) 2002(a) is amended by the deletion of item nos. 1 and 2 from Schedule 1.

Sealed with the Official Seal of the Department for Infrastructure on 1st June 2017

(L.S.)

G F McKenna
A senior officer of the Department for Infrastructure

(a) S.R. 2002 No. 173

SCHEDULE

Article 2

BUS LANES

1. The northern side of the country bound (eastbound) carriageway of Albertbridge Road, Belfast, from a point 23 metres west of the western kerblines of Cluan Place to a point 3 metres west of the western kerblines of Paulett Avenue, bounded on its northern side by the northern kerblines of Albertbridge Road, the outer edge of a lay-by and by that road's junction with Cluan Place, 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.

2. The northern side of the country bound (eastbound) carriageway of Albertbridge Road, Belfast, from a point 98 metres east of the eastern kerblines of Stonyford Street to a point 186 metres east of the eastern kerblines of Stonyford Street, bounded on its northern side by the northern kerblines of Albertbridge Road, 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 at the signalised crossing.

3. The southern side of the city bound (westbound) carriageway of Albertbridge Road, Belfast, from a point 12 metres east of the eastern kerblines of Skipton Street to a point 53 metres west of the western kerblines of Lord Street, bounded on its southern side by the southern kerblines of Albertbridge Road, the outer edge of a lay-by and by that road's junctions with Skipton Street, Carnforth Street, Templemore Street and Lord Street, 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 gaps opposite the junctions and by the controlled areas of pedestrian crossings.

4. The southern side of the city bound (westbound) carriageway of Albertbridge Road, Belfast, from a point 17 metres west of the western kerblines of Frank Street to a point 28 metres west of the western kerblines of Stormount Lane, bounded on its southern side by the southern kerblines of Albertbridge Road, the outer edge of lay-bys and by that road's junctions with Stormount Street and Stormount Lane, 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 gaps opposite the junctions.

EXPLANATORY NOTE

(This note is not part of the Order)

This Order provides for with-flow bus lanes 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.