

2018 No. 124

ROAD TRAFFIC AND VEHICLES

**The Bus Lanes (Belfast Rapid Transit, East and West Corridors)
Order (Northern Ireland) 2018**

Made - - - - - *4th June 2018*

Coming into operation - *25th June 2018*

The Department for Infrastructure^(a) makes the following Order in exercise of the powers conferred by Article 4(1), (2) and (3) of, and paragraph 5 of Schedule 1 to, 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.

Six hundred and sixty four written objections, three representations and one petition have been received and duly considered. Two hundred and eighty nine of the objections and the petition have subsequently been withdrawn. A further nine representations in support have been received.

The Department has modified the draft Order.

Citation and commencement

1. This Order may be cited as The Bus Lanes (Belfast Rapid Transit, East and West Corridors) Order (Northern Ireland) 2018 and shall come into operation on 25th June 2018.

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 areas of those lengths of road specified in Schedule 1;

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

(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

- “disabled person” means a person who has been issued with a disabled person’s badge;
- “disabled person’s badge” means a badge issued under section 14 of the Chronically Sick and Disabled Persons (Northern Ireland) Act 1978 (c. 53);
- “lay-by” means a surfaced area adjacent to the carriageway intended for the waiting of vehicles;
- “medical practitioner” means a registered person within the meaning of the Medical Act 1983(a);
- “motor cycle” has the same meaning as in the Order of 1995; and
- “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(b); or
 - (ii) licensed to operate carriage services under the road service licence provision of Part II of the Transport Act (Northern Ireland) 1967(c).

Prohibitions on traffic

3. Subject to Article 4 and save as provided in Article 5, a person shall not, during the hours between 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—

- (a) other than a bus, cycle, motor cycle or permitted taxi to enter, proceed or wait in a bus lane specified in Part 1 or Part 3 of Schedule 1; or
- (b) other than a bus or cycle to enter, proceed or wait in a bus lane specified in Part 2 of Schedule 1.

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—

- (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 its statutory powers or duties; or
- (c) by or on behalf of the Northern Ireland Transport Holding Company(d); or
- (d) for any of the following operations provided that they can be conveniently carried out only from the bus lane—
 - (i) in an emergency in connection with the laying, erection, alteration or repair of any electronic communications apparatus as defined in Schedule 2 to the Telecommunications Act 1984(e); or

(a) 1983 c. 54

(b) S.R. 1995 No. 447

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

(d) Established by Sections 47 and 48 of, and Schedule 1 to the Transport Act (Northern Ireland) 1967 c. 37

(e) 1984 c. 12 as amended by 2003 c. 21 Schedule 3 paragraph 2(2)

- (ii) by or on behalf of the holder of a licence granted under Article 10 of the Electricity (Northern Ireland) Order 1992^(a) or a licence granted under Article 8 of the Gas (Northern Ireland) Order 1996^(b) in an emergency 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 an emergency in connection with the discharge of that undertaker's functions within the bus lane or an area accessible only from the bus lane; or
- (iv) in the services of a district council in pursuance of its statutory powers or duties within the bus lane or an area accessible only from the bus lane between the hours of 10.00 a.m. and 2.00 p.m.; or
- (v) for the loading or unloading of goods or burden at premises adjacent to or accessible only from a bus lane specified in Part 1 or Part 3 of Schedule 1 between the hours of 10.00 a.m. and 2.00 p.m.; or
- (vi) by or on behalf of a universal service provider, as defined in section 4(3) and (4) of the Postal Services Act 2000^(c), for the purposes of the delivery of postal packets, as defined in section 125 of that Act, to or collection from premises adjacent to or accessible only from the bus lane between the hours of 10.00 a.m. and 2.00 p.m.; or
- (vii) in connection with building, repair or demolition work at premises adjacent to or accessible only from the bus lane between the hours of 10.00 a.m. and 2.00 p.m.;
- (e) for access to or from premises adjacent to or accessible only from the bus lane; or
- (f) for access to or from a lay-by adjacent to or accessible only from the bus lane; or
- (g) for the removal of any obstruction to traffic.

