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ANNEX B

Belfast City Council Parking Strategy

In Partnership with:

Antrim and Newtownabbey Borough Council
Ards and North Down Borough Council
Belfast City Council
Lisburn & Castlereagh City Council
Mid & East Antrim Borough Council

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1. Introduction

1.1 Background and Rationale

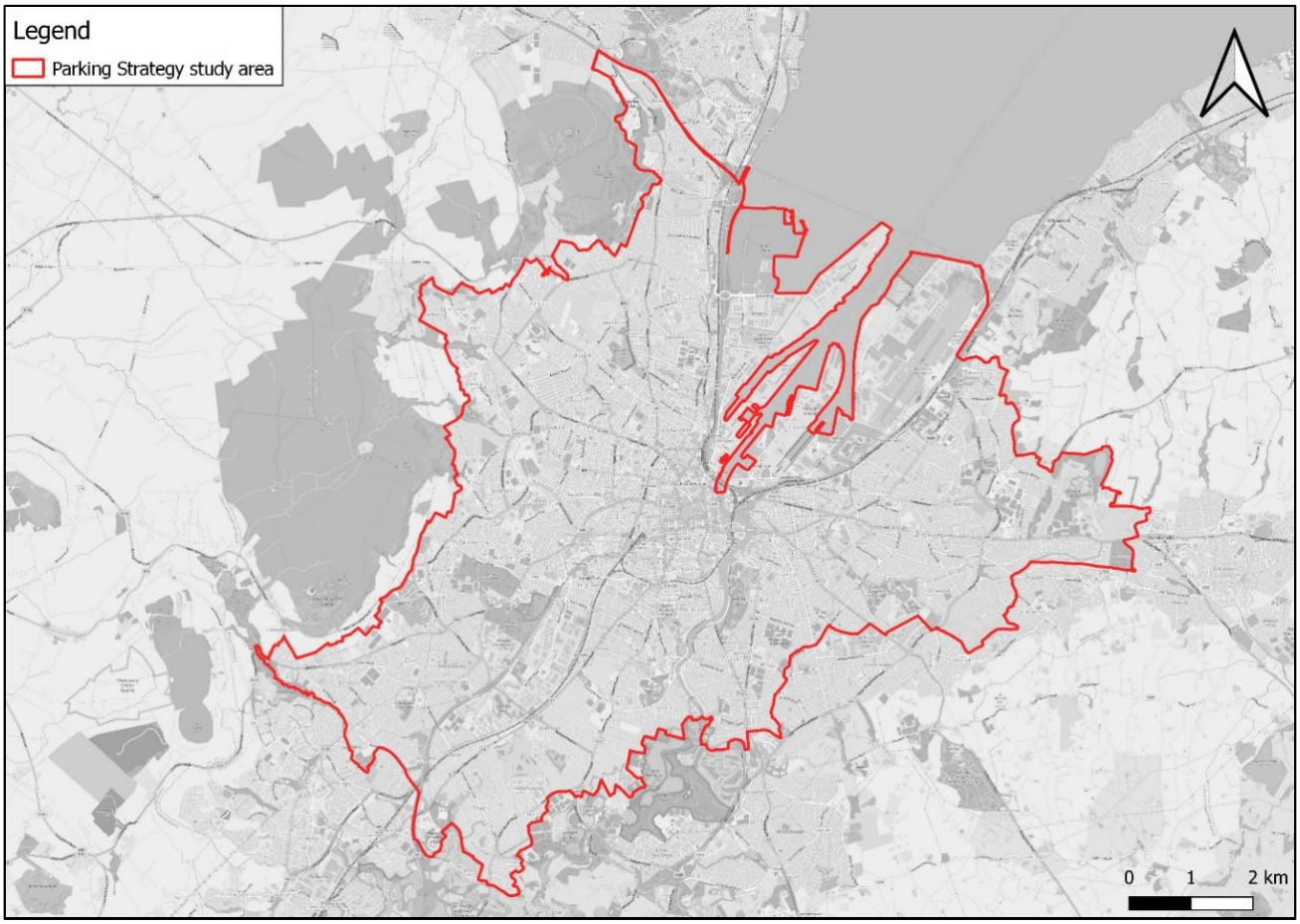
This Belfast City Council Parking Strategy has been developed as part of the Eastern Transport Plan (ETP 2035) and in alignment with Belfast City Council's Local Development Plan (LDP).

Currently, Belfast faces challenges such as an oversupply of parking in the city centre, inconsistent tariffs, and enforcement gaps, which combined undermine efforts to promote modal shift and reduce congestion. Parking policy plays a critical role in shaping travel behaviour, supporting economic vitality, and acting as a key enabler for climate and sustainability commitments. This strategy addresses these issues by creating a balanced, evidence-led framework that supports accessibility, economic growth whilst promoting healthier, low-carbon travel choices.

1.2 Strategy Coverage

The Belfast City Council Parking Strategy study area focuses on the extent of the Settlement Development Limit for the Belfast City Council area as shown in Figure 1-1.

Figure 1-1 - Belfast Parking Strategy Coverage



1.3 Policy Context and Strategic Alignment

Parking policy is a key tool for influencing travel behaviour, supporting sustainable development, and improving the quality of urban environments. The Strategic Planning Policy Statement (SPPS)[1] establishes regional objectives that prioritise sustainable travel by reducing reliance on private cars, encouraging active travel and public transport, and ensuring accessibility for all, particularly people with disabilities. It also promotes cyclist facilities, congestion reduction, road safety for vulnerable users, protection of transport corridors, and controlled access to key routes.

Parking availability and pricing strongly influence travel choices. An oversupply of parking, especially long-stay commuter spaces, undermines strategic transport goals. This Strategy aims to respond to this by ensuring parking management supports wider transport, planning, environmental, and community objectives.

The strategy aligns with a comprehensive set of national, regional, and local policy frameworks. At a national level, the Climate Change Act (NI) 2022[2] sets legally binding emissions reduction targets, with parking management recognised as an effective lever to reduce transport emissions. The Programme for Government (2024–2027)[3] and Regional Development Strategy 2035[4] reinforce integrated land-use and transport planning to support sustainable economic growth, community wellbeing, and accessibility.

The Transport Strategy 2035[5] and the Eastern Transport Plan[6] prioritise sustainable mobility and reduced car dependency through coordinated, deliverable parking policies aligned with Local Development Plans. Locally, the Belfast City Council Local Development Plan[7] and supporting Transportation Supplementary Planning Guidance[8] embed active travel-first design, inclusive environments, proportionate transport assessments, travel planning, and high-quality parking design. The strategy also supports the Belfast Air Quality Action Plan[9], ensuring accessible, well-designed streets and parking that contribute to improved air quality and reduced emissions.

Overall, the Belfast City Council Parking Strategy is positioned as an enabling mechanism that supports sustainable transport, accessibility, economic vitality, environmental improvements and placemaking.

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1 https://www.infrastructure-ni.gov.uk/publications/strategic-planning-policy-statement-edition-2

2 https://www.daera-ni.gov.uk/articles/climate-change-act-northern-ireland-2022-key-elements

3 https://www.northernireland.gov.uk/articles/programme-government-2024-2027-our-plan-doing-what-matters-most

4 https://www.infrastructure-ni.gov.uk/publications/regional-development-strategy-2035

5 https://www.infrastructure-ni.gov.uk/articles/transport-strategy

6 https://www.infrastructure-ni.gov.uk/articles/eastern-transport-plan-etp-2035

7 https://www.belfastcity.gov.uk/planning-and-building-control/planning/local-development-plan-(1)

8 https://www.belfastcity.gov.uk/Documents/Transportation

9 https://www.belfastcity.gov.uk/documents/belfast-city-air-quality-action-plan-2021-2026

2. Baseline: Existing Parking Conditions

2.1 Overview

The quantity of parking, location and pricing structures significantly influences travel behaviour in Belfast. To ensure this Parking Strategy is firmly evidence-led, a comprehensive baseline review of parking acts was undertaken, drawing on multiple datasets and spatial analysis.

