

## SL1 – To Departmental Committee Clerk

Dear Michael,

### **The Parking Places (Disabled Persons' Vehicles) (Amendment No. 2) 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 have 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 Derry/Londonderry (4 bays); Holywood (2 bays); Newtownards; (2 bays); and Portaferry (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:-**

Baldrick Crescent, Derry/Londonderry (north-east side) – from a point 34.5 metres north-west of its junction with Upper Nassau Street for a distance of 5.4 metres in a north-westerly direction.
Ederowen Park, Derry/Londonderry (north-west side in front of No. 62) – from a point 85 metres north-west of its junction with Ederowen Park U1560 (Stretch 69) for a distance of 3 metres in a north-easterly direction.
Lisfannon Park, Derry/Londonderry (south-west side in a parking area to the side of No. 65) – from a point 29.5 metres south-west of its northern junction with Fahan Street for a distance of 3.6 metres in a south-easterly direction.

Marlborough Street, Derry/Londonderry (north-west side) – from a point 83.5 metres north-east of its junction with Beechwood Avenue for a distance of 6 metres in a north-easterly direction.
Old Hollywood Road, Hollywood (north side in a lay-by in front of No. 427) – from a point 60 metres south of its junction with Jacksons Road for a distance of 5.5 metres in a southerly direction.
Strand Avenue, Hollywood (north-west side) – from a point 70 metres north-east of its junction with Shore Road for a distance of 5.5 metres in a north-easterly direction.
Lenamore Park, Newtownards (west side in a parking area adjacent to No. 12) – from a point 140 metres west of its junction with Upper Greenwell Street for a distance of 5.5 metres.
Ravara Close, Newtownards (east side) – from a point 20 metres north of its junction with Lisbane Drive for a distance of 5.5 metres in a northerly direction.
Steel Dickson Gardens, Portaferry (north-west side in a lay-by in front of No. 14) – from a point 90 metres east of its junction with Steel Dickson Avenue for a distance of 5.5 metres in an easterly 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 Western Division advised that four objections to a proposed parking place in Ardstraw were received and subsequently requested the removal of this parking place from the draft Order to allow officials to consider the objections. 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 that the Rule will come into operation on approximately one month after 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,



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

Committee for Infrastructure Clerk  
Northern Ireland Assembly  
Parliament Buildings

**Date:** 4 March 2026

Ballymiscaw  
Stormont  
Belfast  
BT4 3XX

**cc: Human Rights Commission  
Equality Commission**