

**2017 No. 100**

**ROAD TRAFFIC AND VEHICLES**

**The Parking and Waiting Restrictions (Armagh) Order (Northern Ireland) 2017**

*Made* - - - - - *6th June 2017*

*Coming into operation* - *27th June 2017*

The Department for Infrastructure(a) 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(b) and now vested in it(c).

It appears to the Department to be necessary to provide suitable parking places for vehicles on the lengths of the roads specified in 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 and Waiting Restrictions (Armagh) Order (Northern Ireland) 2017 and shall come into operation on 27th June 2017.

(2) In this Order—

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

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

---

(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); 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 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 hours between 8.30 a.m. and 6.15 p.m.—

(a) on the days Monday to Saturday inclusive—

(i) (aa) a person shall not leave or cause a vehicle to be left in a parking place specified in Part 1 of Schedule 1 for longer than 1 hour;

(bb) a person shall not leave or cause a vehicle to be left again in that parking place, until the expiration of 1 hour from the time that vehicle is removed from that parking place.

(ii) (aa) a person shall not leave or cause a vehicle to be left in a parking place specified in Part 2 of Schedule 1 for longer than 2 hours;

(bb) a person shall not leave or cause a vehicle to be left again in that parking place, until the expiration of 1 hour from the time that vehicle is removed from that parking place.

(b) on the days Monday to Friday inclusive—

(i) a person shall not leave or cause a vehicle to be left in a parking place specified in Part 3 of Schedule 1 for longer than 2 hours;

(ii) a person shall not leave or cause a vehicle to be left again in that parking place, until the expiration of 1 hour 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 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 1 hour 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;

---

(a) 2000 c. 26

- (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;
  - (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<sup>(a)</sup> or of a licence granted under Article 8 of the Gas (Northern Ireland) Order 1996<sup>(b)</sup>; 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<sup>(c)</sup>; or
- (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 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<sup>(d)</sup> to be executed.

---

(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 para. 2(2)  
 (d) S.I. 1995/3210 (N.I. 19)

### **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 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 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.

### **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 hours between 8.30 a.m. and 6.15 p.m. on the days Monday to Saturday inclusive on the lengths of road specified in Part 3 of Schedule 2; or
  - (c) during the hours between 10.00 a.m. and 4.00 p.m. on the days Monday to Friday inclusive on the lengths of road specified in Part 4 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, Part 3 or Part 4 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.

### **Revocations**

**13.** The provisions specified in column (1) of Schedule 3 are revoked to the extent specified in column (3) of that Schedule.

Sealed with the Official Seal of the Department for Infrastructure on 6th June 2017

(L.S.)

*G F McKenna*  
A senior officer of the Department for Infrastructure

## SCHEDULE 1

Article 2

### Parking Places in Armagh

#### PART 1

Monday to Saturday 8.30 a.m. to 6.15 p.m. — Maximum stay 1 hour, no return within 1 hour

1. Cathedral Road, Route B115-7 (north side) – from a point 38 metres west of its junction with Lower English Street, Route B115-8 for a distance of 62 metres in a westerly direction.
2. Dawson Street (north-west side) – from a point 26 metres north-east of its junction with Edward Street for a distance of 51 metres in a north-easterly direction.
3. Dobbin Street (north side) – from a point 6 metres east of its junction with Linenhall Street for a distance of 53 metres in an easterly direction.
4. Dobbin Street (south side) – from a point 15 metres east of its junction with Dobbin Street Lane for a distance of 55 metres in an easterly direction.
5. Dobbin Street (west side) – from a point 40 metres south of its junction with Scotch Street for a distance of 46 metres in a southerly direction.
6. Linenhall Street (west side) – from a point 4 metres north of its junction with Abbey Lane for a distance of 15 metres in a northerly direction.
7. Linenhall Street (west side) – from a point 20 metres north of its junction with Abbey Lane for a distance of 44 metres in a northerly direction.
8. Lower English Street (east side) – from a point 15 metres south of its junction with Lisanally Lane for a distance of 48 metres in a southerly direction.
9. Lower English Street (east side) – from a point 81 metres south of its junction with Lisanally Lane for a distance of 33 metres in a southerly direction.
10. Lower English Street (west side) – from a point 55 metres north of its junction with Cathedral Road for a distance of 50 metres in a northerly direction.
11. Mall West (south-west side) – from a point 66 metres north-west of its junction with Barrack Street for a distance of 80 metres.
12. Ogle Street (north side) – from a point 3 metres east of its junction with Chapel Lane for a distance of 13 metres in an easterly direction.
13. Ogle Street (north side) – from a point 11 metres west of its junction with Chapel Lane for a distance of 62 metres in a westerly direction.
14. Ogle Street (north side) – from a point 32 metres east of its junction with Chapel Lane for a distance of 6 metres in an easterly direction.
15. Railway Street (east side) – from a point 15 metres north-west of its junction with Alexander Road for a distance of 13 metres.
16. Railway Street (east side) – from a point 30 metres north-west of its junction with Alexander Road for a distance of 45 metres.
17. Railway Street (west side) – from a point 3 metres south-east of its junction with McCrory Street for a distance of 22 metres.
18. Russell Street (north side) – from a point 17 metres west of its junction with The Mall West for a distance of 40 metres in a westerly direction.
19. Russell Street (north side) – from a point 12 metres east of its junction with Upper English Street for a distance of 17 metres in an easterly direction.
20. Russell Street (south side) – from a point 11 metres west of its junction with The Mall West for a distance of 35 metres in a westerly direction.
21. Russell Street (south side) – from a point 57 metres west of its junction with The Mall West for a distance of 32 metres in a westerly direction.