2.2 Data Sources

The baseline analysis integrates a range of data sources to provide a holistic understanding of parking supply, demand and operational performance across Belfast. The following data sources provide a robust baseline of where pressures exist, where capacity is underutilised, and how enforcement influences behaviour:

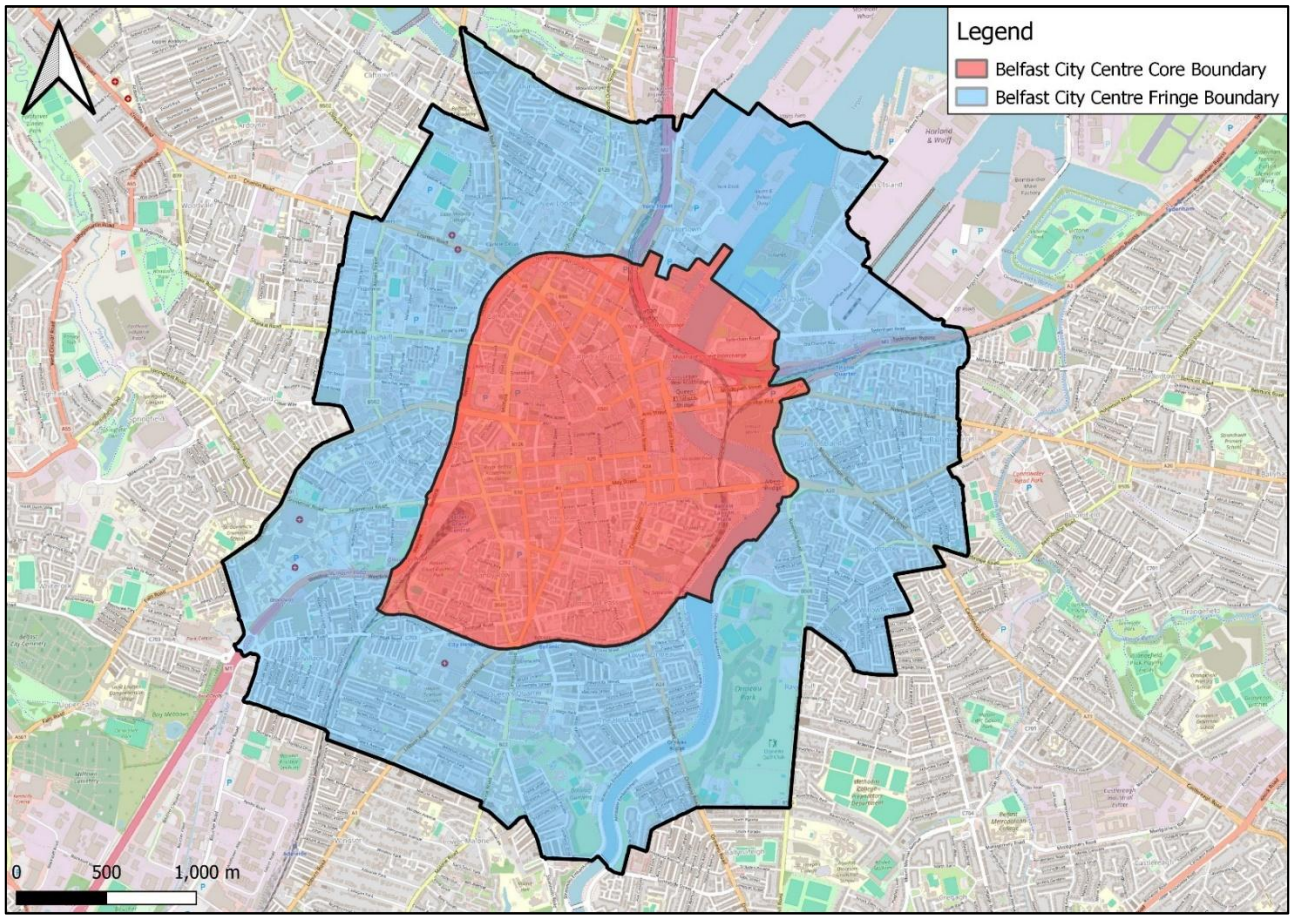
- **2024 Belfast Parking Survey:** Comprehensive on-street and off-street occupancy data, duration of stay, and turnover patterns across city centre and a selection of local centres.
- **DfI Ticketing Analysis:** Insights into meter feeding, enforcement trends, and compliance levels within Controlled Parking Zones.
- **GIS Mapping:** Spatial representation of parking stock, restrictions, and utilisation patterns, enabling identification of oversupply and pressure points.

2.3 Belfast City Centre

2.3.1 Parking Supply

A review of Belfast City Centre's existing parking stock comprises of approximately 29,500 parking spaces across publicly available on-street and off-street locations within the core and fringe areas (as shown in Figure 2-1). Of these, 52% of spaces are provided in off-street car parks and 48% of spaces are on-street parking.

Figure 2-1 – Belfast City Centre (Core and Fringe Areas) parking supply

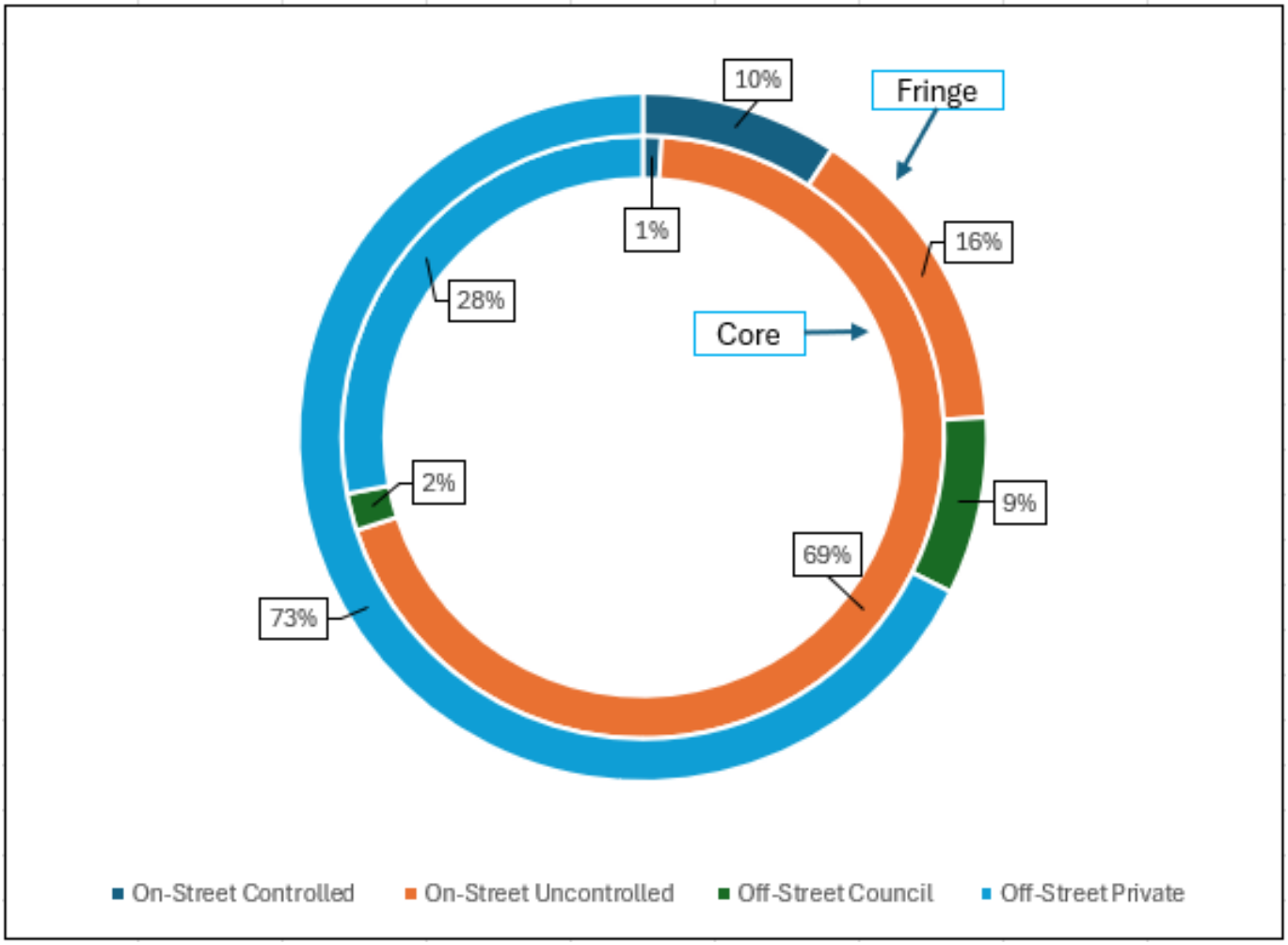


The off street car parks consist of a mix of ownership between publicly owned car parks which are managed by Belfast City Council (BCC) with approximately 21% of available spaces. The remaining 79% of spaces are operated by a number of private companies providing publicly available parking.

