SL1 – To Departmental Committee Clerk

Dear Michael,

The Parking Places (Disabled Persons' Vehicles) (Amendment No. 6) 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 must 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 for disabled persons' vehicles in Ballyclare (1 bay); Ballymoney (3 bays); Bangor (2 bays); Derry/Londonderry (1 bay); Draperstown (1 bay); Newtownabbey (1 bay); and Newtownards (2 bays); and

- removing parking places with unlimited waiting in Bangor (1 bay); Derry/Londonderry (1 bay); Downpatrick (1 bay); Gortin (1 bay); Magherafelt (1 bay); and Newtownards (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. Parking places are removed when they are no longer required.

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

Creating Parking Places with Unlimited Waiting

x	Bellevue Street, Ballyclare (south-east side) – from a point 25 metres north-east of its junction with Bellevue Place for a distance of 5.5 metres in a northerly direction.
x	High Street, Ballymoney (west side) – from a point 13.5 metres north-west of its junction with Charlotte Street for a distance of 7.8 metres in a north-westerly direction.
x	High Street, Ballymoney (west side) – from a point 23 metres south of its junction with Townhead Street for a distance of 6 metres in a south-easterly direction.
x	Main Street, Ballymoney (west side) – from a point 37 metres south-east of its junction with Charlotte Street for a distance of 12 metres in a south-easterly direction.
x	Beatrice Avenue, Bangor (south-east side) – from a point 15 metres from its junction with Beatrice Road for a distance of 5.5 metres in a north-easterly direction.
x	Central Avenue, Bangor (south-west side) – from a point 70 metres east of its junction from Dufferin Avenue for a distance of 5.5 metres in an easterly direction.
x	Ederowen Park, Derry/Londonderry (south-west side in a parking area in front of Nos. 81-82) – from a point 27 metres west of its junction with Ederowen Park for a distance of 4 metres in a north-westerly direction.
x	Glenelly Villas, Draperstown (north-east side of a parking area to the rear of No. 30) – from a point 189 metres south-east and then north-west of its junction with Sixtowns Road for a distance of 6 metres in a north-westerly direction.
x	Bawnmore Park, Newtownabbey (north side in a parking area in front of No. 13) – from a point 108 metres in a south-west and then west of its junction with Mill Road for a distance of 5.5 metres in a north-easterly direction.
x	Balfour Street, Newtownards (south side) – from a point 130 metres east of its junction with James Street for a distance of 5.5 metres in an easterly direction.
x	Meadow Park, Newtownards (south side in layby in front of No. 30) – from a point 100 metres east of its junction with Meadow Close for a distance of 5.5 metres in a southerly direction.”

Deleting Parking Places with Unlimited Waiting

179.	High Street, Ballymoney (west side) – from a point 16 metres south of its junction with Townhead Street for a distance of 13 metres.
184.	Main Street, Ballymoney (south-west side) – from a point 33 metres south-east of its junction with Charlotte Street for a distance of 13 metres.
349.	Springfield Road, Bangor (north side) – from a point 153 metres west of its junction with Prospect Road for a distance of 5 metres
963.	Saul Street, Downpatrick (north-west side) – from a point 60 metres south-west of its junction with Drumlea View for a distance of 6

	metres.
1407.	Harding Street, Derry/Londonderry (north-west side) – from a point 39 metres north of its junction with Abercorn Road for a distance of 6 metres in a north-easterly direction.
1938.	Windsor Avenue, Newtownards (south-west side) – from a point 49 metres south-east of its junction with Craiglee Way for a distance of 3 metres.
2600.	Main Street, Gortin (north-east side) – from a point 204 metres south-east of its junction with Culvaccullion Road for a distance of 3 metres in a south-easterly direction.
3252.	Castledawson Road, Magherafelt (north-west side) – from a point 51.5 metres north-east of its junction with Station Road for a distance of 6 metres in a north-easterly direction.

Previous Engagement with the Committee
None.

Consultations

The PSNI in the relevant areas have been consulted about the proposed parking places and in some instances confirmed they have 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 none commented during the public consultation.

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 Northern Division have advised that one objection was received to a proposed parking place in Newtownabbey and subsequently requested the removal of this parking place from the draft Order to allow officials to consider the objection. 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 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,

D. Murray

DARREN MURRAY
Departmental Assembly Liaison Officer
Signed for the Department for Infrastructure

Committee for Infrastructure Clerk
Northern Ireland Assembly
Parliament Buildings
Ballymiscaw
Stormont

Date: 18 November 2026

Belfast
BT4 3XX

cc: Human Rights Commission
Equality Commission