

**2018 No. 198**

**ROAD TRAFFIC AND VEHICLES**

**The Parking Places on Roads and Waiting Restrictions  
(Cookstown) Order (Northern Ireland) 2018**

*Made* - - - - - *30th November 2018*

*Coming into operation* - *21st December 2018*

The Department for Infrastructure<sup>(a)</sup> makes the following Order in exercise of the powers conferred by Articles 4(1), (2) and (3), 10(4) and 13(1), (13) and (16) of the Road Traffic Regulation (Northern Ireland) Order 1997<sup>(b)</sup> and now vested in it<sup>(c)</sup>.

It appears to the Department to be necessary to provide suitable parking places for vehicles on the lengths of the roads specified in Articles 13 and 14 and Schedule 1.

The Department has consulted such persons as it considered appropriate in compliance with paragraphs 1 and 2 of Schedules 1 and 4 to the Road Traffic Regulation (Northern Ireland) Order 1997.

The Department has published a notice in compliance with paragraphs 1 and 3 of those Schedules.

The Department, in compliance with paragraph 3(4) of Schedule 4 to that Order, has taken such other steps as appear to the Department reasonably practicable for the purpose of bringing specifically to the knowledge of the occupiers of land adjacent to the parking places the particulars specified in paragraph 3(2) of that Schedule.

No written objection or other representation has been received.

**Citation, commencement and interpretation**

**1.**—(1) This Order may be cited as The Parking Places on Roads and Waiting Restrictions (Cookstown) Order (Northern Ireland) 2018 and shall come into operation on 21st December 2018.

(2) In this Order—

“medical practitioner” means a registered person within the meaning of the Medical Act 1983<sup>(d)</sup>;

“parking place” means a length of road authorised by Article 2 to be used as a parking place;

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(a) 2016 c. 5 (N.I.)

(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

“parking space” means a space which is marked out in a parking place for the leaving of a vehicle;

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

“specified hours” means the hours between 9.00 a.m. and 6.00 p.m. on the days Monday to Saturday inclusive; and

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

### **Authorisation of parking places**

2. The use as parking places of the lengths of road specified in Schedule 1 is authorised.

### **Position within a parking place**

3. Save as provided in Article 5, a person shall not leave or cause a vehicle to be left in a parking place specified in Schedule 1 unless it is wholly within a parking space where such has been marked out.

### **Maximum period of waiting in and further use of a parking place**

4.—(1) Subject to paragraph (2) and save as provided in Article 5 during the specified hours—

- (a) a person shall not leave or cause a vehicle to be left in a parking place specified in Schedule 1 for longer than 1 hour;
- (b) a person shall not leave or cause a vehicle to be left again in that parking place until the expiration of 2 hours from the time that vehicle is removed from that parking place.

(2) The prohibitions in paragraph (1) shall not apply to a disabled person’s vehicle.

### **Exceptions**

5.—(1) Nothing in Articles 3 or 4(1) shall render it unlawful to leave or cause a vehicle to be left in a parking place specified in Schedule 1 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 left in a parking place before the expiration of 2 hours from the time that vehicle is removed from that parking place provided that such boarding or alighting does not cause that vehicle to be left again in that parking 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 for 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 parking place of postal packets;
- (d) the vehicle, if it cannot conveniently be used for such purpose outside that parking place, to be used—
  - (i) in connection with any building, repair or demolition operations;
  - (ii) in connection with the removal of any obstruction to traffic;
  - (iii) by or on behalf of a district council or a government department in pursuance of statutory powers or duties;

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(a) 2000 c. 26

- (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).
- (e) goods to be loaded or unloaded from the vehicle.

(2) 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 a period exceeding 2 minutes whether or not the vehicle is moved during that period.

### **Suspension of the use of a parking place**

**6.** The Department may suspend the use of a parking place specified in Schedule 1 or any part of it for so long as may be necessary for the purpose of enabling—

- (a) a vehicle, if it cannot conveniently be used for such purpose outside the parking place, to be used in connection with any of the following purposes—
  - (i) building, repair or demolition operations, including works to property adjacent to the parking place;
  - (ii) the removal of any obstruction to traffic;
  - (iii) the cleansing, maintenance, improvement or reconstruction of the road; or
  - (iv) the laying, erection, alteration or repair in, or in land adjacent to the road, of any sewer, main, pipe or apparatus for the supply of gas, water or electricity or of electronic communications apparatus as defined in Schedule 2 to the Telecommunications Act 1984;
- (b) the implementation of any traffic management scheme;
- (c) street works as defined in Article 3(3) of the Street Works (Northern Ireland) Order 1995(d) to be executed.