6. The prohibitions in Article 3 shall not render it unlawful for any person to cause or permit any vehicle displaying a disabled person's badge to wait in a bus lane specified in Part 1 or Part 3 of Schedule 1 to enable a disabled person to board or alight from that vehicle provided that such boarding or alighting does not cause the vehicle to wait in the same place for more than 10 minutes.

Revocations

7. The provisions specified in column (1) of Schedule 2 are revoked to the extent specified in column (3).

Sealed with the Official Seal of the Department for Infrastructure on 4th June 2018

(L.S.)

G F McKenna
A senior officer of the Department for Infrastructure

(a) 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
 (b) 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
 (c) 2000 c. 26

SCHEDULE 1

Article 2

BUS LANES

PART 1

EASTERN CORRIDOR

CHAPTER 1

OUTBOUND

1. The northern side of the country bound (eastbound) carriageway of East Bridge Street, Belfast, from a point 54 metres east of the eastern kerblines of Oxford Street to a point 19 metres west of the western kerblines of a link road to Short Strand, bounded on its northern side by the northern kerblines of East Bridge Street, the outer edge of a lay-by, private accesses, the outer edge of a slip road and its junction with Laganbank Road, 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 opposite the junction, a road marking in the form of a longitudinal broken white line and the controlled areas of pedestrian crossings.

2. 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 its junction with Cluan Place, 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 opposite the junction.

3. 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 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 a controlled pedestrian crossing.

4. 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 its junction with Irwin Avenue, 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 opposite the junction and the controlled areas of a pedestrian crossing.

5. 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 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 the controlled areas of a pedestrian crossing.

6. 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, the outer edge of a lay-by and private accesses, 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 the controlled areas of a pedestrian crossing.

7. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Belfast, from a point 34 metres east of the eastern kerblines of Earlswood Road to a point 44 metres east of the eastern kerblines of Ormiston Park, bounded on its northern side by the northern kerblines of Upper Newtownards Road and its junctions with Eastleigh Drive, Belmont Church Road, Greenwood Avenue, Greenwood Park, Ormiston Crescent, Ormiston Drive and Ormiston Park, 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 opposite the junctions and the controlled areas of pedestrian crossings.

8. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Belfast, from a point 33 metres east of the eastern kerblines of Stormont Park to a point 40 metres east of a point opposite its junction with the eastern kerblines of Summerhill Avenue, and bounded on its northern side by the northern kerblines of Upper Newtownards Road and private accesses, and on its southern side by the outer edge of road markings in the form of a continuous longitudinal white line broken only by a road marking in the form of a longitudinal broken white line and the controlled areas of pedestrian crossings.

9. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Belfast, from a point 27 metres west of a point opposite the western kerblines of Rosepark (western junction) to a point 98 metres west of the western kerblines of Stoney Road, bounded on its northern side by the northern kerblines of Upper Newtownards Road and private accesses, 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 opposite an access to the Maynard Sinclair Pavilion and the controlled areas of a pedestrian crossing.

10. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Belfast, from a point 143 metres east of the eastern kerblines of Stoney Road to a point 9 metres west of a point opposite its junction with the western kerblines of Reaville Park, bounded on its northern side by northern kerblines of Upper Newtownards Road, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

11. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Dundonald, from a point 111 metres east of a point opposite the western kerblines of Galway Park to a point 127 metres west of a point opposite its junction with the western kerblines of East Link Road, bounded on its northern side by the northern kerblines of Upper Newtownards Road, the outer edge of a lay-by and a private access, 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 opposite the private access.

12. The northern side of the country bound (eastbound) carriage way of Upper Newtownards Road, Dundonald, from a point 48 metres east of a point opposite the eastern kerblines of East Link Road to a point 10 metres west of the western kerblines of St John's Wood Park, bounded on its northern side by the northern kerblines of Upper Newtownards Road and a private access, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

13. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Dundonald, from a point 81 metres west of the western kerblines of Cherryhill Road to a point 133 metres east of the western kerblines of Cherryhill Road, bounded on its northern side by the northern kerblines of Upper Newtownards Road, private accesses and its junction with Cherryhill Road, 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 opposite the junction and the controlled areas of a pedestrian crossing.

