

SL1 – To Departmental Committee Clerk

Dear Michael,

The Parking Places (Disabled Persons' Vehicles) (Amendment) Order (Northern Ireland) 2026

The Department for Infrastructure proposes to make a Statutory Rule under powers conferred by Articles 10 and 13 of the Road Traffic Regulation (Northern Ireland) Order 1997 (“the 1997 Order”). This Rule is not subject to any Assembly Procedure and does not require to be laid.

Article 10 of the 1997 Order enables the Department, by Order, to provide parking places and Article 13 enables it to make provision as to how a parking place is used, the persons or vehicles who may use it and the conditions under which it may be used.

The majority of parking places for disabled persons' vehicles provided by the Department are requested by, or on behalf of, Blue Badge holders and are usually located outside or close to their homes or their places of work. Certain criteria has to be met before an application is approved, for example, the Department establishes that a parking problem exists and that applicants do not have off-street parking available. Other parking places for disabled persons' vehicles tend to be located in commercial or other public areas.

Purpose of the Statutory Rule

The Rule will authorise parking places with unlimited waiting for disabled persons' vehicles by:-

- adding parking places with unlimited waiting in **Belfast**: (16 bays), **Coleraine**: (1 bay), **Cookstown**: (2 bays); **Derry/Londonderry**: (5 bays); **Irvinestown**: (1 bay) and **Newry**: (1 bay);
- removing parking places with unlimited waiting in **Belfast** (2 bays), **Cookstown** (1 bay) and **Derry/Londonderry** (2 bays); and
- amending the description of parking places with unlimited waiting in **Derry/Londonderry**: (2 bays) and **Irvinestown**: (1 bay).

Vehicles are excepted from the prohibitions in certain circumstances.

The proposed parking places are being introduced to enable drivers or passengers, who hold a blue badge and whose application has been assessed by departmental officials as meeting the requirements for the provision of a disabled parking bay, to park closer to their desired destination.

Details of the specific locations and changes being made are as follows:-

Creating Parking Places with Unlimited Waiting:-

Archdale Park, Belfast (west side in a lay-by) – from a point 20 metres north of its junction with Archdale Drive for a distance of 8.6 metres in a northerly direction.
Ballysillan Drive, Belfast (south side) – from a point 56.4 metres south-west of its junction with Tyndale Drive for a distance of 5.5 metres in a south-westerly direction.
Cavendish Street, Belfast (north-east side) – from a point 35 metres north-west of its junction with Gortfin Street for a distance of 5.5 metres in a northerly direction.
Carncaver Road, Belfast (north-west side) – from a point 75 metres north-east of its junction with Espie Way for a distance of 5.5 metres in a north-easterly direction.
Cliftonville Road, Belfast (north-east side in a lay-by) – from a point 26.2 metres south-east of its junction with Ashgrove Park for a distance of 6 metres in a south-easterly direction.
Cliftonville Road, Belfast (south-west side in a lay-by) – from a point 174 metres north-west of its junction with Wyndham Drive for a distance of 6 metres in a north-westerly direction.
Cuba Walk, Belfast (south side in a parking area adjacent to No. 5 Scotch Row) – from a point 35 metres west of its junction with Saunders Close for a distance of 3 metres in a westerly direction.
Essex Grove, Belfast (north-west side) – from a point 15 metres south-west of its junction with Ormeau Road for a distance of 5.5 metres in a south-westerly direction.
Glenbank Place, Belfast (north-west side) – from a point 31 metres south-west of its junction with Leroy Street for a distance of 5.5 metres in a south-westerly direction.
Lower Windsor Avenue, Belfast (north-east side) – from a point 91.6 metres north-west of its junction with Lisburn Road for a distance of 5 metres in a north-westerly direction.
Mount Merrion Avenue, Belfast (south-west corner of a parking area to the side of No. 150) – from a point 187 metres north-east of its junction with Hughes Court for a distance of 6 metres in a north-easterly direction.
Mount Prospect Park, Belfast (south-west side) – from a point 32.7 metres north-west of its junction with Ulsterville Place for a distance of 5.5 metres in a north-westerly direction.
Nevis Avenue, Belfast (south-west side) – from a point 152 metres north-west of its junction with Irwin Avenue for a distance of 5.5 metres in a north-westerly direction.
Ponsonby Avenue, Belfast (south-west side) – from a point 124.5 metres south-east of its junction with Atlantic Avenue for a distance of 5.5 metres in a south-easterly direction.
Sydenham Drive, Belfast (north-east side) – from a point 52.4 metres north of its junction with Belmont Road for a distance of 6 metres in a northerly direction.
Wheatfield Crescent, Belfast (south-east side) – from a point 111 metres north-east of its junction with Crumlin Road for a distance of 5.5 metres in a north-easterly direction.
Brook Street, Coleraine (east side in a parking area to the rear of No. 35) – from a point 44.3 metres south and then 24.3 metres east of its junction with Circular Road for a distance of 2.5 metres in an easterly direction.
Fairhill, Cookstown (south side) (2 bays) – from a point 171.7 metres west of its junction with Loy Street for a distance of 8.8 metres in a westerly direction.
Bards Hill, Derry/Londonderry (south-west side in a parking area to the front of No. 29) – from a point 45.5 metres south-east of its junction with Stretch 6 U1502 Bards Hill for a distance of 3 metres in a south-easterly direction.
Elaghmore Park, Derry/Londonderry (north-east side of stretch 74 in front of No. 60) – from a point 25.6 metres north-west of its junction with Elaghmore Park (stretch 86) for a distance of 6.6 metres in a north-westerly direction.
Ernest Street, Derry/Londonderry (south-west side) – from a point 31.5 metres north-west of its junction with Rosemount Avenue for a distance of 4.5 metres in a north-westerly direction.
Grainan Park, Derry/Londonderry, (south side) – from a point 71 metres south-east of its junction with Summerhill Park for a distance of 6 metres in a south-easterly direction.
Hollymount Park, Derry/Londonderry (north-east side in a parking area to the rear of No. 57) – from a point 280 metres south-west of its junction with Trench Road for a distance of 3.6 metres in a north-westerly direction.