### **Prohibition of the use of a suspended parking place**

**7.** A person not using a vehicle in connection with any of the undertakings specified in Article 6 shall not leave or cause that vehicle to be left in a parking place specified in Schedule 1 where the use of that parking place has been suspended by the Department in accordance with that Article.

### **Removal of a vehicle in an emergency**

**8.** A person authorised by the Department may remove a vehicle from a parking place specified in Schedule 1 in an emergency.

### **Method of removal of a vehicle**

**9.** Any person removing a vehicle by virtue of Article 8 may do so by towing or driving the vehicle or in such other manner as is reasonably necessary and may take such measures as are reasonably necessary to enable that person to remove it.

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(a) S.I. 1992/231 (N.I. 1) as amended by S.I. 2003/419 (N.I. 6), S.R. 2007 No. 283, S.R. 2007 No. 284, S.R. 2007 No. 303, S.R. 2007 No. 320, S.R. 2007 No. 321, S.I. 2007/913 (N.I. 7) and S.R. 2011 No. 155  
 (b) S.I. 1996/275 (N.I. 2) as amended by S.R. 2006 No. 358, S.R. 2011 No. 155 and S.R. 2013 No. 92  
 (c) 1984 c. 12 as amended by 2003 c. 21 Schedule 3 paragraph 2(2)  
 (d) S.I. 1995/3210 (N.I. 19)

### **Custody of a vehicle**

**10.** When a person authorised by the Department removes or makes arrangements for the removal of a vehicle from a parking place by virtue of Article 8 that person shall make such arrangements as may be necessary for the safe custody of the vehicle.

### **Lengths of road on which vehicles must not wait**

**11.** Save as provided in Article 12, a person shall not cause or permit a vehicle to wait—

- (a) at any time on a length of road specified in Part 1 or Part 2 of Schedule 2; or
- (b) during the specified hours on the length of road specified in Part 3 of Schedule 2.

### **Exceptions to prohibition of waiting**

**12.—(1)** Nothing in Article 11 shall render it unlawful to cause or permit a vehicle to wait on the carriageway of a length of road specified in Schedule 2 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 for 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 the road, to be used—
  - (i) in connection with any building, repair or demolition operations;
  - (ii) in connection with the removal of any obstruction to traffic;
  - (iii) by or on behalf of a district council or 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 or of a licence granted under Article 8 of the Gas (Northern Ireland) Order 1996; 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.

(2) Nothing in Article 11 shall render it unlawful to cause or permit a vehicle to wait on the carriageway of a length of road specified in Part 1 or Part 3 of Schedule 2 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 a period exceeding 2 minutes whether or not the vehicle is moved during that period.

### Amendments to loading bays order

13.—(1) The Loading Bays and Parking Places on Roads Order (Northern Ireland) 2017(a) is amended in accordance with paragraphs (2) to (4).

(2) In Part 1 of Schedule 1 for items 1, 2 and 3 of substitute the following—

“1.	Burn Road, Cookstown (north side) – from a point 37 metres west of its junction with William Street for a distance of 19 metres.	9.00 a.m. to 6.00 p.m.	Saturday
2.	Molesworth Street, Cookstown (north side) – from a point 26.5 metres east of its junction with James Street for a distance of 13 metres.	9.00 a.m. to 6.00 p.m.	Saturday
3.	Orritor Street, Cookstown (north side) – from a point 53 metres west of its junction with Oldtown Street for a distance of 13 metres.	9.00 a.m. to 6.00 p.m.	Saturday”

(3) In Schedule 2 for item 1 relating to Burn Road substitute the following—

“1.	Burn Road, Cookstown (north side) – from a point 37 metres west of its junction with William Street for a distance of 19 metres.	8.30 a.m. to 5.30 p.m.	Monday to Friday inclusive”
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(4) In Schedule 3 for items 1 and 2 relating to Molesworth Street and Orritor Street substitute the following—

“1.	Molesworth Street, Cookstown (north side) – from a point 26.5 metres east of its junction with James Street for a distance of 13 metres.	8.30 a.m. to 5.30 p.m.	Monday to Friday inclusive
2.	Orritor Street, Cookstown (north side) – from a point 53 metres west of its junction with Oldtown Street for a distance of 13 metres.	8.30 a.m. to 5.30 p.m.	Monday to Friday inclusive”

### Amendments to disabled persons’ vehicles order

14.—(1) The Parking Places (Disabled Persons’ Vehicles) Order (Northern Ireland) 2016(b) is amended in accordance with paragraph (2).