CHAPTER 2

INBOUND

1. The southern side of the city bound (westbound) carriageway of Upper Newtownards Road, Dundonald, from a point 89 metres west of the western kerblines of Brooklands Road to a point 149 metres east of the eastern kerblines of Robbs Road, bounded on its southern side by the southern kerblines of Upper Newtownards Road and its junction with Davarr Avenue, 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 a gap opposite the junction.

2. The southern side of the city bound (westbound) carriageway of Upper Newtownards Road, Dundonald, from a point 55 metres east of the eastern kerblines of Burton Avenue to a point 93 metres east of the eastern kerblines of Church Road, bounded on its southern side by the southern kerblines of Upper Newtownards Road, private accesses and its junction with Burton Avenue, 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 a gap opposite the junction, a road marking in the form of a longitudinal broken white line and the controlled areas of a pedestrian crossing.

3. The southern side of the city bound (westbound) carriageway of Upper Newtownards Road, Dundonald, from a point 91 metres west of the western kerblines of Church Road to a point 72 metres east of the eastern kerblines of East Link Road, bounded on its southern side by the southern kerblines of Upper Newtownards Road and private accesses, and on its northern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

4. The southern side of the city bound (westbound) carriageway of Upper Newtownards Road, Dundonald, from a point 66 metres west of the western kerblines of East Link Road to a point 118 metres east of the western kerblines of Galway Park, bounded on its southern side by the southern kerblines of Upper Newtownards Road, the outer edge of an access slip road and private accesses, 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 the controlled areas of a pedestrian crossing.

5. The southern side of the city bound (westbound) carriageway of Upper Newtownards Road, Dundonald, from a point 35 metres west of the western kerblines of Galway Park to a point 129 metres east of the eastern kerblines of Ardcarn Way, bounded on its southern side by the southern kerblines of Upper Newtownards Road, private accesses and its junction with Reaville Park and the access to Dundonald Cemetery, 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 a gap opposite the junction and an access to Dundonald Cemetery.

6. The southern side of the city bound (westbound) carriageway of Upper Newtownards Road, Belfast, from a point 86 metres west of the western kerblines of Ardcarn Way to a point 125 metres west of the western kerblines of Knockburn Park, bounded on its southern side by the southern kerblines of Upper Newtownards Road, private accesses and its junctions with Rosepark (eastern junction), Croft Rise, Rosepark (western junction), Rosemount Avenue, Summerhill Avenue, Stormont Court, Castlehill Place, Stormont Hotel access, Castleview Road and Knockburn Park, 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 opposite the junctions, an advanced stop line, a controlled pedestrian crossing and the controlled areas of pedestrian crossings.

7. The southern side of the city bound (westbound) carriageway of Upper Newtownards Road, Belfast, from a point 107 metres west of the western kerblines of the Knock Road off-slip to a point 52 metres west of the western kerblines of Pasadena Gardens, bounded on its southern side by the southern kerblines of Upper Newtownards Road, the outer edge of lay-bys, private accesses and its junctions with Ormiston Gardens, Winston Gardens, Knock Hill Park, Astoria Gardens and Pasadena Gardens, 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 opposite the junctions and the controlled areas of pedestrian crossings.

8. 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, private accesses and its junctions with Holland Drive, Kerrsland Parade and Kerrsland Drive, 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 the gaps opposite the junctions and the controlled areas of a pedestrian crossing.

9. 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 private accesses, 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 the controlled areas of a pedestrian crossing.

10. 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, private accesses and its junctions with Evelyn Avenue, Sintonville Avenue and Finvoy Street, and 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 the controlled areas of pedestrian crossings.

