



Your Reference:

Our Reference:

Being dealt with by: Sean Dolan, Senior Development Manager, City Regeneration & Development

Date: 18<sup>th</sup> March 2022

Traffic & Development Control Policy Branch Room 2.11  
Department for Infrastructure Clarence Court  
10-18 Adelaide Street Belfast BT2 8GB

Email: [RoadsEngineeringServices@infrastructure-ni.gov.uk](mailto:RoadsEngineeringServices@infrastructure-ni.gov.uk)

Dear Sir / Madam,

### **Dfl Consultation on Inconsiderate Pavement Parking – Options Paper**

Belfast City Council welcomes this opportunity to respond to the consultation on the Inconsiderate Pavement Parking. We note that there is currently no single piece of legislation that prohibits all vehicles from inconsiderate parking and that this represents several problems across the network including congestion in residential areas leading to residents parking issues as well as servicing issues for cleansing and general services and critically the impact of pavement parking on active and assessable connectivity for all of our residents. We believe this issue cannot be fully mitigated without initially considering the impact of the absence of parking provision for inner city residents. Our response to this consultation is framed by the Car Parking Strategy which seeks to minimise the potentially negative impacts of parking on residential communities in the city, particularly in inner city areas. It is also supported by the visioning principles of A Bolder Vision for Belfast, particularly principles two and three which seek to prioritise active travel, end car dominance, and promote safer streets for those who walk, wheel or cycle. The Council has previously raised the issue of inconsiderate parking within our city centre residential areas and the need for interventions to be delivered to ensure that Belfast can accommodate the growth envisaged under the Belfast Agenda.

Growth in city centre living, ongoing developments and prioritising sustainable and active travel corridors will require complementary and robust policies to manage demand and to ensure that further problem parking issues are not escalated and pushed onto into our residential and business districts. These initiatives have exasperated the lack of dedicated parking and on-street parking availability within residential areas which are becoming more and more constrained. As a result, car parking is often displaced onto pavements and other public spaces off the carriageway. In light of this the Council would recommend that there is a need to balance needs in residential and business areas where on street parking is often very limited.

As such, we would favour **Option 2 - introduce an outright ban on pavement parking, possibly with some exceptions**. Among the exceptions we would ask that for further exploration of the causal relationships to fully address the causes and provide practical solutions to inconsiderate and obstructive pavement parking. We encourage improved management and regulation measures in city residential areas proportionate to location specific layout and viability in that e.g., many streets not designed to accommodate current volumes of traffic and vehicle numbers.

**Cathy Reynolds, Director of City Regeneration & Development, Place and Economy Department, Belfast City Council.**

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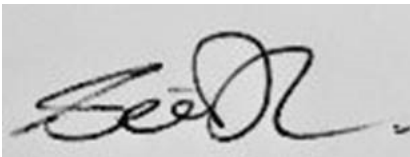
We believe that actions to tackle the issue of inconsiderate pavement parking must be augmented by a targeted and sustained public information campaign to help raise awareness of the issue and alert motorists to the potential dangers of inconsiderate and obstructive parking on those who walk, wheel or cycle, especially for people with visual and mobility impairments that require the aid of wheelchairs, walking aids or guide dogs, as well as carers using prams and buggies. This could reduce the need for enforcement as outlined in the options paper, especially given that there is limited awareness of the current legislation in relation to pavement parking.

We also acknowledge and support the view in the consultation paper that pavements are not generally engineered to be driven on and repairs to damaged pavements are expensive, particularly at a time when public sector resources are under huge pressure. This creates further hazards to pavement users of all-abilities.

In conclusion, Belfast City Council is supportive of **Option 2- introduce an outright ban on pavement parking, possibly with some exceptions**. However, we would caveat this with the observation that a solution of the issue of inconsiderate pavement parking and obstruction of dropped kerbs will not be found in a one-size-fits-all approach and will need to be done in conjunction with proper consultation with local residents and business owners. The Council is encouraged by this Consultation, however, is minded that this approach will take time to implement and is keen to work with the Department and other stakeholders to bring forward interim measures targeting specific areas of blight to ensure that effective action is delivered as soon as possible.

In addition to this the Council is about to undertake a review and refresh of our Car Parking Strategy and would welcome the opportunity to work with the Department to ensure that this review considers this consultation, as well as outlining adequate measures to overcome this issue, and the wider issues surrounding commuter parking in residential areas. The Department is also asked to note that this consultation is viewed as draft pending agreement at the City Growth and Regeneration Committee on the 13<sup>th</sup> April and subsequent ratification at the Full Council meeting on the 1<sup>st</sup> May, whereupon Council will confirm the final submission on this consultation.

Yours sincerely,



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DIRECTOR OF CITY REGENERATION & DEVELOPMENT

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