

## **SL1 – To Departmental Committee Clerk**

Dear Michael

### **The Road Races (North West 200) Order (Northern Ireland) 2026**

The Department for Infrastructure proposes to make a Statutory Rule under powers conferred by Article 3 of the Road Races (Northern Ireland) Order 1986 which enables the Department to make Orders closing public roads for motor races and regulate their use under specified conditions. The Statutory Rule is not subject to any procedure before the Assembly.

#### **Purpose of the Statutory Rule**

The Statutory Rule will permit the suspension of the right of way of traffic on Wednesday 6th, Thursday 7th and Saturday 9th May 2026 at various times and on a number of roads in and around Coleraine, Portrush and Portstewart to allow the Coleraine & District Motor Club Ltd., promoters of the North West 200, to run the 2026 event.

In line with the Road Races (Amendment) Act (Northern Ireland) 2014, the promoter has applied for contingency days (for use in exceptional circumstances) which are Wednesday 6th May (evening) and Friday 8th May. It is proposed the Rule will come into operation on 5th May 2026, the day before the event begins.

#### **Previous Engagement with the Committee**

None.

#### **Consultations**

The PSNI has been informed of the proposed Rule and has been provided with supporting documentation (Traffic Management Plan (TMP) and Safety Plan) for consideration. Officials are liaising with the PSNI to ensure its input is received and considered and acted upon by the event promoters before the proposed Rule is made.

There is no requirement under the Road Races (Northern Ireland) Order 1986 for the Department to inform local councils of events taking place or to carry out a statutory consultation prior to making Road Race Statutory Rules.

The Rule places certain requirements on the promoter, including:

- agreeing a TMP with the PSNI and the Department. The agreed TMP must be in place prior to running of the event to comply with one of the conditions of the Rule;
- cordoning off the relevant roads to prevent unauthorised access for the duration of the event;
- provision of sufficient marshals to ensure appropriate conduct at the event e.g. mainly for spectator and rider safety purposes;
- obtaining appropriate insurance cover;
- advertising the road closures in newspapers circulating in the locality of the course and through the deployment of appropriate road signage; and

- consultation with, and, when appropriate, engagement with local residents, emergency services and businesses, including Translink, likely to be impacted by the road closures; and addressing any concerns raised in a timely and appropriate manner with the aim of achieving mutually agreed outcomes with the relevant parties.

One of the requirements of a Road Races Order is that the promoter shall place placard notices, specifying the course and the date and times of the race, in prominent positions in the neighbourhood at least seven days before the race. The promoter is also required to publish, during each of the two weeks preceding the date of the race, advertisements in two newspapers circulating in the area.

Should the Department be made aware of any issues, officials will bring them to the attention of both the promoter and the governing body. In doing so, the intention is to have any matters resolved to the mutual satisfaction of all parties involved. Following an event, the Department will receive a post-race report from both the promoter and PSNI and should any issues arise will address them with both the promoter and race governing bodies.

#### **Equality Impact**

There are no known Section 75 implications.

#### **Regulatory Impact**

A regulatory impact assessment was not considered necessary as the proposals do not result in any costs or savings for businesses, charities or voluntary bodies.

#### **Rural Needs Impact**

A rural needs impact assessment was not considered necessary.

#### **Data Protection Impact**

A data protection impact assessment was not considered necessary.

#### **Child Rights Impact**

A separate child rights impact assessment was not considered necessary as impacts on children and young people have been captured in the appropriate section of the Section 75 screening form.

#### **Position in Great Britain (if appropriate).**

Not applicable.

#### **Any other information**

None.

#### **Financial Implications**

The costs relating to the provision of Road Race Statutory Rules primarily relate to staff time.

#### **Compliance with Section 24 of the Northern Ireland Act 1998**

There are no known human rights implications.

**Consideration by the Executive**

Not required.

**Proposed timing of consideration of the SL1**

This SL1 has been submitted in accordance with the minimum four-week timeframe, and it is proposed the Committee considers the SL1 as soon as possible but not later than 18th March 2026.

**Proposed Operational Date**

It is proposed that the Rule will come into operation on 5th May 2026.

A draft of the proposed Statutory Rule along with the related map, and race Schedules are attached and you will wish to bring this matter to the attention of the Committee for Infrastructure.

Yours sincerely



**JOSEPH HEATH**

**Departmental Assembly Liaison Officer**

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**Date:** 4 February 2026

**cc: Human Rights Commission  
Equality Commission**