STATUTORY RULES OF NORTHERN IRELAND

2011 No. 204

ROAD TRAFFIC AND VEHICLES

The Waiting Restrictions (Larne) Order (Northern Ireland) 2011

Made - - - -	*17th May 2011*
Coming into operation -	*11th June 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, and paragraph 5 of Schedule 1 to, 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 objection has been received and duly considered and no other representation has been received.

The Department has modified the Order.

Citation, commencement and interpretation

1.—(1) This Order may be cited as The Waiting Restrictions (Larne) Order (Northern Ireland) 2011 and shall come into operation on 11th June 2011.

(2) In this Order —

"medical practitioner" means a registered person within the meaning of the Medical Act 1983(**d**);

"postal packet" means a letter, parcel, packet or other article transmissible by post as defined in section 125 of the Postal Services Act 2000(**e**);

"universal service provider" has the same meaning as in section 4(3) and (4) of the Postal Services Act 2000.

Restriction of waiting

2. Save as provided in Article 3, a person shall not cause or permit a vehicle to wait at any time on the lengths of road specified in Schedules 1 and 2;

(**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
(**d**) 1983 c. 54
(**e**) 2000 c. 26

Exceptions

3.—(1) Nothing in Article 2 shall render it unlawful for a person to cause or permit a vehicle to wait on the carriageway of a length of road specified in the Schedules where the person in control of it is prevented from proceeding by circumstances beyond that person's control or to avoid an accident or for so long as may be reasonably necessary to enable—

(a) a person to board or alight from a vehicle provided that such boarding or alighting does not cause the vehicle to wait in the same place for more than 2 minutes;

(b) the vehicle to be used in an emergency by a medical practitioner, or for fire and rescue, ambulance, police or customs purposes or the purposes of the security forces;

(c) the vehicle to be used by or on behalf of a universal service provider for the purposes of the delivery to, or collection from, premises situated adjacent to the length of road of postal packets*;*

(d) the vehicle, if it cannot conveniently be used for such purposes outside that length of road, to be used—

(i) in connection with any building, repair or demolition operations;

(ii) in connection with the removal of any obstruction of traffic;

(iii) by or on behalf of a district council or a government department in pursuance of statutory powers or duties;

(iv) by or on behalf of a sewerage undertaker or a water undertaker in connection with the discharge of that undertaker's functions;

(v) in connection with the discharge of the functions of the holder of a licence granted under Article 10 of the Electricity (Northern Ireland) Order 1992(**a**) or of a licence granted under Article 8 of the Gas (Northern Ireland) Order 1996(**b**); or

(vi) in connection with the laying, erection, alteration or repair of any electronic communications apparatus as defined in Schedule 2 to the Telecommunications Act 1984(**c**).

(2) Nothing in Article 2 shall render it unlawful to cause or permit a vehicle to wait on the carriageway of a length of road specified in Schedule 1 for so long as may be reasonably necessary to enable goods to be loaded or unloaded from the vehicle.

(3) For the purposes of paragraph (1)(a) a vehicle shall be deemed to wait in the same place for more than 2 minutes if any one part of the carriageway is below any part of the vehicle or its load (if any) throughout the period exceeding 2 minutes whether or not the vehicle is moved during that period.

Sealed with the Official Seal of the Department for Regional Development on 17th May 2011

(L.S.)

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

(**a**) S.I. 1992/231 (N.I. 1)
(**b**) S.I. 1996/275 (N.I. 2)
(**c**) 1984 c. 12 as amended by 2003 c. 21 Sch. 3 para. 2(2)

SCHEDULE 1

Article 2

No Waiting at any Time

All in Larne

1. Main Street (north side) – from a point 15 metres west of its junction with Glenarm Road for a distance of 30 metres in a westerly direction.
2. Main Street (north side) – from a point 31 metres west of its junction with Agnew Street for a distance of 6 metres in a westerly direction.
3. Main Street (north side) – from a point 81 metres west of its junction with Agnew Street for a distance of 7 metres in a westerly direction.
4. Main Street (north side) – from a point 151 metres west of its junction with Agnew Street for a distance of 36 metres in a westerly direction.
5. Main Street (north side) – from a point 260 metres west of its junction with Agnew Street for a distance of 6 metres in a westerly direction.
6. Main Street (north side) – from a point 310 metres west of its junction with Agnew Street for a distance of 7 metres in a westerly direction.
7. Main Street (south side) – from a point 15 metres west of its junction with Circular Road to a point 15 metres east of its junction with Quay Street.
8. Main Street (south side) – from a point 91 metres west of its junction with Quay Street for a distance of 49 metres in a westerly direction.
9. Main Street (south side) – from a point 15 metres west of its junction with Broadway for a distance of 5 metres in a westerly direction.
10. Main Street (south side) – from a point 56 metres west of its junction with Broadway to a point 15 metres east of its junction with Lower Cross Street.
11. Upper Main Street (south side) – from a point 15 metres west of its junction with Lower Cross Street for a distance of 7 metres in a westerly direction.
12. Narrow Gauge Road (east side) – from a point 15 metres south of its junction with Point Street for a distance of 38 metres in a southerly direction.
13. Lower Cross Street (west side) – from a point 15 metres north of its junction with Dunluce Street to a point 15 metres south of its junction with Upper Main Street.
14. Lower Cross Street (east side) – from a point 15 metres north of its junction with Point Street to a point 15 metres south of its junction with Main Street.
15. Point Street (south side) – from a point 15 metres west of its junction with Narrow Gauge Road to a point 15 metres east of its junction with Bridge Street.
16. Upper Cross Street (west side) – from a point 50 metres north of its junction with Upper Main Street to a point 15 metres east of its junction with Pound Street.
17. Upper Cross Street (east side) – from a point 41 metres north of its junction with Upper Main Street to a point 15 metres east of its junction with Pound Street.
18. Agnew Street (west side) – from a point 15 metres north of its junction with Main Street to a point 15 metres south of its junction with Exchange Road.
19. Agnew Street (west side) – from a point 15 metres north of its junction with Exchange Road to a point 15 metres south of its junction with Victoria Road.
20. Agnew Street (east side) – from a point 15 metres north of its junction with Main Street for a distance of 8 metres in a northerly direction.
21. Agnew Street (east side) – from a point 59 metres north of its junction with Main Street to a point 15 metres south of its junction with Victoria Road.
22. Dunluce Street (north side) – from a point 15 metres west of its junction with Lower Cross Street for a distance of 15 metres in a westerly direction.
23. Dunluce Street (north side) – from a point 47 metres west of its junction with Lower Cross Street to a point 15 metres east of its junction with Bridge Street.
24. Dunluce Street (south side) – from a point 15 metres west of its junction with Lower