(2) In Schedule 1—

(a) Delete the following—

- (i) item no. 776 relating to Fairhill Road;
- (ii) item nos. 777, 779, 780 and 781 relating to James Street; and
- (iii) item no. 786 relating to Oldtown Street.

(a) S.R. 2017 No. 130 to which there are no relevant amendments

(b) S.R. 2016 No. 131 as amended by S.R. 2016 No. 273, S.R. 2016 No. 341, S.R. 2016 No. 352, S.R. 2016 No. 421, S.R. 2017 No. 41, S.R. 2017 No. 109 Article 11, S.R. 2017 No. 126, S.R. 2017 No. 132, S.R. 2017 No. 179 Article 14, S.R. 2017 No. 182, S.R. 2017 No. 183, S.R. 2017 No. 215, S.R. 2018 No. 10, S.R. 2018 No. 70, S.R. 2018 No. 111, S.R. 2018 No. 114 Article 11 and S.R. 2018 No. 154

(b) For item nos. 767 and 768, substitute the following—

- “767. Burn Road, Cookstown (south side) – from a point 47 metres west of its junction with William Street for a distance of 5.5 metres.
- 768. Burn Road, Cookstown (south side) – from a point 90 metres west of its junction with William Street for a distance of 11.5 metres.”

(c) For item nos. 772, 773, 774 and 775 substitute the following—

- “772. Coagh Street, Cookstown (south side) – from a point 123.5 metres east of its junction with William Street for a distance of 6 metres.
- 773. Fairhill Road, Cookstown (south side) – from a point 23 metres west of its junction with Loy Street for a distance of 3.5 metres.
- 774. Fairhill Road, Cookstown (south side) – from a point 107 metres west of its junction with Loy Street for a distance of 8 metres.
- 775. Fairhill Road, Cookstown (south side) – from a point 168 metres west of its junction with Loy Street for a distance of 4 metres.”

(d) For item no. 778 substitute the following—

- “778. James Street, Cookstown (east side) – from a point 36 metres south of its junction with Molesworth Street for a distance of 4 metres.”

(e) For item nos. 784 and 785 substitute the following—

- “784. Molesworth Street, Cookstown (north side) – from a point 39.5 metres east of its junction with James Street for a distance of 7 metres
- 785. Oldtown Street, Cookstown (east side) – from a point 37.5 metres north of its junction with Coagh Street for a distance of 4 metres.”

(f) For item no. 787 substitute the following—

- “787. Oldtown Street, Cookstown (west side) – from a point 46.5 metres north of its junction with Orritor Road Retail for a distance of 7 metres.”

(g) For item nos. 789 and 790 substitute the following—

- “789. Orritor Street, Cookstown (north side) – from a point 114 metres west of its junction with Oldtown Street for a distance of 6 metres.
- 790. Orritor Street, Cookstown (north side) – from a point 148 metres west of its junction with Oldtown Street for a distance of 6.5 metres.”

(h) For item nos. 798, 799, 800, 801 and 802 substitute the following—

- “798. James Street, Cookstown (east side) – from a point 18.5 metres north of its junction with Molesworth Street for a distance of 7 metres.
- 799. William Street, Cookstown (east side) – from a point 100.5 metres north of the junction of James Street with Molesworth Street for a distance of 4.5 metres.
- 800. William Street, Cookstown (west side) – from a point 53 metres north of its junction with Burn Road for a distance of 7.5 metres.
- 801. William Street, Cookstown (west side) – from a point 82 metres north of its junction with Burn Road for a distance of 6.5 metres.
- 802. William Street, Cookstown (west side) – from a point 138.5 metres north of its junction with Burn Road for a distance of 7 metres.”

