

Appendix 1 - Belfast Car Parking Strategy and Action Plan – UPDATES

1. Operational - (Lead Department C&NS)		
	Action	Status
1.1	Consider extension of free parking for Blue Badge holders to off-street sites. Review of existing Parking Order ongoing	Consultation on Parking Order currently on hold due to Covid-19 and finalisation of legislative process with Dfl. Informal consultation has taken place with a number of Disability Groups and this has influenced the Draft order which is to continue with charging but to allow additional free time to make allowance for any mobility issues.
1.2	Re-examine tariffs and permitted parking durations at all sites. Review of existing Parking Order ongoing	Review of existing Parking Order ongoing. Consultation on Parking Order currently on hold due to Covid-19 and finalisation of legislative process with Dfl. Draft order makes changes to tariffs and parking duration at specific sites
1.3	Remove season ticket provision at certain sites (i.e. Cromac Street). Review of existing Parking Order ongoing	Review of existing Parking Order ongoing. Consultation on Parking Order currently on hold due to Covid-19 and finalisation of legislative process with Dfl. Draft order removes season ticket provision at specific sites
1.4	Introduce a modest charge after two hours at all non-city centre council sites apart from Shaw's Bridge. Parking to remain free for up to two hours. Review of existing Parking Order ongoing	Review of existing Parking Order ongoing. Consultation on Parking Order currently on hold due to Covid-19 and finalisation of legislative process with Dfl. Draft order would introduce a modest charge for all parking hours between 0800 and 1800 (Mon – Sat) and be supplemented with time restrictions at specific sites
1.5	Consider impact of above on adjacent areas and develop plan prior to implementation. Review of existing Parking Order ongoing	Review of existing Parking Order ongoing Consultation on Parking Order currently on hold due to Covid-19 and finalisation of legislative process with Dfl.

		Some informal consultation has taken place with DfI Roads/Translink/Ballyhackamore Business Group/Arches Medical Centre and the consultation will include all stakeholders including local residents and businesses
1.6	Consider additional Belfast Bikes docking stations associated with parking facilities.	Expansion of Belfast Bike network ongoing along with further provision of cycling infrastructure across the city including Active Travel Hubs and covered cycle stands. This programme of work is ongoing and to be reported through CG&R committee
2. Parking Forum (lead Department CRD)		
2.1	Establish a Parking Forum.	Complete and initial meetings held pre-pandemic. Further work to continue picking up on the actions as below.
2.2	Investigate integrating parking payment, management technologies and information systems in a city wide system	Action on-going through the Parking Forum. May be explored through the development of 'A Bolder Strategy for Belfast' (City Centre Connectivity Study)
2.3	Dedicated Parking Website for city.	Council operated car parks listed on the council website and privately operated car parks listed on the Visit Belfast website
2.4	Development of city parking app.	Parking Forum decided against progressing this as it could cause poor driver behaviour e.g. use of phone while driving and that better provision could be provided through live integrated signage systems.
2.5	Investigate an Integrated Signage System.	Action to be to be progressed following support from operators. This action may be appraised further through the development of 'A Bolder Strategy for Belfast' (City Centre Connectivity Study) and agreement with DfI

2.6	Private sector parking providers should be encouraged to consider investing in parking technology.	On-going – MSCP providers are investing in their infrastructure provision
2.7	The council should encourage car park operators to invest in their facilities to the extent that they will achieve the Park Mark standard and increases spaces available for accessible and family parking.	On-going. Operators indicate that many operators currently have this standard and continue to invest within their facilities.
2.8	A Shuttle Bus to connect all of the MSCPs and the main shopping and employment areas should be considered in consultation with Translink	This option may be appraised further through the City Centre Connectivity Study as a wider approach to public transportation provision. A trial of orbital shuttle buses was completed in the aftermath of the Primark fire with limited uptake in demand.
3. Strategic Sites Assessment (Lead Department CRD)		
3.1	Keep current parking stock under review with demand levels regularly monitored	MSCP provision and off-street car parking provision continually updated. A review of the CPS is to be taken forward, assessing the total car-parking stock and making recommendations for addressing the current over-provision of city centre parking.
3.2	Identify opportunities to consolidate surface car parking as an integral part of new development or through new multi-storey /underground car park provision where appropriate.	Council owned Off-Street Car Parking provision progressing through the housing-led regeneration programme (formerly Strategic Sites Assessment) Work continues across other public and private sector surface level car park owners to bring forward temp and permanent provision to address
3.3	Retain all council sites but with a view to incorporation within MSCP provision.	Work progressing to assess existing & proposed stock. Findings continue to be reported to the CG&R Committee.
4. Infrastructure Provision (lead Department Dfl)		