11. 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 on its northern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

12. 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 its junctions with Skipton Street, Carnforth Street, Templemore Street and Lord 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 opposite the junctions and the controlled areas of pedestrian crossings.

13. 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 its junctions with Stormount Street and Stormount Lane, 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 opposite the junctions.

14. The southern side of the city bound (westbound) carriageway of Albertbridge Road, Belfast, from its junction with the western kerblines of Castlereagh Street to a point 9 metres east of the eastern kerblines of Ravenhill Road, bounded on its southern side by the southern kerblines of Albertbridge Road, the outer edge of a slip road and its junctions with The Mount, Woodstock Link and Ravenhill Road, 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 opposite the junctions and road markings in the form of a longitudinal broken white line.

PART 2

EASTERN CORRIDOR (BUSES AND CYCLES ONLY)

The southern side of the city bound (westbound) carriageway of East Bridge Street, Belfast, from a point 48 metres west of the western kerblines of Mays Meadow to a point 56 metres west of the western kerblines of Stewart Street, bounded on its southern side by the southern kerblines of East

Bridge Street and its junction with Stewart 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 a gap opposite the junction, the southern kerblines of a traffic island and the controlled areas of a pedestrian crossing.

PART 3
WESTERN CORRIDOR
CHAPTER 1
OUTBOUND

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 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 its junction with Ardmoulin 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 a gap opposite the junction and the controlled areas 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 its junctions with Leeson Street, Lower Clonard Street and Dunville 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 opposite the junctions and the controlled areas of pedestrian crossings.

4. The southern side of the country bound (westbound) carriageway of Falls Road, Belfast, from a point 63 metres west of the western kerblines of Grosvenor Road to a point 8 metres east of the eastern kerblines of Thames Street, bounded on its southern side by the southern kerblines of Falls Road and its junctions with accesses to the Royal Victoria Hospital, 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 the controlled areas of pedestrian crossings.

5. The southern side of the country bound (westbound) carriageway of Falls Road, Belfast, from a point 3 metres east of the eastern kerblines of Nansen Street to a point 14 metres east of the eastern kerblines of Fallswater Drive, bounded on its southern side by the southern kerblines of Falls Road and its junctions with Nansen Street, Fallswater Street, Iveagh Parade and Iveagh Drive, 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 opposite the junctions.

6. The southern side of the country bound (westbound) carriageway of Falls Road, Belfast, from a point 32 metres east of the eastern kerblines of La Salle Gardens to a point 42 metres east of the eastern kerblines of Donegall Road, bounded on its southern side by the southern kerblines of Falls Road and its junctions with La Salle Gardens, La Salle Drive, La Salle Park and St. James's Park, 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 opposite the junctions and the controlled areas of a pedestrian crossing.

7. The south-eastern side of the country bound (south-westbound) carriageway of Falls Road, Belfast, from a point 33 metres south-west of the south-western kerblines of Hugo Street to a point 297 metres south-west of the northern kerblines of Milltown Row, bounded on its south-eastern side by the south-eastern kerblines of Falls Road, private accesses and its junction with Milltown Row, and on its north-western 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 the controlled areas of pedestrian crossings.

8. The eastern side of the country bound (southbound) carriageway of Falls Road, Belfast, from a point 18 metres north of a point opposite the northern kerblines of Glen Crescent to a point 7 metres south of a point opposite its junction with the northern kerblines of Glen Parade, bounded on its eastern side by the eastern kerblines of Falls Road, and on its western side by the outer edge of a road marking in the form of a continuous longitudinal white line.

9. The eastern side of the country bound (southbound) carriageway of Falls Road, Belfast, from a point 51 metres south of a point opposite the southern kerblines of Lake Glen Drive to a point 35 metres north of a point opposite the northern kerblines of Sliabh Mor Heights, bounded on its eastern side by the eastern kerblines of Falls Road and on its western side by the outer edge of a road marking in the form of a continuous longitudinal white line.