(i) Add the following items—

- “2560. James Street, Cookstown (west side) – from a point 231.5 metres north of its junction with Fairhill Road for a distance of 6 metres.
- 2561. Oldtown Street, Cookstown (west side) – from a point 50 metres north of its junction with Orritor Street for a distance of 7 metres.
- 2562. William Street, Cookstown (east side) – from a point 163.5 metres north of the junction of James Street with Molesworth Street for a distance of 4 metres.”

**Revocations**

**15.** The Orders specified in Schedule 3 are revoked.

Sealed with the Official Seal of the Department for Infrastructure on 30th November 2018

(L.S.)

*T Reid*  
A senior officer of the Department for Infrastructure

## SCHEDULE 1

Article 2

### PARKING PLACES IN COOKSTOWN — Monday to Saturday 9.00 a.m. to 6.00 p.m. — Maximum stay 1 hour, no return within 2 hours

1. Burn Road (south side) – from a point 52.5 metres west of its junction with William Street for a distance of 23 metres in a westerly direction.
2. Burn Road (south side) – from a point 78 metres west of its junction with William Street for a distance of 12 metres in a westerly direction.
3. Burn Road (south side) – from a point 151.5 metres west of its junction with William Street for a distance of 10 metres in a westerly direction.
4. Burn Road (south side) – from a point 166.5 metres west of its junction with William Street for a distance of 16 metres in a westerly direction.
5. Burn Road (south side) – from a point 187 metres west of its junction with William Street for a distance of 17 metres in a westerly direction.
6. James Street (east side within a lay-by) – from a point 11 metres south of its junction with Molesworth Street for a distance of 13 metres in a southerly direction.
7. James Street (east side within a lay-by) – from a point 26.5 metres south of its junction with Molesworth Street for a distance of 9.5 metres in a southerly direction.
8. James Street (east side within a lay-by) – from a point 45 metres south of its junction with Molesworth Street for a distance of 9 metres in a southerly direction.
9. James Street (east side within a lay-by) – from a point 57 metres south of its junction with Molesworth Street for a distance of 2.5 metres in a southerly direction.
10. James Street (east side within a lay-by) – from a point 61 metres south of its junction with Molesworth Street for a distance of 14 metres in a southerly direction.
11. James Street (east side within a lay-by) – from a point 77 metres south of its junction with Molesworth Street for a distance of 13 metres in a southerly direction.
12. James Street (east side within a lay-by) – from a point 93 metres south of its junction with Molesworth Street for a distance of 13 metres in a southerly direction.
13. James Street (west side) – from a point 36 metres north of its junction with Fairhill Road for a distance of 27 metres in a northerly direction.
14. James Street (west side) – from a point 67.5 metres north of its junction with Fairhill Road for a distance of 15.5 metres in a northerly direction.
15. Molesworth Street (north side) – from a point 46.5 metres east of its junction with James Street for a distance of 20.5 metres in an easterly direction.
16. Molesworth Street (north side) – from a point 77 metres east of its junction with James Street for a distance of 102 metres in an easterly direction.
17. Oldtown Street (east side within a lay-by) – from a point 12 metres north of its junction with Coagh Street for a distance of 12 metres in a northerly direction.
18. Oldtown Street (east side) – from a point 27 metres north of its junction with Coagh Street for a distance of 7.5 metres in a northerly direction.
19. Oldtown Street (east side) – from a point 45 metres north of its junction with Coagh Street for a distance of 14.5 metres in a northerly direction.
20. Oldtown Street (east side) – from a point 63 metres north of its junction with Coagh Street for a distance of 15 metres in a northerly direction.
21. Oldtown Street (west side) – from a point 15 metres north of its junction with Orritor Road Retail for a distance of 31.5 metres in a northerly direction.
22. Oldtown Street (west side) – from a point 53.5 metres north of its junction with Orritor Road Retail for a distance of 21.5 metres in a northerly direction.
23. Oldtown Street (west side in a lay-by) – from a point 8.5 metres north of its junction with Orritor Street for a distance of 13.5 metres in a northerly direction.



