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STATUTORY RULES OF NORTHERN IRELAND

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**2019 No. 19**

**ROADS**

**ROAD TRAFFIC AND VEHICLES**

**The Motorways Traffic (Amendment)  
Regulations (Northern Ireland) 2019**

*Made* - - - - *13th February 2019*

*Coming into operation* *11th March 2019*

The Department for Infrastructure<sup>(1)</sup> makes the following Regulations in exercise of the powers conferred by Article 20(3) of the Roads (Northern Ireland) Order 1993<sup>(2)</sup> and now vested in it<sup>(3)</sup>.

**Citation and commencement**

**1.** These Regulations may be cited as The Motorways Traffic (Amendment) Regulations (Northern Ireland) 2019 and shall come into operation on 11th March 2019.

**2.—(1)** The Motorways Traffic Regulations (Northern Ireland) 2008<sup>(4)</sup> are amended in accordance with paragraphs (2) to (4).

(2) In regulation 1(2)—

(a) for the definition of “bus lane” substitute the following—

““bus lane” means an area of hard shoulder of a length of motorway specified in Schedule 1 or the area of the length of carriageway specified in Schedule 2;”.

(b) delete the definition of “weekday”.

(3) For regulation 9 (use of the hard shoulder as a bus lane) substitute the following—

**“Use of the hard shoulder or carriageway as a bus lane**

**9.** Save as provided in regulations 6(2) and 14 a person shall not cause or permit any vehicle other than a bus to enter, proceed or wait in a bus lane—

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(1) 2016 c. 5 (N.I.)

(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. 2008 No. 135

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- (a) specified in Schedule 1 during the hours between 7.00 a.m. and 7.00 p.m. on the days Monday to Friday inclusive.
  - (b) specified in Schedule 2 at any time.”
- (4) For Schedules 1 and 2 substitute the Schedules set out in the Schedule to these Regulations.

Sealed with the Official Seal of the Department for Infrastructure on 13th February 2019

(L.S.)

*T Reid*  
A senior officer of the Department for  
Infrastructure

SCHEDULE

Article 2(4)

“SCHEDULE 1

Regulations 1(2) and 9(a)

1. The area of the citybound hard shoulder of the Motorway M1, from a point 45 metres north-east of the north-eastern end of the northern parapet of Ravernet Road Bridge, to a point 340 metres south-west of the south-western end of the north-eastern parapet of Ballynahinch Road Bridge 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.

2. The area of the citybound hard shoulder of the Motorway M1, from a point 146 metres north-east of the north-western parapet wall of the Hillhall Road Bridge to a point 215 metres north-east of the north-western parapet wall of the Tullynacross Road Bridge bounded on its western side by the western edge of the hard shoulder and on its 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.

3. The area of the citybound hard shoulder of the Motorway M1, from a point 590 metres north-east of the north-western parapet wall of the Tullynacross Road Bridge to a point 592 metres south-west of the western parapet wall of the Ballyskeagh Road Bridge bounded on its western side by the western edge of the hard shoulder and on its 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.

4. The area of the citybound hard shoulder of the Motorway M1, from a point 83 metres south-west of the western parapet wall of the Ballyskeagh Road Bridge to a point 187 metres north-east of the northern parapet of the Black’s Road Bridge bounded on its western side by the western edge of the hard shoulder and on its 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.

5. The area of the citybound hard shoulder of the Motorway M1, from a point 700 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.

6. The area of the citybound hard shoulder of the Motorway M2, from a point 490 metres north-west of the centre line of Ballycraigy Road South where it passes under the Motorway M2 at Ardkeen Bridge to its junction with the Sandyknowes Roundabout at the end of the south-bound off-slip, bounded on its eastern side by the eastern edge of the hard shoulder and on its western 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.

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7. The area of the hard shoulder of the citybound on-slip from Sandyknowes Roundabout, Newtownabbey, to the Motorway M2, from a point 29 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—

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

8. The area of the citybound hard shoulder of the Motorway M2, from its junction with the hard shoulder of the citybound on-slip road from Sandyknowes Roundabout, to a point 54 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—

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

9. The area of the citybound hard shoulder of the Motorway M2, from a point 430 metres south-west of the south-eastern end of the eastern parapet of the M5 Over Bridge, to the end of the hard shoulder of the south-bound off-slip at its junction with the Fortwilliam Roundabout bounded on its eastern side by the eastern edge of the hard shoulder and on its western 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.

10. The area of the citybound hard shoulder of the citybound on-slip road from Fortwilliam Roundabout to the Motorway M2, from a point 260 metres south-east of that hard shoulder's junction with the hard shoulder of Fortwilliam Roundabout, to its junction with the hard shoulder of the Motorway M2, bounded on its eastern side by the eastern edge of the hard shoulder, and on its western 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.

11. The area of the citybound hard shoulder of the Motorway M2, from its junction with the hard shoulder of the citybound on-slip road from Fortwilliam Roundabout, to a point 244 metres south of the centre line of Milewater Footbridge bounded on its eastern side by the eastern edge of the hard shoulder and on its western 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

Regulations 1(2) and 9(b)

The area of the carriageway of the off-slip road from the Motorway M2 to Duncrue Street, from a point 53 metres south-east of the south face of gantry M20002L/B for a distance of 46 metres in a south-easterly direction, bounded on its northern side by the kerb of the traffic island separating it from the north-bound exit lane, and on its southern side by the kerb of the traffic island separating it from the outer citybound exit lanes.”

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## EXPLANATORY NOTE

*(This note is not part of the Order)*

These Regulations amend The Motorways Traffic Regulations (Northern Ireland) 2008 by substituting new Schedules for Schedule 1 and Schedule 2 and adding lengths of bus lanes on the hard shoulders of the M1 Motorway and the M2 Motorway and a length of the carriageway of the off-slip from the M2 Motorway to Duncrue Street. The Regulations also amend the hours of operation of the bus lanes specified in Schedule 1 so that they now operate during the hours between 7.00 a.m. and 7.00 p.m. on the days Monday to Friday inclusive and the bus lane specified in Schedule 2 will operate at any time.

Any person who acts in contravention of the Regulations shall be guilty of an offence and shall be liable on summary conviction to a fine not exceeding level 4 on the standard scale (£2500). Traffic signs indicating the effect of the Regulations will in due course be placed on the roads.