4.1	Free on-street parking for Blue Badge holders to remain	Current position to be maintained
4.2	Tariffs for on-street parking to be examined at a strategic level.	Dfl action to be examined – Dfl currently reviewing on-street parking provision and have closed a quantum of the provision in the past year
4.3	Variable pricing to be examined	Dfl action to be examined
4.4	Review of ticketing and payment systems.	Dfl action to be examined
4.5	Dfl to consider a pilot of on-street bay monitoring	Dfl action to be examined
4.6	Extend controlled on-street parking area within the core. Dfl to undertake parking studies within the city centre fringe in consultation with the council.	Dfl action to be examined
4.7	Improved enforcement to reduce inappropriate parking such as pavement parking	On-going throughout the city
4.8	Parking Standards to be re-examined by development type.	The LDP Draft Plan Strategy contains a policy outlining reduced parking standards within designated areas of parking restraint for residential and non-residential development. Designations will be considered as part of the revised BMTP and at the next stage of the LDP (Local Policies Plan).
4.9	Support DFI to deliver Residents Parking Schemes in specific areas of city.	Action on-going through Dfl and Member Engagement. Residents Parking Scheme operational in the Rugby Road area and a further scheme at Iveagh Drive is being progressed while consultation has commenced in the Lancaster St area. Council continues to press to bring a more uniformed and expedited process forward
4.10	Wayfinding signage scheme for individual areas of city centre, including cycling routes	Dfl action to be examined

4.11	Confirm location of off-street coach park and provide facility	Existing provision allowed for within the Boucher and Crumlin Road areas although the enforcement of city centre drop-off remains an issue. Potential to provide dedicated coach provision through a strategic review of the on-street parking provision.
4.12	Improve enforcement against car parks operating outside their planning conditions.	Action on-going with a number of actions followed up recently. Continue monitoring ongoing
4.13	Minimising traffic in the BMTP core.	Awaiting clarification from DfI on the process and timeframes for the preparation of the Belfast Metropolitan Transport Plan and how the governance /consultation and assessment process will be structured
4.14	Gamble Street Halt.	Awaiting clarification from DfI on the process and timeframes for the preparation of the Belfast Metropolitan Transport Plan and how the governance /consultation and assessment process will be structured
4.15	Review Park and Ride costs versus city centre parking charges.	Ongoing as part of DfI's annual works programme.
4.16	New Park and Ride sites.	An expanded Park and Ride at Blacks Road opened in November 2018 and DfI are currently developing proposals to expand Park and Ride capacity at Ballymartin, Cairnshill, Moira, Mossley, Newtownards and Sprucefield and create new facilities at Comber, Knocknagoney and Trooperslane.
4.17 – 4.18	Improve parking at train stations (including for cycles).	Improved parking facilities at approved Yorkgate Rail station redevelopment and at future Transport Hub incl. dedicated cycle parking provision

4.18	Examine feasibility of a Cycle Parking Hub.	City wide infrastructure to support the cycling network is being progressed through the DfC Covid-19 Revitalisation Programme. This includes new temporary Active Travel Hubs at Queens and Cathedral Gardens and several secured cycle parking stations.
4.19	Review the level of cycle parking provided for new developments.	The LDP Draft Plan Strategy contains a policy to ensure major new development takes account of cyclists in terms of safe, convenience and secure cycle parking. Cycle parking will also be considered as part of the review of the BMTP.
4.20	Examine taxi parking provision citywide	Ongoing as part of DfI's annual works programme