

**2016 No. 263**

**ROAD TRAFFIC AND VEHICLES**

**The Bus Lanes (Divis Street and Falls Road, Belfast – Between Millfield and Grosvenor Road) Order (Northern Ireland) 2016**

*Made* - - - - - *4th July 2016*

*Coming into operation* - *17th October 2016*

The Department for Infrastructure<sup>(a)</sup> 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<sup>(b)</sup> and now vested in it<sup>(c)</sup>.

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 (Divis Street and Falls Road, Belfast – Between Millfield and Grosvenor Road) Order (Northern Ireland) 2016 and shall come into operation on 17th October 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 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<sup>(d)</sup>;

“motor cycle” has the same meaning as in the Order of 1995; and

“permitted taxi” means a taxi which is either—

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(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

- (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.

### **Revocations**

6. Items 1 and 2 of the Schedule to the Bus Lanes (Divis Street, Falls Road and Andersonstown Road, Belfast) Order (Northern Ireland) 2004(c) are revoked.

Sealed with the Official Seal of the Department for Infrastructure on 4th July 2016

(L.S.)

*G F McKenna*  
A senior officer of the Department for Infrastructure

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(a) S.R. 1995 No. 447  
(b) 1967 c. 37 (N.I.) to which there are no relevant amendments  
(c) S.R. 2004 No. 279

## SCHEDULE

Article 2

### BUS LANES

**1.** The southern side of the country bound (westbound) carriageway of Divis Street, Belfast, from a point 63 metres west of the western kerblines of Barrack Street, to a point 86 metres west of the western kerblines of Barrack Street, bounded on its southern side by the outer edge of the Westlink on-slip, and bounded on its northern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

**2.** The southern side of the country bound (westbound) carriageway of Divis Street, Belfast, from a point 44 metres west of the western kerblines of the Westlink off-slip, to a point 54 metres east of the eastern kerblines of Albert Street, bounded on its southern side by the southern kerblines of Divis Street, the outer edge of lay-bys and by that road's junction with Ardmoulin 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 a gap opposite the junction with Ardmoulin Street and by the controlled area of a pedestrian crossing.

**3.** The southern side of the country bound (westbound) carriageway of Falls Road, Belfast, from a point 45 metres west of the western kerblines of Albert Street, to a point 70 metres east of the eastern kerblines of Grosvenor Road, bounded on its southern side by the southern kerblines of Falls Road, the outer edge of lay-bys and by that road's junctions with Leeson Street, Lower Clonard Street and Dunville 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 northern side of the city bound (eastbound) carriageway of Falls Road, Belfast, from a point 39 metres east of the eastern kerblines of Springfield Road, to a point 32 metres west of the western kerblines of North Howard Street, bounded on its northern side by the northern kerblines of Falls Road, the outer edge of lay-bys and by that road's junctions with Waterford Street, Clonard Street, Dunlewey Street, Sevastapol Street, Cupar Street Lower and Conway Street, 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 gaps opposite the junctions and by the controlled areas of pedestrian crossings.

**5.** The northern side of the city bound (eastbound) carriageway of Falls Road, Belfast, from a point 35 metres east of the eastern kerblines of North Howard Street, to a point 42 metres west of the western kerblines of Northumberland Street, bounded on its northern side by the northern kerblines of Falls Road, and bounded 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 city bound (eastbound) carriageway of Divis Street, Belfast, from a point 39 metres east of the eastern kerblines of Northumberland Street, to a point 36 metres west of the western kerblines of Townsend Street, bounded on its northern side by the northern kerblines of Divis Street, the outer edge of a lay-by, and by that road's junction with Percy Street, 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 with Percy Street.

**7.** The northern side of the city bound (eastbound) carriageway of Divis Street, Belfast, from a point 79 metres east of the eastern kerblines of Townsend Street, to a point 120 metres east of the eastern kerblines of Townsend Street, bounded on its northern side by the outer edge of the Westlink on-slip, and bounded 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 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 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).

The Order also revokes existing lengths of bus lane on Divis Street and Falls Road, Belfast (Article 6).

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 roads.