10. The eastern side of the country bound (southbound) carriageway of Andersonstown Road, Belfast, from a point 16 metres south of a point opposite the southern kerblines of Andersonstown Park to a point 79 metres north of the northern kerblines of Kennedy Way, bounded on its eastern side by the eastern kerblines of Andersonstown Road and private accesses, 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 opposite a private access and the controlled areas of a pedestrian crossing.

11. The south-eastern side of the country bound (south-westbound) carriageway of Andersonstown Road, Belfast, from a point 40 metres south-west of a point opposite the south-western kerblines of Fruithill Park to a point 35 metres north-east of the eastern kerblines of Riverdale Park East, bounded on its south-eastern side by the south-eastern kerblines of Andersonstown Road, the outer edge of a lay-by, private accesses, and its junctions with Stockmans Lane, Mooreland Park and Owenvarragh Park, and on its north-western 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 the controlled areas of pedestrian crossings.

12. The southern side of the country bound (westbound) carriageway of Andersonstown Road, Belfast, from a point 10 metres west of the eastern kerblines of Riverdale Park East to a point 80 metres east of the south-western kerblines of Finaghy Road North, bounded on its southern side by the southern kerblines of Andersonstown Road, the outer edge of a lay-by and private accesses, 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 a gap opposite a private access and the controlled areas of a pedestrian crossing.

13. The western side of the country bound (southbound) carriageway of Stewartstown Road, Belfast, from a point 122 metres south of a point opposite the southern kerblines of Lagmore Dale to a point 15 metres north of the northern kerb radius of a traffic island on the country bound approach to McKinstry Road Roundabout, 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 a road marking in the form of a broken white line.

CHAPTER 2

INBOUND

1. The western side of the city bound (northbound) carriageway of Stewartstown Road, Belfast, from a point 62 metres north of the northern kerblines of Lagmore Dale to a point 95 metres south of the southern kerblines of Foxes Glen, bounded on its western side by the western kerblines of Stewartstown Road, private accesses and its junctions with Lagmore Avenue and Filbert Drive, 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 gaps opposite the junctions, a length of broken white line, and controlled pedestrian crossings.

2. The western side of the city bound (northbound) carriageway of Stewartstown Road, Belfast, from a point 57 metres north of the northern kerblines of Bell Steel Road to a point 23 metres south of the southern kerb radius of a traffic island on the city bound approach to Michael Ferguson Roundabout, bounded on its western side by the western kerblines of Stewartstown Road and private accesses, 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 a controlled pedestrian crossing and the controlled areas of pedestrian crossings.

3. The northern side of the city bound (eastbound) carriageway of Stewartstown Road, Belfast, from a point 44 metres east of the eastern kerblines of Glengoland Avenue to a point 42 metres west of the western kerblines of Suffolk Road, bounded on its northern side by the northern kerblines of Stewartstown Road, a private access and its junction with Glengoland Park, 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 opposite the junction and the controlled areas of a pedestrian crossing.

4. The northern side of the city bound (eastbound) carriageway of Stewartstown Road, Belfast, from a point 42 metres east of the eastern kerblines of Suffolk Road to a point 93 metres east of the eastern kerblines of Suffolk Road, bounded on its northern side by the northern kerblines of Stewartstown Road, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

5. The northern side of the city bound (eastbound) carriageway of Stewartstown Road, Belfast, from a point 160 metres east of the eastern kerblines of Suffolk Road to a point 46 metres east of the eastern kerblines of Conor Rise, bounded on its northern side by the northern kerblines of Stewartstown Road, the outer edge of a lay-by and its junctions with Lenadoon Avenue, Stewartstown Avenue, Hillhead Court, Hillhead Avenue and Conor Rise, 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 opposite the junctions and the controlled areas of pedestrian crossings.

6. The northern side of the city bound (eastbound) carriageway of Andersonstown Road, Belfast, from a point 33 metres west of the western kerblines of Killeen Park to a point 54 metres east of the eastern kerblines of Killeen Park, bounded on its northern side by the northern kerblines of Andersonstown Road and its junction with Killeen Park, 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 opposite the junction.