Out of the on street parking spaces, 10% are within the Controlled ticket zone which are managed by the Department for Infrastructure (DfI). The remaining uncontrolled on street spaces are located in the core and fringe areas on residential streets such as the Markets area, Donegall Pass, Holylands, Ormeau Road, Ravenhill Road, Lower Shankill and Sandy Row.

There are also parking spaces that are associated with businesses and offices and these are called 'Private Non Residential' (PNR). The 2024 Belfast Parking Study did not assess the number or the usage of PNR, however in the Belfast City Council (BCC) "*Belfast Parking Strategy and Action Plan"* it was noted that there were over 10,400 PNR spaces in Belfast, with around 6,700 within the core and 3,700 in the fringe. Figure 2-2 shows the supply of the parking spaces broken down throughout the core and fringe areas of Belfast. This is broken down into on street controlled, on street uncontrolled, off street council owned and off street private. (PNR has not been included)

Figure 2-2 – Belfast City Centre (Core and Fringe Areas) parking supply



2.3.2 Parking Demand

2.3.2.1 Belfast Core and Fringe

Parking occupancy surveys of the parking spaces within the core and fringe for both on street and off street parking were undertaken in 2024. Parking surveys were previously undertaken in 2013 at the same locations. The surveys showed that;

- On street parking occupancy across the fringe and the core sits around 60% on the week day and reduces to around 50% on a Saturday. Parking levels on-street have decreased from 2013 by approximately 15% during the weekday but have stayed at a similar level on a Saturday
- Off street parking occupancy across the fringe and the core sits around 55% on the week day and reduces to less than 40% on a Saturday. Parking levels off-street have remained fairly consistent from the 2013 data.
- The BCC public car parks are generally well used with occupancy of over 85% on a weekday. On a Saturday the occupancy drops to around 60%. This shows that the significant portion of the parking at these locations is likely to be commuter parking related to weekday workers within the City.
- The BCC car parks are mainly used for long stay parking rather than short stay parking and is therefore more likely being used by workers within the city.
- The off street car parks in private ownership showed a max recorded occupancy across all the car parks was 63%. There were at least 4,696 empty spaces available throughout the day.
- Most parking acts within the controlled ticket zone are recorded as short stay parking with more users parking for between 0-1 hrs than for other durations.
- There are 305 cases of parking acts lasting over 8 hrs+ which highlights a level of long stay parking in certain areas of the city and, highlights a need for improved enforcement. The accessible parking bays are well used throughout the day and, in some areas blue badge holders were parking in general bays or on double yellow lines.

2.4 People and Movement Places / Local Centres

2.4.1 Overview

Outside of the city centre, there are a number of commercial nodes and local centres which act as retail areas for the locality. It is neither desirable nor affordable to survey every location within the greater Belfast area. Therefore, to understand how these areas operate, and to be proportionate with data collection, four proxy areas were identified to be included in the parking surveys. The data collected from these areas has been used to develop an understanding of the main challenges and opportunities for areas such as these local centres and has been used to inform the identification of appropriate measures within the strategy. The proxy areas selected included:

- Andersonstown Road
- Antrim Road
- Ballyhackamore
- Ormeau Road

Figure 2-3 shows the supply broken down for each of the selected local centre areas. It shows the on street and off street capacities and reflects the main radial route plus a 50m buffer area into the streets located adjacent to the main retail area.

Figure 2-3 – Selected Local Centre Parking Supply

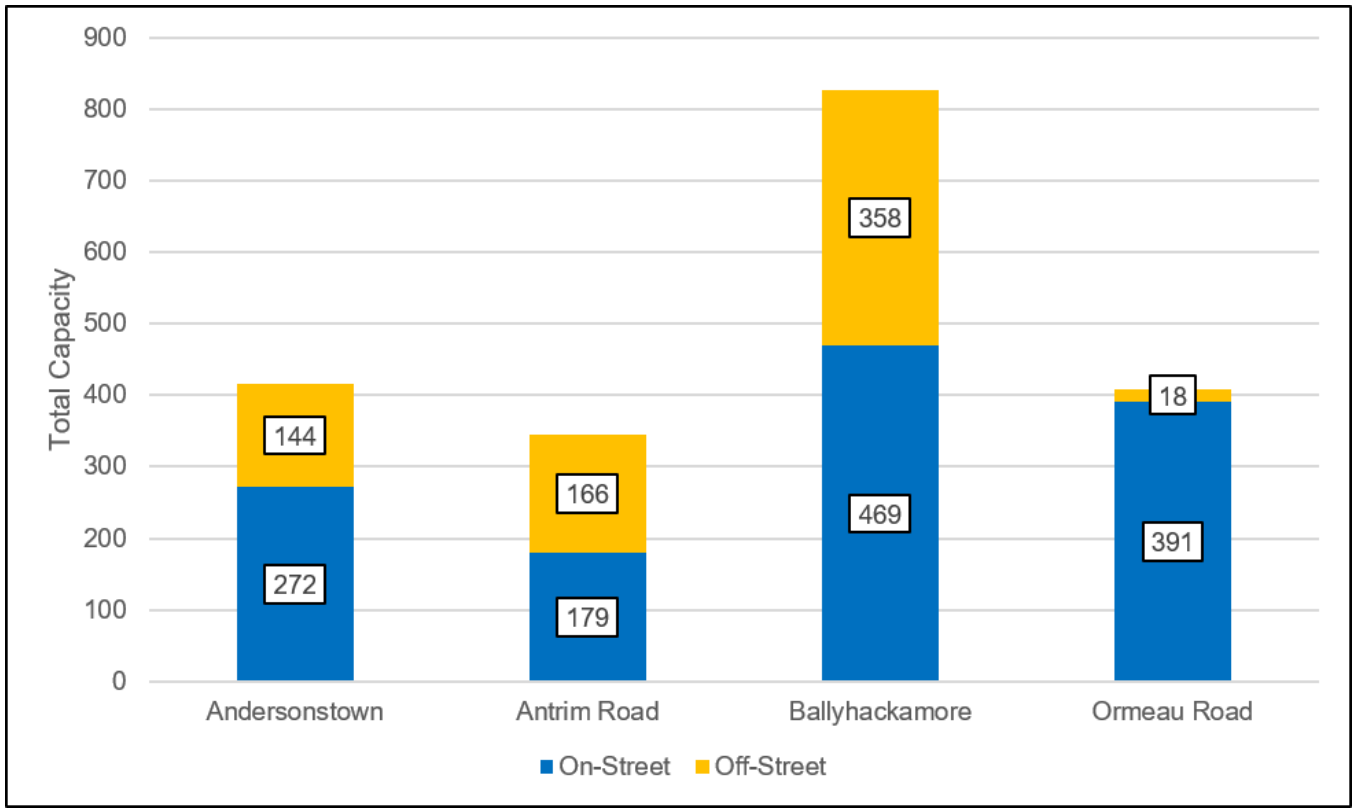


Figure 2-3 shows that Andersonstown, Antrim Road and Ballyhackamore show a mix of on and off street parking capacity whereas Ormeau Road is largely facilitated via on street.

2.4.2 Parking Demand

The parking demand data for the four proxy Local centres shows;

- The parking activity at the on street parking being well utilised in Ballyhackamore and Ormeau Road, with less usage shown in Andersonstown Road and Antrim Road.
- The highest occupancies were observed on Ormeau Road with the on-street parking at approximately 70% across three of four time periods surveyed.
- Across each of the local centre areas, parking acts generally lasted less than 2 hours, which is in line with the parking restrictions that are in place at Andersonstown, Ballyhackamore and Ormeau Road.
- The data also shows some long term parking which is likely to be the staff working or local residents in these locations.

3. Vision and Objectives

3.1 Belfast Parking Strategy

The Belfast City Council Parking Strategy is guided by a clear vision that reflects the city's ambition to enhance accessibility, sustainability, and economic vitality. This vision provides the foundation for all recommended measures and ensures alignment with wider policy goals, including the Eastern Transport Plan (ETP) and the Belfast City Council Local Development Plan (LDP).

