
STATUTORY RULES OF NORTHERN IRELAND

2004 No. 336

ROADS

ROAD TRAFFIC AND VEHICLES

Motorways Traffic (Amendment No.
2) Regulations (Northern Ireland) 2004

Made - - - - 10th August 2004

Coming into operation 20th September 2004

The Department for Regional Development(1), in exercise of the powers conferred by Article 20(3) of the Roads (Northern Ireland) Order 1993(2) and now exercisable by it(3) and of every other power enabling it in that behalf, makes the following Regulations:

Citation and commencement

1. These Regulations may be cited as the Motorways Traffic (Amendment No. 2) Regulations (Northern Ireland) 2004 and shall come into operation on 20th September 2004.

Amendments

2. The Motorways Traffic Regulations (Northern Ireland) 1984(4) shall be amended as follows –

(1) For the definition of “bus lane” in regulation 1(2) (interpretation) substitute the following definition –

““bus lane” means an area of hard shoulder specified in the Schedules;”

(2) For regulation 9A (restriction on the use of hard shoulder) substitute the following regulation –

“9A. Save as provided in regulations 7(2) and 14, a person shall not –

(a) during the hours 7.30 a.m. to 9.30 a.m. and 3.00 p.m. to 6.30 p.m. on a weekday, cause or permit any vehicle other than a bus to enter, proceed or wait in the bus lane specified in Schedule 1;

(b) during the hours 7.30 a.m. to 9.30 a.m. on a weekday, cause or permit any vehicle other than a bus to enter, proceed or wait in the bus lane specified in Schedule 2.”.

(1) S.I.1999/283 (N.I. 1) Article 3(1)

(2) S.I. 1993/3160 (N.I. 15)

(3) S.R. 1999 No. 481 Article 6(d) and Schedule 4 Part IV

(4) S.R. 1984 No. 160; relevant amendments are S.R. 1999 No. 297 and S.R. 2004 No. 34

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(3) For the Schedule substitute the Schedules set out in the Schedule to these Regulations.

Revocation

3. The Motorways Traffic (Amendment) Regulations (Northern Ireland) 2004⁽⁵⁾ are hereby revoked.

Sealed with the Official Seal of the Department for Regional Development on 10th August 2004.

L.S.

J. Carlisle
A senior officer of the
Department for Regional Development

SCHEDULE

Regulation 2

“SCHEDULE 1

Regulation 9A

The area of the citybound hard shoulder of the Motorway M1, from a point 485 metres north-east of the north-eastern end of the north-western parapet wall of Stockman’s Lane Bridge, to the junction of that hard shoulder and Donegall Road, bounded on its north-western side by the north-western edge of the hard shoulder, and on its south-eastern side by the outer edge of a road marking in the form of –

- (a) a broken longitudinal white line; or
- (b) two continuous longitudinal white lines encompassing white chevrons.

SCHEDULE 2

Regulation 9A

1. The area of the hard shoulder of the citybound on-slip road from Sandyknowes Roundabout, Newtownabbey, to the Motorway M2, from a point 75 metres south-east of that hard shoulder’s junction with the hard shoulder of Sandyknowes Roundabout, to its junction with the hard shoulder of the Motorway M2, bounded on its north-eastern side by the north-eastern edge of the hard shoulder, and on its south-western side by the outer edge of a road marking in the form of two continuous longitudinal white lines encompassing white chevrons.

2. The area of the citybound hard shoulder of the Motorway M2, from its junction with the hard shoulder of the on-slip road referred to in item 1, to a point 271 metres west of the north-eastern end of the western parapet wall of Hightown Bridge, bounded on its northern side by the northern edge of the hard shoulder, and on its southern side by the outer edge of a road marking in the form of two continuous longitudinal white lines encompassing white chevrons.

3. The area of the citybound hard shoulder of the Motorway M2, from a point 271 metres west of the north-eastern end of the western parapet wall of Hightown Bridge, to a point 21 metres west of that part of Hightown Bridge, bounded on its northern side by the outer edge of a road marking in the form of a continuous longitudinal white line, and on its southern side by the outer edge of a road marking in the form of a broken longitudinal white line.”

EXPLANATORY NOTE

(This note is not part of the Regulations.)

These Regulations further amend the Motorways Traffic Regulations (Northern Ireland) 1984 by –

- (a) amending the period in the afternoon on Monday to Friday during which buses may use the area of the hard shoulder of the Motorway M1 specified in Schedule 1 from between 3.00 p.m. and 6.00 p.m. to between 3.00 p.m. and 6.30 p.m.; and
- (b) permitting the areas of the hard shoulder of the Motorway M2 specified in Schedule 2 to be used as a bus lane during the hours 7.30 a.m. to 9.30 a.m. on Monday to Friday.

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