22. Scotch Street (north side) – from a point 45 metres east of its junction with Thomas Street for a distance of 6 metres in an easterly direction.
23. Scotch Street (north side) – from a point 57 metres east of its junction with Thomas Street for a distance of 11 metres in an easterly direction.
24. Scotch Street (north side) – from a point 115 metres east of its junction with McCrum’s Court for a distance of 30 metres in a southerly direction.
25. Scotch Street (south side) – from a point 5 metres east of its junction with Linenhall Street for a distance of 21 metres in an easterly direction.
26. Scotch Street (south side) – from a point 51 metres east of its junction with Linenhall Street for a distance of 23 metres in an easterly direction.
27. Thomas Street (east side) – from a point 42 metres north of its junction with Dobbin Street for a distance of 11.5 metres in a northerly direction.
28. Thomas Street (east side) – from a point 9 metres north of its junction with Abbey Lane for a distance of 17 metres in a northerly direction.
29. Thomas Street (east side) – from a point 34 metres north of its junction with Abbey Lane for a distance of 17 metres in a northerly direction.
30. Thomas Street (east side) – from a point 57 metres north of its junction with Abbey Lane for a distance of 5.5 metres in a northerly direction.
31. Upper English Street (east side) – from a point 52 metres south of its junction with Russell Street for a distance of 20 metres in a southerly direction.
32. Upper English Street (east side) – from a point 7 metres north-west of its junction with Russell Street for a distance of 36 metres in a north-westerly direction.
33. Upper English Street (east side) – from a point 49 metres west of its junction with Russell Street for a distance of 35 metres in a north-westerly direction
34. Upper English Street (east side) – from a point 9 metres north-west of its junction with College Street for a distance of 19 metres in a north-westerly direction.
35. Upper English Street (east side) – from a point 41 metres north-west of its junction with College Street for a distance of 16 metres in a north-westerly direction.
36. Upper English Street (east side) – from a point 79 metres north-west of its junction with College Street for a distance of 6 metres in a north-westerly direction.
37. Upper English Street (east side) – from a point 90 metres north-west of its junction with College Street for a distance of 22 metres in a north-westerly direction.
38. Upper English Street (east side) – from a point 130 metres north-west of its junction with College Street for a distance of 6 metres in a north-westerly direction.
39. Upper English Street (east side) – from a point 142 metres north-west of its junction with College Street for a distance of 10 metres in a north-westerly direction.
40. Upper English Street (west side) – from a point 7 metres south-east of its junction with Abbey Street for a distance of 26 metres in a south-easterly direction.

## PART 2

Monday to Saturday 8.30 a.m. to 6.15 p.m. — Maximum stay 2 hours, no return within 1 hour

1. College Hill (north-west side) – from a point 48 metres north-east of its junction with The Mall East for a distance of 110 metres in a north-easterly direction.
2. College Hill (north-west side) – from a point 201 metres north-east of its junction with The Mall East for a distance of 34 metres in a north-easterly direction.

## PART 3

Monday to Friday 8.30 a.m. to 6.15 p.m. — Maximum stay 2 hours, no return within 1 hour

1. Charlemont Gardens (leading to the turning circle) (north-west side) – from a point 92 metres north-east of its junction with The Mall East for a distance of 116 metres in a north-easterly direction.
2. Charlemont Gardens (leading to cul-de-sac) (south-west side) – from a point 15 metres south-east of its junction with Charlemont Gardens (leading to the turning circle) for a distance of 41 metres in a south-easterly direction.