The ETP 2035, sets out an ambition for an integrated, sustainable transport network that reduces car dependency, improves connectivity, and supports inclusive, low-carbon communities. By managing parking supply and behaviour, the Belfast City Council Parking Strategy acts as a key enabler of this vision, helping to deliver modal shift, enhance accessibility, and create a cleaner, healthier city while maintaining economic vitality. Through alignment with ETP, interventions such as parking restraint will work in tandem with improved sustainable travel options, ensuring that modal shift is supported by integrated, low-carbon transport options.

This vision reflects the ambition to reduce car dependency, improve air quality, and promote healthier travel choices, while maintaining accessibility and supporting the city's economic and social fabric. The vision and objectives are shown below in Figure 3-1

Figure 3-1 - Vision and Objectives



The Belfast City Council Parking Strategy is underpinned by these four strategic objectives that translate the vision into actionable priorities. These objectives were developed through detailed analysis and stakeholder engagement to ensure alignment with wider policy goals. Each objective addresses a key aspect of parking management sustainability, accessibility, community impact, and behaviour change, providing a framework for all recommended measures.

4. Area-Based Recommendations

4.1 Overview

The Belfast Parking Strategy takes an area-based approach to addressing parking challenges. This approach recognises that parking behaviours, challenges, and opportunities differ across the city and ensures that interventions are tailored to local context while contributing to wider goals of sustainable mobility, economic vitality, and healthier lifestyles. The city has therefore been divided into distinct zones consistent with ETP and LDP definitions (as shown in Table 4-1)

Table 4-1 - Parking Strategy Area and Definitions

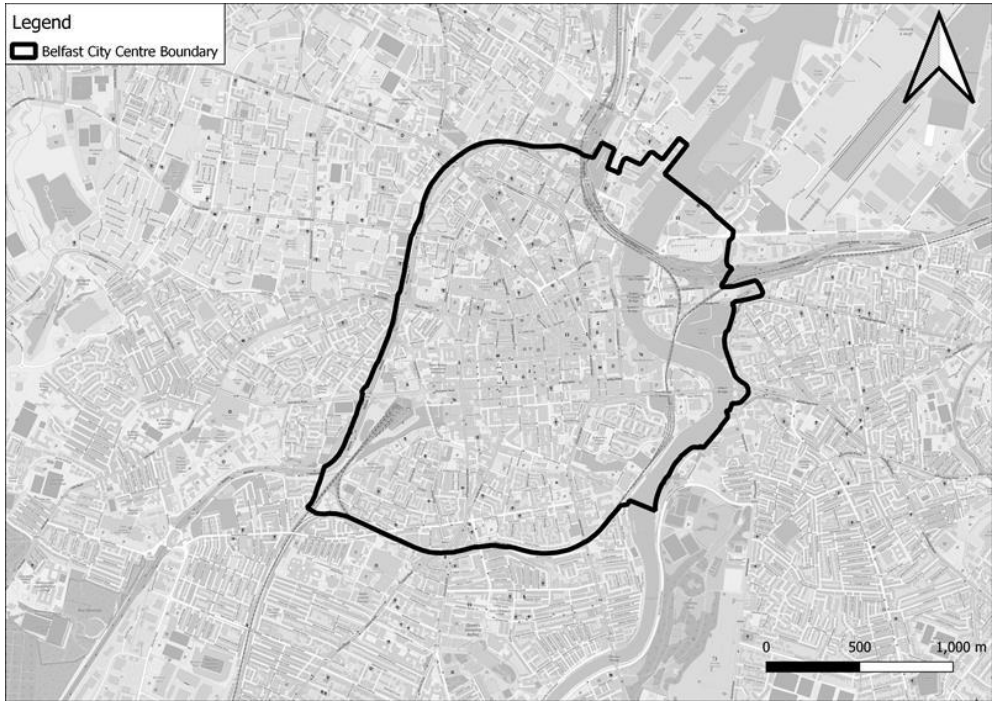
Parking Strategy area definition	LDP reference[10]	ETP reference
Belfast City Centre	Belfast City Centre	Belfast City Centre
Inner City	Inner City	Part of Metropolitan Area
Outer City	Outer City	Remainder of Metropolitan Area
Quality Mass Movement Routes	Sub-set of City Corridors	Quality Mass Movement Routes
Other City Corridors	Remaining City Corridors	Sub-set of Connecting Movement Routes
Local Centres	Local Centres / District Centres	People and Movement Places
Rail Stations and Halts	Rail Stations and Halts	Rail Stations and Halts

[10] Identified through review of Figure 6.2 (Illustrative Settlement Areas) in BCC's Plan Strategy: Microsoft Word - PLAN STRATEGY - FINAL V20230417

City Centre Measures

Objective 1: Manage parking provision in a way that encourages and enables sustainable travel

Measure Number	Measure	Description
1	Rationalisation of on-street parking	Reduce on-street parking spaces, except for Blue Badge holders, to encourage sustainable travel and free up public space.
2	Implement / extend Controlled Parking Zones (CPZs)	Introduce or expand CPZs to manage parking demand and reduce congestion in residential and commercial areas.
3	Repurposing of Council Owned Car Parking	Collaborate with BCC to convert Council-owned car parks into community-benefiting spaces such as parks, housing, commercial developments or to facilitate travel interchange opportunities. Enable multi-use spaces that serve as parking during peak hours and community spaces during off-peak hours.
4	No new publicly available carparks	Collaborate with BCC to avoid creating new public car parks through the planning application process to discourage car dependency and support sustainable transport goals.
5	Parking Provision at New Developments	Collaborate with BCC to ensure parking limits at new developments align with sustainable travel goals. Promote car-free developments and lower parking provision in appropriate areas. Review parking policy and identify areas of parking restraint.
6	Investigate Workplace Parking Levies	Explore the feasibility of introducing levies on workplace parking to reduce private non-residential parking and encourage public transport use. Use revenue to fund sustainable transport initiatives.
7	Coach Parking	Identify and provide appropriate locations for coach parking to support tourism and group travel.
8	Bicycle Parking	Identify opportunities to provide secure and accessible bicycle parking in appropriate locations to support active travel, reduce car dependency, and improve last-mile connectivity.
9	Review of vehicle classification for potential car park discounts	Explore the feasibility of differentiated charges based on vehicle emissions, classification or weight including lower charges or discounts in car parks to incentivise cleaner transport choices.



City Centre Measures Continued

Objective 2: Ensure sufficient provision of Blue Badge parking in appropriate locations

Measure Number	Measure	Description
10	Review quantity and location of all Accessible bays against current usage.	Assess the current distribution of Accessible bays to ensure they are appropriately located and sufficient to meet demand.
11	Allocate 6% of all parking spaces of all publicly available publicly operated car parks for Blue Badge holders.	Review existing parking provision to ensure that Blue Badge parking spaces make up to 6% of total spaces in all public car parks, as set out in IMTAC (Inclusive Mobility and Transport Advisory Committee) and Inclusive Mobility Guidance (UK DFT).

Objective 3: Reduce negative impacts of parking on residents, local businesses, communities, and the environment

Measure Number	Measure	Description
12	Introduce Residential Parking Zones	Identify zones where residential parking would be appropriate to prioritise local access and reduce commuter parking in neighbourhoods.
13	Review charges and time Restrictions	Review off-street charges and restrictions to support short-stay activity and park & ride.
14	Inconsiderate pavement parking enforcement	Examine enforcement powers and options under Regulation 244 to tackle inconsiderate pavement parking to protect walk and wheeling access and improve safety.