7. The northern side of the city bound (eastbound) carriageway of Andersonstown Road, Belfast, from a point 164 metres west of the western kerblines of Slievegallion Drive to a point 9 metres west of the western kerblines of St. Agnes Drive, bounded on its northern side by the northern kerblines of Andersonstown Road, the outer edge of a lay-by, private accesses, and its junctions with Doire Beag and Slievegallion Drive, 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 opposite the junctions and the controlled areas of pedestrian crossings.

8. The north-western side of the city bound (north-eastbound) carriageway of Andersonstown Road, Belfast, from a point 10 metres north-east of the north-eastern kerblines of St. Agnes Drive to a point 39 metres south-west of the south-western kerblines of Fruithill Park, bounded on its north-western side by the north-western kerblines of Andersonstown Road, the outer edge of lay-

bys, private accesses and its junctions with Slemish Way and Dunmisk Park, and on its south-eastern 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 the controlled areas of pedestrian crossings.

9. The western side of the city bound (northbound) carriageway of Andersonstown Road, Belfast, from a point 104 metres north of the northern kerblines of Kennedy Way to a point 10 metres south of the southern kerblines of Andersonstown Park, bounded on its western side by the western kerblines of Andersonstown Road and private accesses, 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 controlled areas of a pedestrian crossing.

10. The western side of the city bound (northbound) carriageway of Falls Road, Belfast, from a point 8 metres north of the northern kerblines of Andersonstown Park to 73 metres north of the northern kerblines of Glen Crescent, bounded on its western side by the western kerblines of Falls Road, private accesses, and its junctions with Sliabh Mor Heights, Lake Glen Drive, Glen Parade and Glen Crescent, 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 gaps opposite the junctions, road markings in the form of a longitudinal broken white line and controlled pedestrian crossings.

11. The north-western side of the city bound (north-eastbound) carriageway of Falls Road, Belfast, from a point 39 metres north-east of the north-eastern kerblines of Divis Drive to a point 61 metres south-west of the south-western kerblines of Whiterock Road, bounded on its north-western side by the north-western kerblines of Falls Road, Falls Park and accesses to Belfast City Cemetery, and on its south-eastern 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 pedestrian crossings.

12. The northern side of the city bound (eastbound) carriageway of Falls Road, Belfast, from a point 32 metres east of the eastern kerblines of Rockdale Street to a point 10 metres west of the western kerblines of Beechmount Drive, bounded on its northern side by the northern kerblines of Falls Road and its junctions with Beechview Park, the access at the public art and Ard Na Va Road, 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 opposite the road junctions and the controlled areas of a pedestrian crossing.

13. The northern side of the city bound (eastbound) carriageway of Falls Road, Belfast, from a point 9 metres west of the western kerblines of Islandbawn Drive to a point 2 metres west of the western kerblines of Shiels Street, bounded on its northern side by the northern kerblines of Falls Road and its junctions with Islandbawn Drive, Islandbawn Street and Brighton 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 gaps opposite the junctions.

14. The northern side of the city bound (eastbound) carriageway of Falls Road, Belfast, from a point 94 metres east of the eastern kerblines of Shiels Street to a point 7 metres west of the western kerblines of Cavendish Square, bounded on its northern side by the northern kerblines of Falls Road, the outer edge of lay-bys, the eastern access to St Dominic's Grammar School and its junction with Cavendish 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 opposite the junction and the controlled areas of pedestrian crossings.

15. 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 its junctions with Waterford Street, Clonard Street, Dunlewey Street, Sevastapol Street, Cupar Street Lower and Conway 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 gaps opposite the junctions and the controlled areas of pedestrian crossings.

16. 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

kerbline of Falls Road, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

17. The northern side of the city bound (eastbound) carriageway of Divis Street, Belfast, from a point 39 metres east of the eastern kerbline of Northumberland Street to a point 36 metres west of the western kerbline of Townsend Street, bounded on its northern side by the northern kerbline of Divis Street, the outer edge of a lay-by and its junction with Percy 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 opposite the junction.

