EXPLANATORY MEMORANDUM TO

The Motorways Traffic (Amendment) Regulations (Northern Ireland) 2020

S.R. 2020 No. 39

1. Introduction

1.1. This Explanatory Memorandum has been prepared by the Department for Infrastructure to accompany the Statutory Rule (details above) which is laid before the Northern Ireland Assembly.

1.2. The Statutory Rule is made under Article 20(3) of the Roads (Northern Ireland) Order 1993 and is subject to the negative resolution procedure.

2. Purpose

2.1. The rule amends The Motorways Traffic Regulations (Northern Ireland) 2008 ("the Motorways Regulations").

2.2. The purpose of the rule is to extend the bus lane on the M1 Motorway at Sprucefield. The proposed rule will permit the use as bus lane of a further four lengths of M1 Motorway hard shoulder extending from just before Junction 8 Blaris along the motorway Belfast bound to just before Junction 7 Sprucefield. They are available for use by buses and coaches between the hours of 7.00 a.m. and 7.00 p.m. on Monday to Friday inclusive.

2.3. The provision of the new lengths of bus lane is intended to improve bus journey times and service reliability on the M1 and therefore to encourage modal shift from car to bus use and help reduce congestion and encourage more use of the Department's Park and Ride facilities.

3. Background

3.1. Bus lanes have been provided on the hard shoulder of motorways in the UK for a number of years. The first such bus lane in Northern Ireland was created in 1999 with further lengths of hard shoulder bus lanes added in 2004, 2006, 2007 and 2019. They are available for use by buses and coaches constructed or adapted to carry more than 28 seated passengers (exclusive of the driver).

4. Consultation

4.1. The Roads (Northern Ireland) Order 1993 does not include any requirement to consult on Regulations of this kind.

4.2. The PSNI, Lisburn & Castlereagh City Council, Translink and the Federation of Passenger Transport have been consulted. The PSNI has approved the proposals and no concerns have been raised by the others.

5. Equality Impact

5.1. Consideration has been given to compliance with section 75 of the Northern Ireland Act 1998. No equality issues have been identified by the Department.

6. Regulatory Impact

6.1. A Regulatory Impact Assessment was not considered necessary as the proposal does not result in any costs or savings to business, charities or the voluntary bodies.

7. Financial Implications

7.1. None.

8. Section 24 of the Northern Ireland Act 1998

8.1. Consideration has been given to compliance with section 24 of the Northern Ireland Act 1998. No human rights issues have been identified by the Department.

9. EU Implications

9.1. Not applicable.

10. Parity or Replicatory Measure

10.1. Not applicable.

11. Additional Information

11.1. Not applicable.