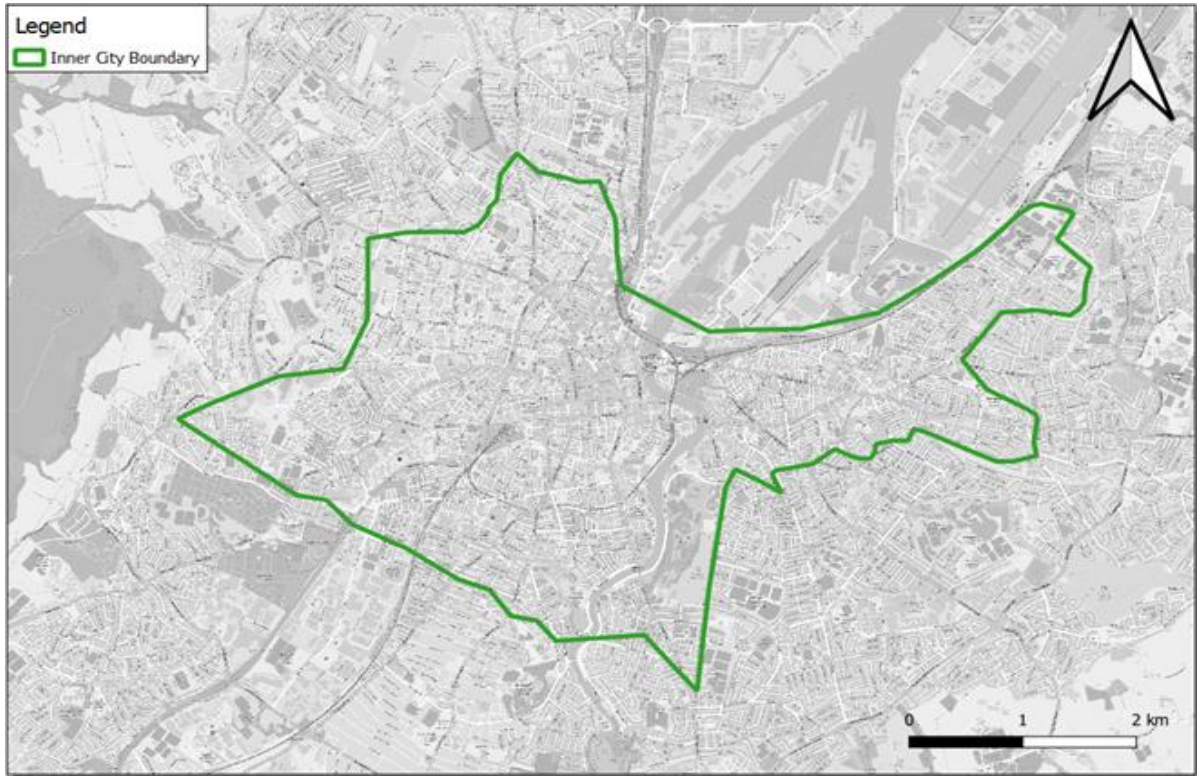
Objective 4: Promote and enforce positive parking behaviours

Measure Number	Measure	Description
15	Maintain appropriate enforcement to deter misuse of Blue Badge bays.	Review current enforcement practices to ensure consistent and visible enforcement to prevent misuse of Blue Badge bays and protect access for those who need it.
16	Investigate the development of a city centre Parking App	Explore the feasibility of developing a city parking app to provide real-time information on parking availability and facilitate digital payment options.
17	Dedicated parking website	Explore the feasibility of creating a dedicated website offering real-time parking data, tariffs, regulations, and guidance for residents and visitors.
18	Improved wayfinding & information signage systems	Review existing signage and identify areas for improvement in order to provide an integrated signage system which guides drivers to available parking and reduce illegal or inappropriate parking.
19	Community Engagement and Education	Review and enhance existing campaigns through targeted, data-led engagement to deliver outreach and education campaigns to promote responsible parking behaviour and encourage sustainable travel choices.
20	Enhanced Enforcement	Review and enhance existing enforcement through targeted, data-led, smart enforcement, and strengthen enforcement against inappropriate parking practices, such as pavement parking, to support accessibility and public realm improvements.

Inner City Measures

Objective 1: Manage parking provision in a way that encourages and enables sustainable travel

Measure Number	Measure	Description
5	Parking Provision at New Developments	Collaborate with BCC to ensure parking limits at new developments align with sustainable travel goals. Promote car-free developments and lower parking provision in appropriate areas. Review parking policy and identify areas of parking restraint.
8	Bicycle Parking	Identify opportunities to provide secure and accessible bicycle parking in appropriate locations to support active travel, reduce car dependency, and improve last-mile connectivity.
9	Undertake a feasibility study of vehicle classification for potential car park discounts	Review and undertake a feasibility study of differentiated charges based on vehicle emissions, classification or weight including lower charges or discounts in car parks to incentivise cleaner transport choices.
21	Maintain or provide off street carparking to facilitate improvements and reduce on street parking	Review and identify locations where it would be appropriate to maintain or provide off-street parking to support improvements in public realm and reduce reliance on on-street parking.



Inner City Measures Continued

Objective 2: Ensure sufficient provision of Blue Badge parking in appropriate locations

Measure Number	Measure	Description
10	Review quantity and location of all Accessible bays against current usage.	Assess the current distribution of Accessible bays to ensure they are appropriately located and sufficient to meet demand.
11	Allocate 6% of all parking spaces of all publicly available publicly operated car parks for Accessible badge holders.	Review existing parking provision to ensure that Accessible parking spaces make up to 6% of total spaces in all public car parks, as set out in IMTAC (Inclusive Mobility and Transport Advisory Committee) and Inclusive Mobility Guidance (UK DFT).

Objective 3: Reduce negative impacts of parking on residents, local businesses, communities, and the environment

Measure Number	Measure	Description
12	Introduce Residential Parking Zones	Identify zones where residential parking would be appropriate to prioritise local access and reduce commuter parking in neighbourhoods.
14	Inconsiderate pavement parking enforcement	Examine enforcement powers and options under Regulation 244 to tackle inconsiderate pavement parking to protect walk and wheeling access and improve safety.

Objective 4: Promote and enforce positive parking behaviours

Measure Number	Measure	Description
15	Maintain appropriate enforcement to deter misuse of Accessible bays.	Review current enforcement practices to ensure consistent and visible enforcement to prevent misuse of Accessible bays and protect access for those who need it.
16	Investigate the development of a city centre Parking App	Explore the feasibility of developing a city parking app to provide real-time information on parking availability and facilitate digital payment options.
17	Dedicated parking website	Explore the feasibility of creating a dedicated website offering real-time parking data, tariffs, regulations, and guidance for residents and visitors.
19	Community Engagement and Education	Review and enhance existing campaigns through targeted, data-led engagement to deliver outreach and education campaigns to promote responsible parking behaviour and encourage sustainable travel choices.
20	Enhanced Enforcement	Review and enhance existing enforcement through targeted, data-led, smart enforcement, and strengthen enforcement against inappropriate parking practices, such as pavement parking, to support accessibility and public realm improvements.

Outer City Measures

Objective 1: Manage parking provision in a way that encourages and enables sustainable travel

Measure Number	Measure	Description
5	Parking Provision at New Developments	Collaborate with BCC to ensure parking limits at new developments align with sustainable travel goals. Promote car-free developments and lower parking provision in appropriate areas. Review parking policy and identify areas of parking restraint.
8	Bicycle Parking	Identify opportunities to provide secure and accessible bicycle parking in appropriate locations to support active travel, reduce car dependency, and improve last-mile connectivity.



Outer City Measures

Objective 2: Ensure sufficient provision of Blue Badge parking in appropriate locations

Measure Number	Measure	Description
10	Review quantity and location of all Accessible bays against current usage.	Assess the current distribution of Accessible bays to ensure they are appropriately located and sufficient to meet demand.
11	Allocate 6% of all parking spaces of all publicly available publicly operated car parks for Accessible badge holders.	Review existing parking provision to ensure that Accessible Badge parking spaces make up to 6% of total spaces in all public car parks, as set out in IMTAC (Inclusive Mobility and Transport Advisory Committee) and Inclusive Mobility Guidance (UK DFT).

Objective 3: Reduce negative impacts of parking on residents, local businesses, communities, and the environment

Measure Number	Measure	Description
14	Inconsiderate pavement parking enforcement	Examine enforcement powers and options under Regulation 244 to tackle inconsiderate pavement parking to protect walk and wheeling access and improve safety.

