STATUTORY RULES OF NORTHERN IRELAND

# 2010 No. 276

# ROAD TRAFFIC AND VEHICLES

## The Bus Lane (Crumlin Road, Belfast) Order (Northern Ireland) 2010

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| *Made - - - -* | *19th August 2010* |
| *Coming into operation -* | *17th January 2011* |

The Department for Regional Development(**a**) 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(**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.

One written objection was received and duly considered and no other representation has been received.

**Citation and commencement**

**1.** This Order may be cited as The Bus Lane (Crumlin Road, Belfast) Order (Northern Ireland) 2010 and shall come into operation on 17th January 2011.

**Interpretation**

**2.** In this Order—

"bus" means a motor vehicle constructed or adapted to carry more than 8 passengers (exclusive of the driver);

"the bus lane" means the lengths of Crumlin Road, Belfast, specified in the Schedule;

"cycle" has the same meaning as in the Order of 1995;

"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

(**a**) S.I. 1999/283 (N.I. 1) Article 3(1)
(**b**) S.I. 1997/276 (N.I. 2)
(**c**) S.R. 1999 No. 481 Article 6(*d*) and Schedule 4 Part IV

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. 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 the bus lane.

**Restriction of waiting**

**4.** A bus, cycle, motor cycle or permitted taxi may only wait in the 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 the 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 the removal of any obstruction to traffic.

Sealed with the Official Seal of the Department for Regional Development on 19th August 2010

(L.S.)

*D J Millar*
A senior officer of the Department for Regional Development

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

# SCHEDULE

Article 2

## SOUTH-EASTBOUND BUS LANE

**1.** The area of the south-eastbound part of the carriageway of Crumlin Road, Belfast, from a point 106 metres south-east of its junction with Ballysillan Road to a point 230 metres north-west of its junction with Hesketh Road. The lane is bounded on its north-eastern side by the north-eastern kerbline of Crumlin Road and by its junctions with Wheatfield Crescent and Wheatfield Gardens and on its outer edge by a road marking in the form of a continuous longitudinal white line broken only by gaps opposite the junctions.

**2.** The area of the south-eastbound part of the carriageway of Crumlin Road, Belfast, from a point 123 metres south-east of its junction with Hesketh Road to a point 126 metres south-east of its junction with Ardoyne Road. The lane is bounded on its north-eastern side by the north-eastern kerbline of Crumlin Road and by its junction with Ardoyne Road and on its outer edge by a road marking in the form of a continuous longitudinal white line, broken only by the gap opposite the junction.

## EXPLANATORY NOTE

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

This Order provides for with-flow bus lanes on the south-eastbound lane of Crumlin Road, Belfast specified in the Schedule to the Order, in which buses, cycles, motor cycles and permitted taxis (as defined in Article 2) are permitted between 7.30 a.m. and 9.30 a.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).

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 wait in the bus lane, or in contravention of Article 4 by causing or permitting a bus, cycle, motor cycle or permitted taxi to wait in the bus lane for longer than two minutes, shall be liable to a penalty charge (£60) payable in accordance with the Traffic Management (Northern Ireland) Order 2005 and The Penalty Charges (Prescribed Amounts) Regulations (Northern Ireland) 2006.

Any person who contravenes any other provision of the Order shall be guilty of an offence under the Road Traffic Regulation (Northern Ireland) Order 1997 ("the Regulation Order") and shall be liable on summary conviction to a fine not exceeding level 3 on the standard scale (£1,000), in accordance with the Road Traffic Offenders (Northern Ireland) Order 1996 as amended by the Regulation Order.

Traffic signs indicating the effect of the Order will in due course be erected on the road.