1980 No. 67

ROAD TRAFFIC AND VEHICLES

One-Way Traffic and Bus Lane (York Street) Order (Northern Ireland) 1980

Made . . . . . *25th February 1980*

Coming into operation . . . *31st March 1980*

The Department of the Environment in exercise of the powers conferred on it by section 19 of the Road Traffic Act (Northern Ireland) 1970(a) and of every other power enabling it in that behalf hereby makes the following order:—

Citation and commencement

1. This order may be cited as the One-Way Traffic and Bus Lane (York Street) Order (Northern Ireland) 1980 and shall come into operation on 31st March 1980.

Revocation

2. One-Way Traffic and Bus Lane (York Street) Order (Northern Ireland) 1979(b) is hereby revoked.

Interpretation

3. In this order:—

"bus" means a vehicle constructed or adapted to carry twelve or more passengers, used in standing or plying for hire or used to carry passengers for hire;

"bus lane" means the part of the carriageway of that length of York Street described in the schedule;

"Department" means the Department of the Environment;

"school bus" means a vehicle constructed or adapted to carry twelve or more passengers and being used to carry persons to or from a school as defined by article 2(2) of the Education and Libraries (Northern Ireland) Order 1972(c);

"white line" has the meaning assigned to it in the schedule;

"works bus" means a vehicle constructed or adapted to carry twelve or more passengers which has been provided by an employer for the purpose of carrying persons employed by him or on his behalf to or from their place of employment and which is being used for such a purpose.

Restriction on traffic

4. Save as provided in article 7, no person shall, except upon the direction or with the permission of a constable in uniform or of a traffic warden, cause or permit any vehicle other than a bus, school bus or works bus, to enter, proceed or wait in the bus lane otherwise than for the purpose of crossing it.

(a) 1970 c. 2 (N.I.) as substituted by art. 14 S.I. 1978/1051 (N.I. 21)
(b) S.R. 1979 No. 71 (I, p. 244)
(c) S.I. 1972/1263 (N.I. 12)

5. Save as provided in article 6, no person shall, except upon the direction or with the permission of a constable in uniform or of a traffic warden, cause or permit any bus, school bus or works bus, to proceed along the bus lane otherwise than in a southerly direction.

6. Save as provided in article 7, no person shall, except upon the direction or with the permission of a constable in uniform or of a traffic warden, cause or permit any vehicle to proceed along York Street in the area of carriageway west of the bus lane otherwise than in a northerly direction: provided that the foregoing provision shall not apply so as to prevent any person causing or permitting a bus, school bus or works bus, which is proceeding in a southerly direction in the bus lane, to cross over the white line if it is necessary to do so in order to overtake a vehicle that is stationary in the bus lane or to avoid roadworks or any other obstruction to traffic in the bus lane.

Exemptions

7.—(1) Nothing in the Order shall render it unlawful for any person to cause or permit any vehicle to enter or proceed in any direction in the bus lane so far as such entry or proceeding is reasonably necessary to enable the vehicle to be used for the purpose of removing any obstruction to traffic in the bus lane or for police, fire brigade or ambulance purposes or to wait in the bus lane for so long as may be necessary for any of those purposes.

(2) Save as provided in paragraph (3)(v), nothing in this order shall render it unlawful for any person to cause or permit any vehicle to enter or proceed in a northerly direction in the bus lane so far as such entry or proceeding is reasonably necessary to enable the vehicle to be used in accordance with any of the purposes specified in paragraph (3), or to wait in the bus lane for so long as may be necessary for any of those purposes.

(3) The purposes referred to in paragraph (2) are:—

(i) the service of a district council or the Department in pursuance of statutory powers or duties or in connection with the supply of gas or electricity or any telegraphic line as defined in the Telegraph Act 1878(**d**);

(ii) the avoidance of an accident;

(iii) the gaining of access to or from premises adjacent to or accessible only from the bus lane;

(iv) the loading or unloading of any goods or burden at premises adjacent to or accessible only from the bus lane: provided that such loading or unloading can be reasonably carried out only from the bus lane; and

(v) the boarding or alighting of any person: provided that such boarding or alighting does not cause the vehicle to wait in the same place for more than two minutes.

(4) For the purpose of this article a vehicle shall be deemed to wait for more than two minutes in the same place if any one part of the road is below any part of the vehicle or its load (if any) throughout a period exceeding two minutes whether or not the vehicle is moved during that period.

Sealed with the Official Seal of the Department of the Environment for Northern Ireland on 25th February 1980.

(L.S.) *T. J. McCormick*
Senior Assistant Secretary

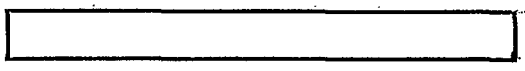
(**d**) 1878 c. 76

SCHEDULE

Bus Lane

The area of the carriageway of that length of York Street which extends from its junction with the southern boundary of Whitla Street to its junction with the boundary of the Dunbar Street-Frederick Street Link in the City of Belfast which is bounded on the east by the eastern kerbline of that road and, where that eastern kerbline is broken by the junction of that road with another road or an access way, by the line joining the said eastern kerbline on either side of that junction and on the west partly by a kerbed island site and partly by the outer edge of a road marking complying with the diagram set out and described below (in this order referred to as the "white line") broken only by the gap opposite the junction of that road on its eastern side with another road or an access way, by a crossing for foot passengers marked on the road in accordance with the "Pelican" Pedestrian Crossings Regulations (Northern Ireland) 1970(e) and the "Zebra" Pedestrian Crossings Regulations (Northern Ireland) 1974(f) or by any other regulations made under section 25 re-enacting these regulations with or without amendment or by a street refuge.

DIAGRAM



Longitudinal line to indicate to vehicular traffic the boundary between a traffic lane reserved for buses, school buses and works buses. Other vehicles may cross the line to stop to load or unload where this is not prohibited.

The road marking shown in the diagram shall be coloured white having a width of 250 or 300 millimetres.

(e) S.R. & O. (N.I.) 1970 No. 83 (p. 397)
(f) S.R. 1974 No. 15 (I, p. 44)

EXPLANATORY NOTE

(This note is not part of the order but is intended to indicate its general purport.)

This order re-enacts with amendments the One-Way Traffic and Bus Lane (York Street) Order (Northern Ireland) 1979 (S.R. 1979 No. 71) and gives effect to a one-way system of traffic and provides for a contra flow bus lane on that part of York Street from its junction with the southern boundary of Whitla Street to its junction with the Dunbar Street-Frederick Street Link in the City of Belfast.

The principal change is that it extends the length of both the one-way system of traffic and the contra flow bus lane in York Street.

Traffic signs indicating the effect of the order will be erected on the road.

Any person who acts in contravention of the order shall be guilty of an offence and shall be liable on summary conviction to a fine not exceeding £100.