24. Oldtown Street (west side) – from a point 28 metres north of its junction with Orritor Street for a distance of 8.5 metres in a northerly direction.
25. Oldtown Street (west side) – from a point 41.5 metres north of its junction with Orritor Street for a distance of 5.5 metres in a northerly direction.
26. Oldtown Street (west side) – from a point 60 metres north of its junction with Orritor Street for a distance of 21 metres in a northerly direction.
27. Oldtown Street (west side) – from a point 84 metres north of its junction with Orritor Street for a distance of 36 metres in a northerly direction.
28. Union Street (east side) – from a point 64 metres north of its junction with Molesworth Street for a distance of 11 metres in a northerly direction.
29. Union Street (east side) – from a point 89 metres north of its junction with Molesworth Street for a distance of 10 metres in a northerly direction.
30. Union Street (west side) – from a point 53 metres north of its junction with Molesworth Street for a distance of 15 metres in a northerly direction.
31. Union Street (west side) – from a point 88.5 metres north of its junction with Molesworth Street for a distance of 9.5 metres in a northerly direction.
32. James Street (east side in a lay-by) – from a point 13.5 metres north of its junction with Molesworth Street for a distance of 2.5 metres in a northerly direction.
33. James Street (east side) – from a point 25.5 metres north of its junction with Molesworth Street for a distance of 6.5 metres in a northerly direction.
34. James Street (east side) – from a point 35 metres north of its junction with Molesworth Street for a distance of 10.5 metres in a northerly direction.
35. James Street (east side) – from a point 48 metres north of its junction with Molesworth Street for a distance of 2.5 metres in a northerly direction.
36. James Street (east side) – from a point 54.5 metres north of its junction with Molesworth Street for a distance of 15 metres in a northerly direction.
37. James Street (east side) – from a point 72.5 metres north of its junction with Molesworth Street for a distance of 11 metres in a northerly direction.
38. James Street (west side in a lay-by) – from a point 167 metres north of its junction with Fairhill Road for a distance of 16 metres in a northerly direction.
39. James Street (west side in a lay-by) – from a point 186 metres north of its junction with Fairhill Road for a distance of 16 metres in a northerly direction.
40. James Street (west side in a lay-by) – from a point 204.5 metres north of its junction with Fairhill Road for a distance of 13.5 metres in a northerly direction.
41. James Street (west side in a lay-by) – from a point 223 metres north of its junction with Fairhill Road for a distance of 8.5 metres in a northerly direction.
42. William Street (east side) – from a point 89.5 metres north of the junction of James Street with Molesworth Street for a distance of 11 metres in a northerly direction.
43. William Street (east side) – from a point 107.5 metres north of the junction of James Street with Molesworth Street for a distance of 5.5 metres in a northerly direction.
44. William Street (east side) – from a point 115.5 metres north of the junction of James Street with Molesworth Street for a distance of 8 metres in a northerly direction.
45. William Street (east side) – from a point 129.5 metres north of the junction of James Street with Molesworth Street for a distance of 3.5 metres in a northerly direction.
46. William Street (east side) – from a point 135.5 metres north of the junction of James Street with Molesworth Street for a distance of 6 metres in a northerly direction.
47. William Street (east side) – from a point 145 metres north of the junction of James Street with Molesworth Street for a distance of 16 metres in a northerly direction.
48. William Street (east side) – from a point 170 metres north of the junction of James Street with Molesworth Street for a distance of 8 metres in a northerly direction.
49. William Street (east side) – from a point 181 metres north of the junction of James Street with Molesworth Street for a distance of 19.5 metres in a northerly direction.
50. William Street (east side) – from a point 204 metres north of the junction of James Street with Molesworth Street for a distance of 16 metres in a northerly direction.

51. William Street (east side) – from a point 222.5 metres north of the junction of James Street with Molesworth Street for a distance of 5 metres in a northerly direction.
52. William Street (east side) – from a point 230 metres north of the junction of James Street with Molesworth Street for a distance of 9 metres in a northerly direction.
53. William Street (east side) – from a point 242.5 metres north of the junction of James Street with Molesworth Street for a distance of 2.5 metres in a northerly direction.
54. William Street (east side) – from a point 247.5 metres north of the junction of James Street with Molesworth Street for a distance of 14 metres in a northerly direction.
55. William Street (west side in a lay-by) – from a point 16.5 metres north of its junction with Burn Road for a distance of 10 metres in a northerly direction.
56. William Street (west side) – from a point 29 metres north of its junction with Burn Road for a distance of 3 metres in a northerly direction.
57. William Street (west side) – from a point 34.5 metres north of its junction with Burn Road for a distance of 16.5 metres in a northerly direction.
58. William Street (west side) – from a point 63 metres north of its junction with Burn Road for a distance of 5 metres in a northerly direction.
59. William Street (west side) – from a point 71 metres north of its junction with Burn Road for a distance of 5.5 metres in a northerly direction.
60. William Street (west side) – from a point 79 metres north of its junction with Burn Road for a distance of 3 metres in a northerly direction.
61. William Street (west side) – from a point 94.5 metres north of its junction with Burn Road for a distance of 15 metres in a northerly direction.
62. William Street (west side) – from a point 115 metres north of its junction with Burn Road for a distance of 14.5 metres in a northerly direction.
63. William Street (west side) – from a point 132.5 metres north of its junction with Burn Road for a distance of 6 metres in a northerly direction.
64. William Street (west side) – from a point 148 metres north of its junction with Burn Road for a distance of 3 metres in a northerly direction.