Reihill Park, Irvinestown (east side) – from a point 191 metres north-east of its junction with Church Street for a distance of 6.5 metres in a north-easterly direction.

Cathedral View, Newry (west side in a parking area in front of No. 7) – from a point 24 metres west of its junction with High Street for a distance of 3 metres in a northerly direction.”

Removal of Parking Places with Unlimited Waiting:-

Castlereagh Place, Belfast (south-east side) – from a point 50 metres south-west of its junction with Castlereagh Street, for a distance of 5.5 metres in a south-westerly direction.

Donegall Avenue, Belfast (north-west side) – from a point 46 metres south-west of its junction with Frenchpark Street for a distance of 5.5 metres in a south-westerly direction.

Fairhill Road, Cookstown (south side) – from a point 177 metres west of its junction with Loy Street, for a distance of 3.5 metres.

Lawrence Hill, Londonderry (south side) – from a point 13 metres west of its junction with Springham Street, for a distance of 6 metres.

Rosemount Gardens, Derry/Londonderry (south-east side in a lay-by) – from a point 30 metres south-west of its junction with Rosemount Avenue for a distance of 6.6 metres in a south-westerly direction.;

Amending the description of Parking Places with Unlimited Waiting:-

Elaghmore Park, Derry/Londonderry (north-east side of stretch 74 in front of No. 59) – from a point 40 metres north-west of its junction with Elaghmore Park (stretch 86) for a distance of 6.6 metres in a north-westerly direction.

Hudson Heights, Irvinestown (north-east side of a parking area in front of No. 30/32) – from a point 112.5 metres north-west and then north-east of its junction with Reihill Park for a distance of 3 metres in an easterly direction.

Elaghmore Park, Derry/Londonderry (north-east side of stretch 74 in front of No. 53) – from a point 52.5 metres north-west of its junction with Elaghmore Park (stretch 86) for a distance of 3.6 metres in a north-westerly direction.

Previous Engagement with the Committee

None.

Consultations

The PSNI in the relevant areas have been consulted and, in those instances when a response has been received, confirmed it has no objections to the proposals. In cases where the PSNI has not yet responded due to resourcing issues, the PPTO in the relevant Division has provided approval for the parking places. The relevant local Councils were also notified of the proposals but have not commented.

Following completion of the required statutory process, which includes neighbourhood notification and advertising of a Notice of Intention in the local press, colleagues in TRAM Eastern Division advised that one objection had been received to a proposed parking place in Belfast and subsequently requested the removal of this parking place from the draft Order while officials consider the objection. Colleagues in TRAM Western Division also requested the removal of a parking place which had

been advertised in the Notice of Intention (NOI) as the applicant has notified the Division they no longer have access to a car. No objections were received to the remaining parking places.

Equality Impact

There are no known Section 75 implications. Following publication of the Notice of Intention in the local press, no Section 75 issues were raised. The rule positively favours persons with a disability, who are holders of a Blue Badge, entitling them to use the parking places. It is considered this action is justifiable on the basis it enables persons, who hold a Blue Badge, to park closer to their desired destination.

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

Not applicable.

Any Other Information

None.

Financial Implications

There are no financial implications outside of the Department's planned budget/expenditure.

Compliance with Section 24 of the Northern Ireland Act 1998

The Department has carried out a Human Rights Act Screening Analysis and no human rights issues have been identified.

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.

Proposed Operational Date

It is proposed the Rule will come into operation approximately one month following its consideration by the Committee.

A draft of the proposed Statutory Rule is attached and you will wish to bring this matter to the attention of the Committee for Infrastructure.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Joseph Heath', written over a horizontal line.

JOSEPH HEATH
Departmental Assembly Liaison Officer
Signed for the Department for Infrastructure

Committee for Infrastructure Clerk
Northern Ireland Assembly
Parliament Buildings
Ballymiscaw
Stormont
Belfast
BT4 3XX

Date: 17 February 2026

cc: Human Rights Commission
Equality Commission