STATUTORY RULES OF NORTHERN IRELAND

2025 No. 134

ROADS

ROAD TRAFFIC AND VEHICLES

The Motorways Traffic (Amendment) Regulations (Northern Ireland) 2025

Made - - - -	*9th July 2025*
Coming into operation -	*8th October 2025*

The Department for Infrastructure(**a**) makes the following Regulations in exercise of the powers conferred by Article 20(3) of the Roads (Northern Ireland) Order 1993(**b**) and now vested in it(**c**).

Citation and commencement

1. These Regulations may be cited as the Motorways Traffic (Amendment) Regulations (Northern Ireland) 2025 and shall come into operation on 8th October 2025.

Amendments

2.—(1) The Motorways Traffic Regulations (Northern Ireland) 2008(**d**) are amended in accordance with paragraphs (2) and (3).

(2) 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—

(a) specified in Schedule 1 at any time as directed by signage.

(b) specified in Schedule 2 at any time."

(3) For Schedules 1 and 2 substitute the Schedules set out in the Schedule to these Regulations.

Revocations

3. The following are revoked—

(a) The Motorways Traffic (Amendment) Regulations (Northern Ireland) 2020(**e**); and

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(**a**) Formerly the Department for Regional Development; see section 1(6) and (11) of, and Schedule 1 to, the Departments Act (Northern Ireland) 2016 (2016 c. 5 (N.I.))
(**b**) S.I. 1993/3160 (N.I. 15)
(**c**) S.R. 1999 No. 481 Article 6(d) and Schedule 4 Part IV
(**d**) S.R. 2008 No. 135: last relevant amending Order is S.R. 2020 No. 305
(**e**) S.R. 2020 No. 39

(b) Regulation 2(3) and (4) of The Motorways Traffic (Amendment) Regulations (Northern Ireland) 2019(**a**).

Sealed with the Official Seal of the Department for Infrastructure on 9th July 2025

(L.S.)

R Balfour
A senior officer of the Department for Infrastructure

(**a**) S.R.2019 No. 19

SCHEDULE

Article 2(3)

"SCHEDULE 1

Regulations 1(2) and 9(a)

1. The area of the hard shoulder of the Motorway M1 eastbound, from a point 325 metres north-east of the north-eastern end of Halftown Road Bridge abutment, to a point 755 metres north-east of the north-eastern end of Halftown Road Bridge abutment, 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 hard shoulder of the Junction 8 eastbound off-slip of the Motorway M1 eastbound, from a point 755 metres north-east of the north-eastern end of Halftown Road Bridge abutment, to a point 200 metres north-east of the north-west end of the gantry spanning the Junction 8 eastbound off-slip 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.

3. The area of the hard shoulder of the Junction 8 eastbound on-slip to the Motorway M1 eastbound, from the A101 entry to the on-slip, to a point 137 metres south-west of the centreline of the Junction 7 on-slip road where it passes under the Motorway M1, bounded on its northern side by the kerb at 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.

4. The area of the hard shoulder of the Motorway M1 eastbound, from a point 137 metres south-west of the centreline of the Junction 7 on-slip road under the Motorway M1, to a point 133 metres north-east of the centreline of the Junction 7 on-slip road under the Motorway M1, 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.

5. The area of the hard shoulder of the Motorway M1 eastbound, 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.

6. The area of the hard shoulder of the Motorway M1 eastbound, 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.

7. The area of the hard shoulder of the Motorway M1 eastbound, 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.

8. The area of the hard shoulder of the Motorway M1 eastbound, from a point 151 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.

9. The area of the hard shoulder of the Motorway M1 eastbound, 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.

10. The area of the hard shoulder of the Motorway M2 southbound, 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 southbound 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) lengths of continuous longitudinal white line; or

(b) two continuous longitudinal white lines encompassing white chevrons.

11. The area of the hard shoulder of the on-slip from Sandyknowes Roundabout, Newtownabbey, to the Motorway M2 southbound, 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 southbound, 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.

12. The area of the hard shoulder of the Motorway M2 southbound, from its junction with the hard shoulder of the southbound on-slip road from Sandyknowes Roundabout, to a point 43 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.

13. The area of the hard shoulder of the Motorway M2 southbound, from a point 364 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 southbound 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.

14. The area of the hard shoulder of the on-slip road from Fortwilliam Roundabout to the Motorway M2 southbound, 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 southbound, 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 broken longitudinal white line.

15. The area of the hard shoulder of the Motorway M2 southbound, from its junction with the hard shoulder of the on-slip road from Fortwilliam Roundabout, to a point 219 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 of the south face of the eastern side of gantry M20002L/B for a distance of 46 metres in a south-easterly direction, bounded on its northern side by the southern kerbline of a traffic island and the outer edge of a road marking in the form of a longitudinal broken white line, and on its southern side by the northern kerbline of a traffic island and the outer edge of a road marking in the form of a longitudinal broken white line."

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations amend The Motorways Traffic Regulations (Northern Ireland) 2008 by amending the hours of operation of the bus lanes specified in Schedule 1 so that they now operate at any time as directed by signage, and the bus lane specified in Schedule 2 to operate at any time. The Regulations also substitute new Schedules for Schedule 1 and Schedule 2.

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.