

Director of Engineering Memorandum DEM 187/21

Title	Accessible Parking Bays for Longer Vehicles
Version	1
Purpose	This Director of Engineering Memorandum (DEM) provides guidance on possible ways to accommodate longer vehicles in on-street accessible parking bays. It should be read in conjunction with Provision of Parking Places RSPPG E056.
Date Issued	13 December 2021

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Scope

This DEM applies to all DfI Roads staff involved with providing parking places on the public road that may require the making of an Order under Part IV of the Road Traffic Regulation (NI) Order 1997.

This DEM sets out approaches to accommodate longer vehicles in on-street accessible parking bays.

Background

This DEM is in response to a query about larger/longer individual on-street accessible bays.

The query came from the owner of a vehicle with a wheelchair lift access at the rear, the vehicle, a Volkswagen T5 mini bus, measures 8.0m long when the wheelchair lift is deployed which would require a 9.0m long bay to accommodate it.

The enquirer specifically asked for longer bays to be provided for use solely by wheelchair users.

Policy/Guidance

Longer bays are possible using the markings in sign diagram 1028.3 of the Traffic Signs Regulations (Northern Ireland) 1997, as there is no maximum size bay length specified. There are however, a number of difficulties associated with providing a 9-10 metre bay, particularly in areas of high demand, as they are much larger than other parking bays. In a 9-10 metre long bay it would be possible to park two smaller cars at the same time, meaning that it would not be available for the larger vehicles which it has been designed to accommodate. Longer dedicated bays are therefore not common, and other possible options exist to accommodate larger disabled friendly vehicles, such as locating a bay adjacent to a build-out which provides the opportunity for the rear wheelchair lift to be deployed directly on to the footway. As sufficient clear space on the build out will be required to allow the lift to be deployed and for the wheelchair to be safely manoeuvred it is recommended that the bay be at least 7.0 metres long to accommodate the longer vehicle.

Alternatively, a marking in accordance with sign diagram 1026.1 can be provided along to the rear of an accessible bay. (See Figure 1 and 2) Again, it would be preferable that the bay be at least 7.0 metres long and the 1026.1 marking be a minimum of 2.0 metres in length. A dropped kerb facility would also need to be provided unless the carriageway and footway are at the same

level. Tactile paving is not required as this is used to indicate the location of a dedicated crossing point which could cause confusion to those who are blind or partially sighted. The bay may also be provided adjacent to a private entrance where vehicles should not be parking.



Figure 1: Example of Longer Bay

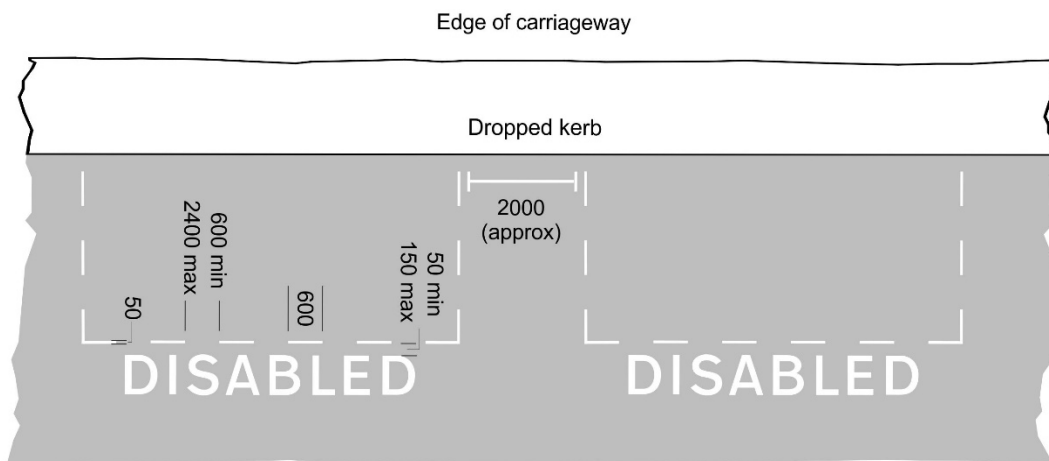


Figure 2: Dimensioned Layout Plan

References

1. Road Traffic Regulation (NI) Order 1997,
<http://www.legislation.gov.uk/nisi/1997/276/contents/made>
2. Traffic Signs Regulations (Northern Ireland) 1997,
https://www.legislation.gov.uk/nisr/1997/386/pdfs/nisr_19970386_en.pdf

Equality

This DEM has undergone EQIA screening and it was considered that a full Equality Impact Assessment was not required as any potential impact will need to be considered at a local level on a scheme-by-scheme basis.

Rural Needs

This guidance has undergone Rural Needs Impact screening and it was considered that a full Rural Needs Assessment was not required as any potential impact will need to be considered at a local level on a scheme-by-scheme basis.

Privacy

No personal information will be gathered as a result of the application of this DEM so a Privacy Impact Assessment is not required.

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Director of Engineering

DfI Roads and Rivers

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