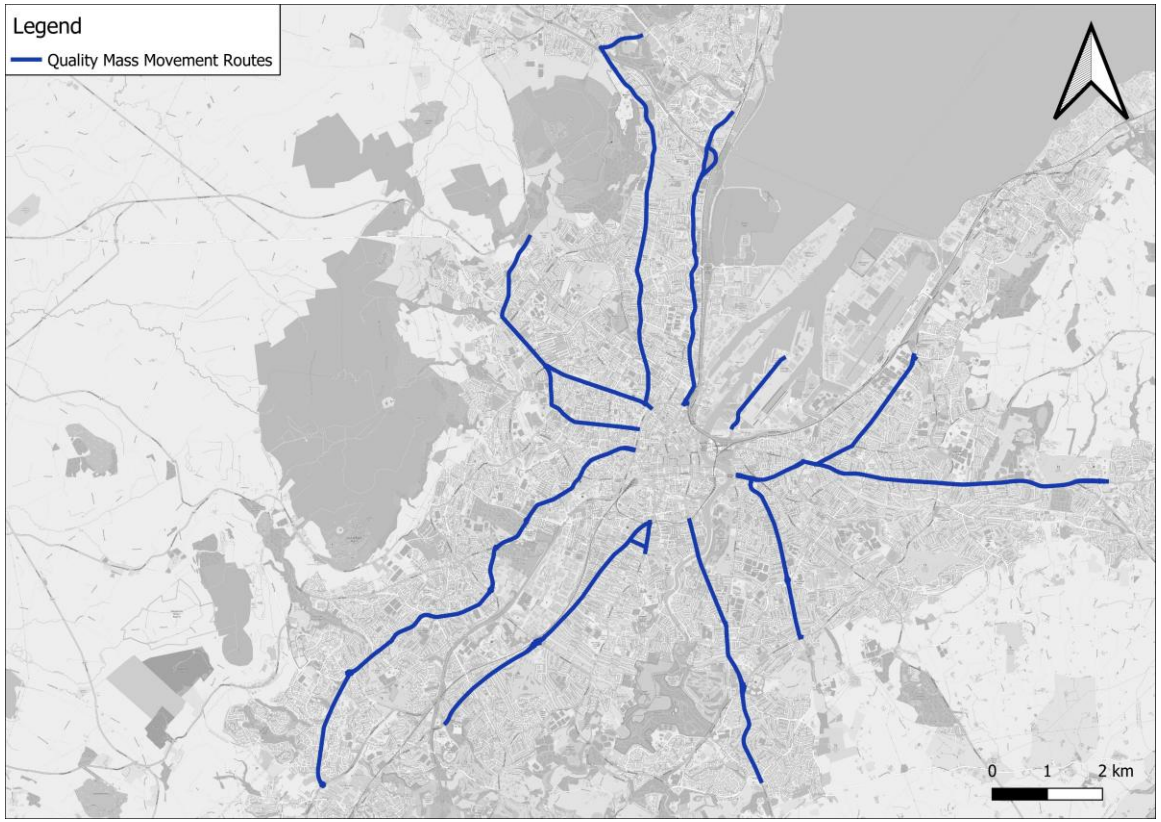
Objective 4: Promote and enforce positive parking behaviours

Measure Number	Measure	Description
15	Maintain appropriate enforcement to deter misuse of Accessible bays.	Review current enforcement practices to ensure consistent and visible enforcement to prevent misuse of Accessible bays and protect access for those who need it.
16	Investigate the development of a city centre Parking App	Explore the feasibility of developing a city parking app to provide real-time information on parking availability and facilitate digital payment options.
17	Dedicated parking website	Explore the feasibility of creating a dedicated website offering real-time parking data, tariffs, regulations, and guidance for residents and visitors.
19	Community Engagement and Education	Review and enhance existing campaigns through targeted, data-led engagement to deliver outreach and education campaigns to promote responsible parking behaviour and encourage sustainable travel choices.
20	Enhanced Enforcement	Review and enhance existing enforcement through targeted, data-led, smart enforcement, and strengthen enforcement against inappropriate parking practices, such as pavement parking, to support accessibility and public realm improvements.

Quality Mass Movement Routes Measures

Objective 1: Manage parking provision in a way that encourages and enables sustainable travel

Measure Number	Measure	Description
1	Rationalisation of on-street parking	Reduce on-street parking spaces, except for Blue Badge holders, to encourage sustainable travel and free up public space.
5	Parking Provision at New Developments	Collaborate with BCC to ensure parking limits at new developments align with sustainable travel goals. Promote car-free developments and lower parking provision in appropriate areas. Review parking policy and identify areas of parking restraint.
8	Bicycle Parking	Identify opportunities to provide secure and accessible bicycle parking in appropriate locations to support active travel, reduce car dependency, and improve last-mile connectivity.
21	Maintain or Provide off street carparking to facilitate improvements and reduce on street parking	Review and identify locations where it would be appropriate to maintain or provide off-street parking to support improvements in public realm and reduce reliance on on-street parking.
22	Park & Ride Facilities	Develop new Park & Ride facilities to reduce city centre congestion and promote public transport use. These would be expected to be located at the end of the Quality Mass Movement Routes.



Quality Mass Movement Routes Continued

Objective 2: Ensure sufficient provision of Blue Badge parking in appropriate locations

Measure Number	Measure	Description
14	Inconsiderate pavement parking enforcement	Examine enforcement powers and options under Regulation 244 to tackle inconsiderate pavement parking to protect walk and wheeling access and improve safety.

Objective 3: Reduce negative impacts of parking on residents, local businesses, communities, and the environment

Measure Number	Measure	Description
10	Review quantity and location of all Accessible bays against current usage.	Assess the current distribution of Accessible bays to ensure they are appropriately located and sufficient to meet demand.
11	Allocate 6% of all parking spaces of all publicly available publicly operated car parks for Accessible Badge holders.	Review existing parking provision to ensure that Accessible parking spaces make up to 6% of total spaces in all public car parks, as set out in IMTAC (Inclusive Mobility and Transport Advisory Committee) and Inclusive Mobility Guidance (UK DFT).
13	Review of Parking Charges and Time Restrictions	Review off-street charges and restrictions to support short-stay and park-and-ride.

Objective 4: Promote and enforce positive parking behaviours

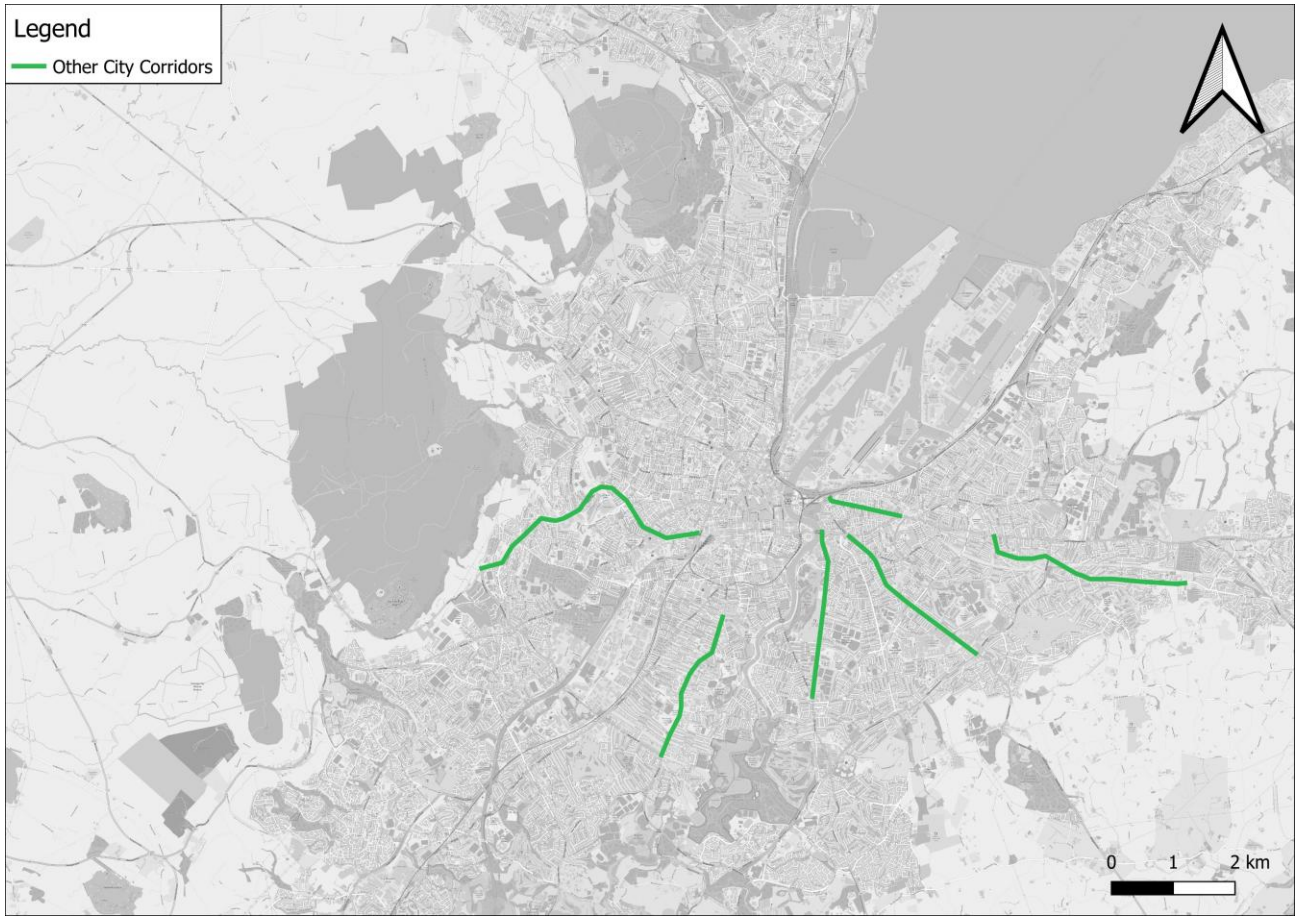
Measure Number	Measure	Description
15	Maintain appropriate enforcement to deter misuse of Accessible bays.	Review current enforcement practices to ensure consistent and visible enforcement to prevent misuse of Accessible bays and protect access for those who need it.
16	Investigate the development of a city centre Parking App	Explore the feasibility of developing a city parking app to provide real-time information on parking availability and facilitate digital payment options.
17	Dedicated parking website	Explore the feasibility of creating a dedicated website offering real-time parking data, tariffs, regulations, and guidance for residents and visitors.
19	Community Engagement and Education	Review and enhance existing campaigns through targeted, data-led engagement to deliver outreach and education campaigns to promote responsible parking behaviour and encourage sustainable travel choices.
20	Enhanced Enforcement	Review and enhance existing enforcement through targeted, data-led, smart enforcement, and strengthen enforcement against inappropriate parking practices, such as pavement parking, to support accessibility and public realm improvements.

