



Subject:	On-Street Car Parking Charges
Date:	23rd August, 2017
Reporting Officer:	Suzanne Wylie, Chief Executive
Contact Officer:	Anne Doherty, Planning and Transport Officer Louise McLornan, Democratic Services Officer

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of main Issues
	To remind Members of a number of actions which were recommended in relation to on-street car parking within the city in the Car Parking Strategy.
2.0	Recommendations
	The Committee is asked to note that a representative from the Department for Infrastructure will be in attendance to discuss the issues.
3.0	Main report

Key Issues

- 3.1 The Committee is reminded that, at its meeting on 12th April, it had considered a response from the former Minister for Infrastructure, Chris Hazzard MLA, in relation to transportation issues in the city.
- 3.2 The issue had arisen out of the following Notice of Motion which was passed by the Council at its meeting on 1st February:
- “This Council expresses its concern at the 16% increase in on-street car parking charges in Belfast, from £1.20 per hour to £1.40 per hour, announced by the Infrastructure Minister.
- This decision will adversely affect City Centre retail trade and will advantage the out-of-town shopping centres which are able to offer free car parking.
- The Council agrees to seek an urgent meeting with the Minister to ensure that there is improved consultation with all stakeholders, including the Council, regarding the transportation issues within the City, including for those who use cars and public transport and those who cycle and walk.”
- 3.3 At the City Growth and Regeneration Committee meeting of 12th April, the Committee agreed that the Department for Infrastructure be invited to the Special meeting to discuss the issue of on-street car parking charges and, under discussion of the Car Parking Strategy, it was also agreed that the issue of car parking in the City be added to the agenda of the Special meeting.
- 3.4 The Council's Draft Car Parking Strategy was agreed by the City Growth and Regeneration Committee at its meeting on 14th June and subsequently endorsed by the Council at its meeting on 3rd July.
- 3.5 A priority identified in the Car Parking Strategy was to *“work with stakeholders to consider how parking tariffs in the city centre core can be reviewed to ensure sufficient short-stay parking facilities to support commercial and leisure activities and deter long stay commuter parking.”*
- 3.6 The Committee is asked to note that the following actions were recommended in the Strategy:
- tariffs for on-street parking should be examined at a more strategic level and that the premium nature of on-street spaces should be reflected in the cost. For example, charges could be based on the distance from City Hall, with an increasing cost based on proximity. This would ensure that turnover of the most valuable spaces would increase and the increased costs would deter users who may want to stay over the two hour time limited;
 - Variable pricing should also be examined in order to influence parking demand at key times of the day or year. Similarly the operational hours of on-street spaces should be reviewed with a view to achieving a better match with demand. For example, this could mean lowering tariffs during late afternoon hours in order to stimulate the evening economy;
 - It is apparent that there is particularly high demand for charged on-street spaces in the south core area (Linenhall Quarter). Consideration of tariffs in this key business district should be heavily biased towards short stay parking in order to increase turnover;

3.7	<ul style="list-style-type: none"> • DfI should consider a pilot of new technology for parking bay monitoring for the areas of highest on-street demand i.e. Linen Quarter as this is the type of area that is most likely to justify any such investment; and • Free on-street parking for Blue Badge holders should remain. <p>A representative from the Department for Infrastructure will be in attendance at the meeting.</p> <p><u>Financial & Resource Implications</u></p> <p>N/a</p> <p><u>Equality or Good Relations Implications</u></p> <p>N/a</p>
4.0	Appendices – Documents Attached
4.1	1 - Report from 12.04.17 City Growth and Regeneration Committee re: On-street car parking charges
4.2	2 - Response from the former Minister for Infrastructure