## SCHEDULE 2

Article 11

### Waiting Restrictions in Armagh

#### PART 1

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

1. Castle Street (north side) – from a point 140 metres north-east of its junction with Chapel Lane for a distance of 7 metres in an easterly direction.
2. Castle Street (west side) – from a point 117 metres north-east of its junction with Chapel Lane extending for a distance of 10 metres in a north-easterly direction.
3. Cathedral Close (north side) – from a point 73 metres east of its junction with Vicars Hill for a distance of 32 metres in a westerly direction.
4. Cathedral Close (north side) – from a point 114 metres east of its junction with Vicars Hill for a distance of 8 metres in a westerly direction.
5. Cathedral Close (south side) – from a point 89 metres east of its junction with Vicars Hill for a distance of 57 metres in a westerly direction.
6. Cathedral Close (south side) – from a point 114 metres east of its junction with Vicars Hill for a distance of 8 metres in a westerly direction.
7. Charlemont Gardens (leading to cul-de-sac) (north-west, north and north-east sides of cul-de-sac) – from a point 78 metres south-east of its junction with Charlemont Gardens (leading to the turning circle) for a distance of 33 metres in a north-easterly then easterly and then south-easterly direction).
8. Charlemont Gardens (leading to cul-de-sac) (south-west side) – from a point 56 metres south-east of its junction with Charlemont Gardens (leading to the turning circle) for a distance of 7 metres in a south-easterly direction.
9. College Hill (north-west side) – from a point 158 metres north-east of its junction with The Mall East for a distance of 5 metres in a north-easterly direction.
10. College Hill (north-west side) – from a point 235 metres north-east of its junction with The Mall East for a distance of 58 metres in a north-easterly direction.
11. Dobbin Street (north side) – from a point 15 metres west of its junction with Linenhall Street for a distance of 24 metres in a westerly direction.
12. Dobbin Street (north-west side) – from a point 71 metres north-east of its junction with Linenhall Street for a distance of 17 metres in a north-easterly direction.
13. Dobbin Street (north-west side) – from a point 59 metres north-east of its junction with Linenhall Street for a distance of 6 metres in a north-easterly direction.
14. Dobbin Street (south side) – from a point 15 metres west of its junction with Dobbin Street Lane to a point 15 metres east of its junction with Thomas Street.
15. Dobbin Street (south-east side) – from a point 90 metres east of its junction with Dobbin Street Lane for a distance of 112 metres in a north-easterly direction.
16. Dobbin Street (west side) – from a point 26 metres south of its junction with Scotch Street for a distance of 14 metres in a southerly direction.
17. Linenhall Street, (east side) – from a point 15 metres south of its junction with Scotch Street for a distance of 66 metres in a southerly direction.
18. Linenhall Street (west side) – from a point 19 metres north of its junction with Abbey Lane for a distance of 1 metre in a northerly direction.
19. Market Street (east side) – from a point 54 metres north of its junction with Scotch Street for a distance of 12 metres in a northerly direction.
20. Market Street (east side) – from a point 83 metres north of its junction with Scotch Street for a distance of 5 metres in a northerly direction.

21. Ogle Street (south side) – from a point 15 metres east of its junction with Irish Street for a distance of 135 metres in an easterly direction.
22. Railway Street (east side) – from a point 28 metres north-west of its junction with Alexander Road for a distance of 2 metres in a north-westerly direction.
23. Railway Street (east side) – from a point 75 metres north-west of its junction with Alexander Road for a distance of 34 metres in a north-westerly direction.
24. Railway Street (west side) – from a point 15 metres north-west of its junction with Moy Road for a distance of 14 metres in a north-westerly direction.
25. Railway Street (west side) – from a point 44 metres north-west of its junction with Moy Road for a distance of 10 metres in a north-westerly direction.
26. Railway Street (west side) – from a point 66 metres north-west of its junction with Moy Road for a distance of 2 metres in a north-westerly direction.
27. Scotch Street (north side) – from a point 13 metres east of its junction with McCrum’s Court for a distance of 102 metres in an easterly direction.
28. Scotch Street (north side) – from a point 145 metres east of its junction with McCrum’s Court for a distance of 6 metres in an easterly direction.
29. Thomas Street (east side) – from a point 20.5 metres north of its junction with Dobbin Street for a distance of 5.5 metres in a northerly direction.
30. Thomas Street (west side) – from a point 17 metres north of its junction with Dobbin Street to a point 15 metres south of its junction with Market Street.
31. Upper English Street (east side) – from a point 36 metres north-west of its junction with College Street for a distance of 5 metres in a north-westerly direction.
32. Upper English Street (east side) – from a point 57 metres north-west of its junction with College Street for a distance of 14 metres in a north-westerly direction.
33. Upper English Street (east side) – from a point 15 metres south of its junction with Russell Street for a distance of 11 metres in a southerly direction.
34. Upper English Street (west side) – from a point 15 metres north of its junction with Abbey Street to a point 15 metres south of its junction with Dawson Street.
35. Upper English Street (west side) – from its junction with Market Street to a point 107 metres north of that junction.