Image by rawpixel.com on Freepik

Other City Corridor Measures

Objective 1: Manage parking provision in a way that encourages and enables sustainable travel

Measure Number	Measure	Description
5	Parking Provision at New Developments	Collaborate with BCC to ensure parking limits at new developments align with sustainable travel goals. Promote car-free developments and lower parking provision in appropriate areas. Review parking policy and identify areas of parking restraint.
8	Bicycle Parking	Identify opportunities to provide secure and accessible bicycle parking in appropriate locations to support active travel, reduce car dependency, and improve last-mile connectivity.



Other City Corridor Measures

Objective 2: Ensure sufficient provision of Blue Badge parking in appropriate locations

Measure Number	Measure	Description
10	Review quantity and location of all Accessible bays against current usage.	Assess the current distribution of Accessible bays to ensure they are appropriately located and sufficient to meet demand.
11	Allocate 6% of all parking spaces of all publicly available publicly operated car parks for Blue Badge holders.	Review existing parking provision to ensure that Blue Badge parking spaces make up to 6% of total spaces in all public car parks, as set out in IMTAC (Inclusive Mobility and Transport Advisory Committee) and Inclusive Mobility Guidance (UK DFT).

Objective 3: Reduce negative impacts of parking on residents, local businesses, communities, and the environment

Measure Number	Measure	Description
14	Inconsiderate pavement parking enforcement	Examine enforcement powers and options under Regulation 244 to tackle inconsiderate pavement parking to protect walk and wheeling access and improve safety.

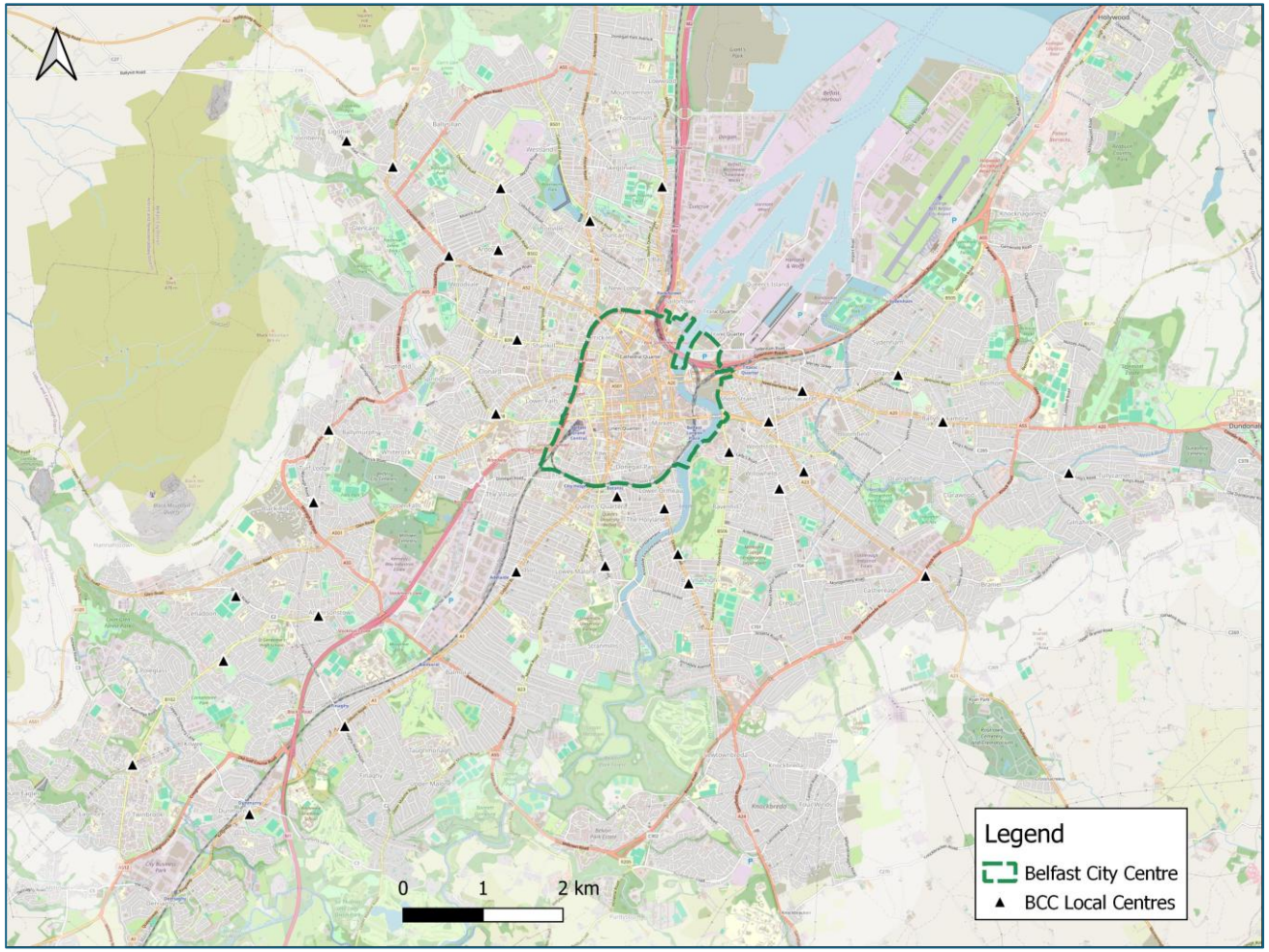
Objective 4: Promote and enforce positive parking behaviours

Measure Number	Measure	Description
15	Maintain appropriate enforcement to deter misuse of Accessible bays.	Review current enforcement practices to ensure consistent and visible enforcement to prevent misuse of Accessible bays and protect access for those who need it.
16	Investigate the development of a city centre Parking App	Explore the feasibility of developing a city parking app to provide real-time information on parking availability and facilitate digital payment options.
17	Dedicated parking website	Explore the feasibility of creating a dedicated website offering real-time parking data, tariffs, regulations, and guidance for residents and visitors.
19	Community Engagement and Education	Review and enhance existing campaigns through targeted, data-led engagement to deliver outreach and education campaigns to promote responsible parking behaviour and encourage sustainable travel choices.
20	Enhanced Enforcement	Review and enhance existing enforcement through targeted, data-led, smart enforcement, and strengthen enforcement against inappropriate parking practices, such as pavement parking, to support accessibility and public realm improvements.