## SCHEDULE 2

Article 11

### WAITING RESTRICTIONS IN COOKSTOWN

#### PART 1

##### No Waiting at any time (Loading and Unloading Permitted)

1. Burn Road (north side) – from a point 15 metres west of its junction with William Street for a distance of 22 metres in a westerly direction.
2. Burn Road (north side) – from a point 56 metres west of its junction with William Street for a distance of 26 metres in a westerly direction.
3. Burn Road (north side) – from a point 138 metres west of its junction with William Street for a distance of 37 metres in a westerly direction.
4. Burn Road (south side) – from a point 15 metres west of its junction with William Street for a distance of 32 metres in a westerly direction.
5. Burn Road (south side) – from a point 75.5 metres west of its junction with William Street for a distance of 2.5 metres in a westerly direction.
6. Burn Road (south side) – from a point 142.5 metres west of its junction with William Street for a distance of 9 metres in a westerly direction.
7. Cemetery Road (north side) – from a point 15 metres west of its junction with Chapel Street for a distance of 28.6 metres in a westerly direction.
8. Coagh Street (north side) – from a point 134 metres east of its junction with Coagh Crescent for a distance of 5.5 metres in a westerly direction.
9. Coagh Street (north side) – from a point 15 metres east of its junction with Oldtown Street for a distance of 11.5 metres in an easterly direction.
10. Coagh Street (south side) – from a point 15 metres east of its junction with William Street for a distance of 27 metres in an easterly direction.
11. Fairhill Road (north side) – from a point 15 metres west of its junction with James Street for a distance of 22.5 metres in a westerly direction.
12. Fairhill Road (north side) – from a point 45 metres west of its junction with James Street for a distance of 17 metres in a westerly direction.
13. Fairhill Road (north side) – from a point 85 metres west of its junction with James Street for a distance of 2 metres in a westerly direction.
14. Fairhill Road (north side) – from a point 115 metres west of its junction with James Street for a distance of 2.5 metres in a westerly direction.
15. Fairhill Road (south side) – from a point 15 metres west of its junction with Loy Street for a distance of 3 metres in a westerly direction.
16. Fairhill Road (south side) – from a point 57.5 metres west of its junction with Loy Street for a distance of 5 metres in a westerly direction.
17. Fairhill Road (south side) – from a point 85.5 metres west of its junction with Loy Street for a distance of 2.5 metres in a westerly direction.
18. Fairhill Road (south side) – from a point 115 metres west of its junction with Loy Street for a distance of 2.5 metres in a westerly direction.
19. James Street (east side) – from a point 32 metres north of its junction with Molesworth Street for a distance of 3 metres in a northerly direction.
20. James Street (east side) – from a point 50.5 metres north of its junction with Molesworth Street for a distance of 4 metres in a northerly direction.
21. James Street (east side) – from a point 69.5 metres north of its junction with Molesworth Street for a distance of 3 metres in a northerly direction.
22. James Street (east side) – from a point 24 metres south of its junction with Molesworth Street for a distance of 2.5 metres in a southerly direction.