## PART 2

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

1. Abbey Street (north side) – from a point 50 metres west of its junction with Upper English Street for a distance of 28 metres in a westerly direction.
2. Abbey Street (south side) – from a point 54 metres west of its junction with Upper English Street for a distance of 28 metres in a westerly direction.
3. Lower English Street (west side) – from a point 15 metres north of its junction with Cathedral Road for a distance of 14 metres in a northerly direction.
4. Market Street (east side) – from its junction with Scotch Street for a distance of 34 metres in a northerly direction.
5. Market Street (west side) – from a point 15 metres north of its junction with Thomas Street to its junction with Upper English Street.
6. Scotch Street (north side) – from its junction with Market Street for a distance of 22 metres in an easterly direction.
7. Scotch Street (south side) – from a point 15 metres east of its junction with Thomas Street for a distance of 5 metres in an easterly direction.

### PART 3

No Waiting — Monday to Saturday 8.30 a.m. to 6.15 p.m. (Loading and Unloading Permitted)

1. Lower English Street (west side) – from a point 29 metres north of its junction with Cathedral Road for a distance of 21 metres in a northerly direction.
2. Scotch Street (north side) – from its junction with McCrum's Court for a distance of 13 metres in an easterly direction.

### PART 4

No Waiting — Monday to Friday 10.00 a.m. to 4.00 p.m. (Loading and Unloading Permitted)

1. Charlemont Gardens (leading to cul-de-sac) (north-east side) – from a point 15 metres south-east of its junction with Charlemont Gardens (leading to the turning circle) for a distance of 63 metres in a south-easterly direction.
2. Charlemont Gardens (leading to the turning circle) (north-west side) – from a point 208 metres north-east of its junction with The Mall East for a distance of 4 metres in a north-easterly direction.
3. Charlemont Gardens (south side) – from a point 90 metres north-east of its junction with The Mall East for a distance of 34 metres in a north-easterly direction.
4. Charlemont Gardens (leading to the turning circle) (south-east side) – from a point 20 metres north-east of its junction with Charlemont Gardens (leading to cul-de-sac) for a distance of 100 metres in a north-easterly direction to include the turning circle.

## SCHEDULE 3

Article 13

### Orders Revoked

<i>Column (1)</i> <i>Title</i>	<i>Column (2)</i> <i>S.R. Number</i>	<i>Column (3)</i> <i>Extent of Revocation</i>
The Parking and Waiting Restrictions (Armagh) Order (Northern Ireland) 2009.	S.R. 2009 No. 116	The whole Order.
The Parking and Waiting Restrictions (Armagh) (Amendment) Order (Northern Ireland) 2009.	S.R. 2009 No. 270	The whole Order.
The Parking Places on Roads (Armagh) Order (Northern Ireland) 2009.	S.R. 2009 No. 293	The whole Order.
The Parking and Waiting Restrictions (Armagh) (Amendment) Order (Northern Ireland) 2010.	S.R. 2010 No. 334	The whole Order.
The Parking Places, Loading Bays and Waiting Restrictions (Armagh) (Amendment) Order (Northern Ireland) 2011.	S.R. 2011 No. 83	Article 2 and Schedules 1, 2 and 3.
The Control of Traffic (Armagh) Order (Northern Ireland) 2011.	S.R. 2011 No. 366	Articles 2(3) and 3(2) and Schedule 2.
The Parking Places on Roads (Armagh) (Amendment) Order (Northern Ireland) 2012.	S.R. 2012 No. 276	The whole Order.
The Parking and Waiting Restrictions (Armagh) (Amendment) Order (Northern Ireland) 2013.	S.R. 2013 No. 112	The whole Order.
The Parking and Waiting Restrictions (Charlemont Gardens, Armagh) Order (Northern Ireland) 2014.	S.R. 2014 No. 113	The whole Order.
The Parking and Waiting Restrictions (Armagh) Order (Northern Ireland) 2014.	S.R. 2014 No. 313	The whole Order.

## **EXPLANATORY NOTE**

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

This Order authorises the use as parking places of the lengths of road 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 revokes the provisions specified in Schedule 3 and re-enacts the parking and waiting restrictions therein (Article 13).

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.