Local Centres Measures

Objective 1: Manage parking provision in a way that encourages and enables sustainable travel

Measure Number	Measure Title	Description
1	Rationalisation of on-street parking	Reduce on-street parking spaces, except for Blue Badge holders, to encourage sustainable travel and free up public space.
2	Implement / extend Controlled Parking Zones (CPZs)	Introduce or expand CPZs to manage parking demand and reduce congestion in residential and commercial areas.
5	Parking Provision at New Developments	Collaborate with BCC to ensure parking limits at new developments align with sustainable travel goals. Promote car-free developments and lower parking provision in appropriate areas. Review parking policy and identify areas of parking restraint.
8	Bicycle Parking	Identify opportunities to provide secure and accessible bicycle parking in appropriate locations to support active travel, reduce car dependency, and improve last-mile connectivity.
21	Maintain or Provide off street carparking to facilitate improvements and reduce on street parking	Review and identify locations where it would be appropriate to maintain or provide off-street parking to support improvements in public realm and reduce reliance on on-street parking.



Local Centres Measures Continued

Objective 2: Ensure sufficient provision of Blue Badge parking in appropriate locations

Measure Number	Measure Title	Description
10	Review quantity and location of all Accessible bays against current usage.	Assess the current distribution of Accessible bays to ensure they are appropriately located and sufficient to meet demand.
11	Allocate 6% of all parking spaces of all publicly available publicly operated car parks for Accessible Badge holders.	Review existing parking provision to ensure that Accessible parking spaces make up to 6% of total spaces in all public car parks, as set out in IMTAC (Inclusive Mobility and Transport Advisory Committee) and Inclusive Mobility Guidance (UK DFT).

Objective 3: Reduce negative impacts of parking on residents, local businesses, communities, and the environment

Measure Number	Measure Title	Description
12	Introduce Residential Parking Zones	Identify zones where residential parking would be appropriate to prioritise local access and reduce commuter parking in neighbourhoods.
13	Review of Parking Charges and Time Restrictions	Review off-street charges and restrictions to support short-stay and park-and-ride.
14	Inconsiderate pavement parking enforcement	Examine enforcement powers and options under Regulation 244 to tackle inconsiderate pavement parking to protect walk and wheeling access and improve safety.

Objective 4: Promote and enforce positive parking behaviours

Measure Number	Measure Title	Description
15	Maintain appropriate enforcement to deter misuse of Accessible bays.	Review current enforcement practices to ensure consistent and visible enforcement to prevent misuse of Accessible bays and protect access for those who need it.
16	Investigate the development of a city centre Parking App	Explore the feasibility of developing a city parking app to provide real-time information on parking availability and facilitate digital payment options.
17	Dedicated parking website	Explore the feasibility of creating a dedicated website offering real-time parking data, tariffs, regulations, and guidance for residents and visitors.
18	Improved wayfinding & information signage systems	Review existing signage and identify areas for improvement in order to provide an integrated signage system which guides drivers to available parking and reduce illegal or inappropriate parking.
19	Community Engagement and Education	Review and enhance existing campaigns through targeted, data-led engagement to deliver outreach and education campaigns to promote responsible parking behaviour and encourage sustainable travel choices.
20	Enhanced Enforcement	Review and enhance existing enforcement through targeted, data-led, smart enforcement, and strengthen enforcement against inappropriate parking practices, such as pavement parking, to support accessibility and public realm improvements.

Stations Measures

Objective 1: Manage parking provision in a way that encourages and enables sustainable travel

Measure Number	Measure Title	Description
5	Parking Provision at New Developments	Collaborate with BCC to ensure parking limits at new developments align with sustainable travel goals. Promote car-free developments and lower parking provision in appropriate areas. Review parking policy and identify areas of parking restraint.
8	Bicycle Parking	Identify opportunities to provide secure and accessible bicycle parking in appropriate locations to support active travel, reduce car dependency, and improve last-mile connectivity.
22	Park & Ride Facilities	Develop new Park & Ride facilities to reduce city centre congestion and promote public transport use. These would be expected to be located at the end of the QMMR.
23	Review Parking at Train Stations	Conduct a comprehensive review of parking provision at train stations to ensure it supports multimodal travel, meets demand, and encourages sustainable access. Consider integration with bus services, active travel routes, and Park & Ride options.



Stations Measures

Objective 2: Ensure sufficient provision of Blue Badge parking in appropriate locations

Measure Number	Measure Title	Description
10	Review quantity and location of all Accessible bays against current usage.	Assess the current distribution of Accessible bays to ensure they are appropriately located and sufficient to meet demand.
11	Allocate 6% of all parking spaces of all publicly available publicly operated car parks for Blue Badge holders.	Review existing parking provision to ensure that Blue Badge parking spaces make up to 6% of total spaces in all public car parks, as set out in IMTAC (Inclusive Mobility and Transport Advisory Committee) and Inclusive Mobility Guidance (UK DFT).

Objective 3: Reduce negative impacts of parking on residents, local businesses, communities, and the environment

Measure	Title	Description
14	Inconsiderate pavement parking enforcement	Examine enforcement powers and options under Regulation 244 to tackle inconsiderate pavement parking to protect walk and wheeling access and improve safety.

Objective 4: Promote and enforce positive parking behaviours

Measure	Title	Description
15	Maintain appropriate enforcement to deter misuse of Accessible bays.	Review current enforcement practices to ensure consistent and visible enforcement to prevent misuse of Accessible bays and protect access for those who need it.
16	Investigate the development of a city centre Parking App	Explore the feasibility of developing a city parking app to provide real-time information on parking availability and facilitate digital payment options.
17	Dedicated parking website	Explore the feasibility of creating a dedicated website offering real-time parking data, tariffs, regulations, and guidance for residents and visitors.
20	Enhanced Enforcement	Review and enhance existing enforcement through targeted, data-led, smart enforcement, and strengthen enforcement against inappropriate parking practices, such as pavement parking, to support accessibility and public realm improvements.

A.1 APPENDIX

Table 4-2 – Summary of Belfast City Council Parking Strategy Measures

Measure ID	Measure Description	Assessment Areas						
		City Centre	Inner City	Outer City	QMMR	Other City Corridors	Local Centres	Stations
Measure 1	Rationalisation of on-street parking - Reduce on-street parking spaces, except for Accessible bays.	x			x		x	
Measure 2	Implement / extend Controlled Parking Zones (CPZs)	x					x	
Measure 3	Repurposing of Council Owned Car Parking	x						
Measure 4	No new publicly available carparks	x						
Measure 5	Review Parking Provision at New Developments	x	x	x	x	x	x	x
Measure 6	Investigate Workplace Parking Levies	x						
Measure 7	Coach Parking	x						
Measure 8	Bicycle Parking	x	x	x	x	x	x	x
Measure 9	Review of vehicle classification for potential car park discounts	x	x					
Measure 10	Review quantity and location of all Accessible bays against current usage.	x	x	x	x	x	x	x
Measure 11	Allocate 6% of all parking spaces of all publicly available publicly operated car parks for Accessible Badge holders.	x	x	x	x	x	x	x
Measure 12	Introduce Residential Parking Zones	x	x				x	
Measure 13	Review of Parking Charges and Time Restrictions	x			x		x	
Measure 14	(Regulation 244) - Tackling issue of Pavement Parking	x	x	x	x	x	x	x

Measure ID	Measure Description	Assessment Areas						
		City Centre	Inner City	Outer City	QMMR	Other City Corridors	Local Centres	Stations
Measure 15	Maintain appropriate enforcement to deter misuse of Accessible bays.	x	x	x	x	x	x	x
Measure 16	Investigate the development of a city centre Parking App	x	x	x	x	x	x	x
Measure 17	Dedicated Parking Website	x	x	x	x	x	x	x
Measure 18	Improved wayfinding & Information Signage Systems	x					x	
Measure 19	Community Engagement and Education	x	x	x	x	x	x	
Measure 20	Enhanced Enforcement	x	x	x	x	x	x	x
Measure 21	Maintain or Provide off street carparking to facilitate improvements and reduce on street parking		x		x		x	
Measure 22	Park & Ride Facilities				x			x
Measure 23	Review parking at train stations							x

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