23. James Street (east side) – from a point 40 metres south of its junction with Molesworth Street for a distance of 5 metres in a southerly direction.
24. James Street (east side) – from a point 59.5 metres south of its junction with Molesworth Street for a distance of 1.5 metres in a southerly direction.
25. James Street (east side) – from a point 75 metres south of its junction with Molesworth Street for a distance of 2 metres in a southerly direction.
26. James Street (east side) – from a point 106 metres south of its junction with Molesworth Street for a distance of 41.5 metres in a southerly direction.
27. James Street (west side) – from a point 15 metres north of its junction with Fairhill Road for a distance of 21 metres in a northerly direction.
28. James Street (west side) – from a point 83 metres north of its junction with Fairhill Road for a distance of 84 metres in a northerly direction.
29. James Street (west side) – from a point 183 metres north of its junction with Fairhill Road for a distance of 3 metres in a northerly direction.
30. James Street (west side) – from a point 202 metres north of its junction with Fairhill Road for a distance of 2.5 metres in a northerly direction.
31. James Street (west side) – from a point 218 metres north of its junction with Fairhill Road for a distance of 5 metres in a northerly direction.
32. Loy Street (east side) – from its junction with James Street to a point 55.5 metres south of that junction.
33. Millburn Street (east side) – from a point 34 metres north of its junction with Oldtown Street for a distance of 8 metres in a northerly direction.
34. Millburn Street (west side) – from a point 29 metres north of its junction with Factory Lane for a distance of 7 metres in a northerly direction.
35. Molesworth Road (south side) – from a point 85 metres north-west of its junction with Woodland Drive for a distance of 179 metres in a north-westerly direction.
36. Molesworth Street (north side) – from a point 15 metres east of its junction with William Street for a distance of 11.5 metres in an easterly direction.
37. Molesworth Street (north side) – from a point 74 metres east of its junction with William Street for a distance of 3 metres in an easterly direction.
38. Oldtown Street (east side) – from a point 24 metres north of its junction with Coagh Street for a distance of 3 metres in a northerly direction.
39. Oldtown Street (east side) – from a point 41.5 metres north of its junction with Coagh Street for a distance of 3.5 metres in a northerly direction.
40. Oldtown Street (east side) – from a point 59.5 metres north of its junction with Coagh Street for a distance of 3.5 metres in a northerly direction.
41. Oldtown Street (east side) – from a point 78 metres north of its junction with Coagh Street for a distance of 30 metres in a northerly direction.
42. Oldtown Street (east side) – from a point 15 metres north of its junction with Ferguy Heights for a distance of 62.5 metres in a northerly direction.
43. Oldtown Street (west side) – from a point 22 metres north of its junction with Orritor Street for a distance of 3.5 metres in a northerly direction.
44. Oldtown Street (west side) – from a point 36.5 metres north of its junction with Orritor Street for a distance of 5 metres in a northerly direction.
45. Oldtown Street (west side) – from a point 57 metres north of its junction with Orritor Street for a distance of 3 metres in a northerly direction.
46. Orritor Street (north side) – from a point 15 metres west of its junction with Oldtown Street for a distance of 38 metres in a westerly direction.
47. Orritor Street (north side) – from a point 95 metres west of its junction with Oldtown Street for a distance of 5 metres in a westerly direction.
48. Orritor Street (north side) – from a point 103.5 metres west of its junction with Oldtown Street for a distance of 1.5 metres in a westerly direction.
49. Orritor Street (north side) – from a point 154.5 metres west of its junction with Oldtown Street for a distance of 6.5 metres in a westerly direction.