18. The northern side of the city bound (eastbound) carriageway of Divis Street, Belfast, from a point 79 metres east of the eastern kerbline of Townsend Street to a point 120 metres east of the eastern kerbline of Townsend Street, bounded on its northern side by the outer edge of the Westlink on-slip, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

SCHEDULE 2

Article 7

Revocations

<i>Column (1) (Title)</i>	<i>Column (2) (Reference)</i>	<i>Column (3) (Extent of Revocation)</i>
Bus Lane (East Bridge Street, Belfast) Order (Northern Ireland) 2000	S.R. 2000 No. 352	The Whole Order
Bus Lanes (Andersonstown Road and Falls Road, Belfast) Order (Northern Ireland) 2002	S.R. 2002 No. 103	The whole Order
Bus Lanes Order (Northern Ireland) 2002	S.R. 2002 No. 173	Item Nos. 3 and 33 of Schedule 1
Bus Lanes (Divis Street, Falls Road and Andersonstown Road, Belfast) Order (Northern Ireland) 2004	S.R. 2004 No. 279	The whole Order
The Bus Lanes (Upper Newtownards Road, Belfast) Order (Northern Ireland) 2005	S.R. 2005 No. 225	The whole Order
The Bus Lanes (Upper Newtownards Road, Belfast – between Sandown Road and Knock Road) Order (Northern Ireland) 2015	S.R. 2015 No. 297	The whole Order
The Bus Lanes (Falls Road, Belfast – between Grosvenor Road and Whiterock Road) Order (Northern Ireland) 2015	S.R. 2015 No. 336	The whole Order
The Bus Lanes (Upper Newtownards Road, Belfast – between Sandown Road and Knock Road) (Amendment) Order (Northern Ireland) 2015	S.R. 2015 No. 382	The whole Order
The Bus Lanes (Upper Newtownards Road, Belfast – between Holywood Road and Sandown Road) Order (Northern Ireland) 2016	S.R. 2016 No. 85	Articles 2, 3, 4, 5 and 7 and the Schedule
The Bus Lanes (Divis Street and Falls Road, Belfast – Between Millfield and Grosvenor Road) Order (Northern Ireland) 2016	S.R. 2016 No. 263	The whole Order
The Bus Lanes (Andersonstown Road and Stewartstown Road Belfast – between Finaghy Road North and Michael Ferguson Roundabout) Order (Northern Ireland) 2016	S.R. 2016 No. 347	The whole Order
The Bus Lanes Orders (Amendment) Order (Northern Ireland) 2016	S.R. 2016 No. 433	Article 2(b) and Article 3
The Bus Lanes (Albertbridge Road, Belfast – between Castlereagh Street and Newtownards Road) Order (Northern Ireland) 2017	S.R. 2017 No. 94	The whole Order

EXPLANATORY NOTE

(This note is not part of the Order)

This Order provides for with-flow bus lanes (Article 3) on the lengths of road during the hours between 7.00 a.m. and 7.00 p.m. on Monday to Saturday inclusive—

- (a) specified in the parts 1 and 3 of Schedule, in which buses, cycles, motor cycles and permitted taxis (as defined in Article 2) are permitted; or
- (b) specified in the part 2 of Schedule, in which buses and cycles are permitted.

The Order also restricts the waiting by buses, cycles, motor cycles and permitted taxis using those bus lanes (Article 4).

The Order allows vehicles displaying a disabled person's badge to wait in a bus lane specified in Part 1 or Part 3 of Schedule 1 for up to 10 minutes to enable a disabled person to board or alight from a vehicle (Article 6).

Vehicles requiring access are exempt from the provisions of the Order (Article 5).

The Order revokes a number of existing provisions (Article 7).

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, or in contravention of Article 6 by causing or permitting a vehicle displaying a disabled person's badge to wait in a bus lane specified in Part 1 or Part 3 of Schedule 1 for more than 10 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.