50. Orritor Street (south side) – from a point 15 metres west of its junction with William Street for a distance of 12 metres in a westerly direction.
51. Sweep Road (north side) – from a point 51 metres west of its junction with Killymoon Street for a distance of 16 metres in a westerly direction.
52. Sweep Road (north side) – from a point 84 metres west of its junction with Killymoon Street for a distance of 4 metres in a westerly direction.
53. Sweep Road (south side) – from a point 15 metres west of its junction with Dungannon Road for a distance of 28 metres in a westerly direction.
54. Union Place (east side) – from the rear of No. 6 Union Place for a distance of 12 metres in a southerly direction.
55. Union Place (west side) – from the rear of No. 16 William Street for a distance of 16.5 metres in a southerly direction.
56. William Street (east side) – from a point 86.5 metres north of the junction of James Street with Molesworth Street for a distance of 3 metres in a northerly direction.
57. William Street (east side) – from a point 105 metres north of the junction of James Street with Molesworth Street for a distance of 2.5 metres in a northerly direction.
58. William Street (east side) – from a point 123.5 metres north of the junction of James Street with Molesworth Street for a distance of 6 metres in a northerly direction.
59. William Street (east side) – from a point 141.5 metres north of the junction of James Street with Molesworth Street for a distance of 3.5 metres in a northerly direction.
60. William Street (east side) – from a point 161 metres north of the junction of James Street with Molesworth Street for a distance of 2.5 metres in a northerly direction.
61. William Street (east side) – from a point 178 metres north of the junction of James Street with Molesworth Street for a distance of 3 metres in a northerly direction.
62. William Street (east side) – from a point 200.5 metres north of the junction of James Street with Molesworth Street for a distance of 3.5 metres in a northerly direction.
63. William Street (east side) – from a point 220 metres north of the junction of James Street with Molesworth Street for a distance of 2.5 metres in a northerly direction.
64. William Street (east side) – from a point 239 metres north of the junction of James Street with Molesworth Street for a distance of 3.5 metres in a northerly direction.
65. William Street (west side) – from a point 15 metres north of its junction with Burn Road for a distance of 1.5 metres in a northerly direction.
66. William Street (west side) – from a point 32 metres north of its junction with Burn Road for a distance of 2.5 metres in a northerly direction.
67. William Street (west side) – from a point 51 metres north of its junction with Burn Road for a distance of 2 metres in a northerly direction.
68. William Street (west side) – from a point 68 metres north of its junction with Burn Road for a distance of 3 metres in a northerly direction.
69. William Street (west side) – from a point 88.5 metres north of its junction with Burn Road for a distance of 3 metres in a northerly direction.
70. William Street (west side) – from a point 109.5 metres north of its junction with Burn Road for a distance of 3 metres in a northerly direction.
71. William Street (west side) – from a point 129.5 metres north of its junction with Burn Road for a distance of 3 metres in a northerly direction.

## PART 2

### No Waiting at any time (Loading and Unloading Not Permitted)

1. Dungannon Road (east side) – from a point 282 metres south of its junction with Loughry Roundabout for a distance of 50 metres in a southerly direction.
2. Dungannon Road (east side) – from a point 342 metres south of its junction with Loughry Roundabout for a distance of 20 metres in a southerly direction.
3. Dungannon Road (east side) – from a point 372 metres south of its junction with Loughry Roundabout for a distance of 20 metres in a southerly direction.
4. Dungannon Road (east side) – from a point 402 metres south of its junction with Loughry Roundabout for a distance of 50 metres in a southerly direction.

## PART 3

### No Waiting — Monday to Saturday 9.00 a.m. to 6.00 p.m. (Loading and Unloading Permitted)

Molesworth Street (south side) – from a point 15 metres east of its junction with James Street for a distance of 307 metres in an easterly direction.

## SCHEDULE 3

Article 15

### Orders Revoked

1. The Parking Places on Roads (Cookstown) Order (Northern Ireland) 2010**(a)**
2. The Waiting Restrictions (Cookstown) Order (Northern Ireland) 2015**(b)**

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**(a)** S. R. 2010 No. 358

**(b)** S. R. 2015 No. 304

## **EXPLANATORY NOTE**

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

This Order authorises the use as parking places of the lengths of the roads specified in Schedule 1 (Article 2) and prescribes the conditions under which the parking places may be used (Articles 3, 4 and 7). Vehicles are excepted from the conditions in certain circumstances (Article 5). The Order also makes provision for the suspension of the use of a parking place (Article 6) and for the removal of a vehicle from a parking place in an emergency (Articles 8 and 9) and for its safe custody (Article 10).

The Order also prohibits vehicles from waiting on the lengths of road specified in Schedule 2 (Article 11). Vehicles are excepted from the prohibition in certain circumstances (Article 12).

The Order also amends The Loading Bays and Parking Places on Roads Order (Northern Ireland) 2017 (Article 13) and The Parking Places (Disabled Persons' Vehicles) Order (Northern Ireland) 2016 (Article 14).

The Order also revokes the provisions specified in Schedule 3 and re-enacts the parking and waiting restrictions therein including correcting a drafting error in respect of the waiting restriction on Molesworth Road (Article 15).

A penalty charge (£90) is payable with respect to a vehicle involved in a contravention of the Order in accordance with the Traffic Management (Northern Ireland) Order 2005 and The Penalty Charges (Prescribed Amounts) Regulations (Northern Ireland) 2006.

Traffic signs indicating the effect of the Order will in due course be placed on the roads.