



Inconsiderate Pavement Parking – Options Paper

RTPI NI Response to Inconsiderate Pavement Parking – options paper

March 2022

The Department for Infrastructure is seeking to address the issues and difficulties caused by pavement parking. The consultation document sets out some associated considerations before setting out what the Department considers would be the most practical options for dealing with the issue.

[Inconsiderate Pavement Parking - Options Paper | Department for Infrastructure \(infrastructure-ni.gov.uk\)](https://www.infrastructure-ni.gov.uk/inconsiderate-pavement-parking-options-paper)

The RTPI NI response is set out below:

The consultation paper sets out several potential options to deal with the issue of pavement parking. While we recognise the impact of pavement parking, and note the benefits, opportunities, and the challenges that the different options could provide, we note that neither the consultation nor the options address the heart of the issue, which is the need to reduce private car use and promote sustainable places, connected by sustainable transport provision, including walking, cycling and public transport.

The Regional Development Strategy 2035 sets out the importance of reducing reliance on the private car and increasing “opportunities for walking, cycling, or taking public transport”. If we are to address NI’s net zero targets, there is a growing need to “adapt the existing transport network to facilitate the modal shift away from the car. The car may be essential for some journeys, but its social and economic value needs to be weighed against its impact on the environment. The way existing transport is used needs to be looked at to favour modes of transport that allow reduction of Northern Ireland’s carbon footprint.”

RTPI NI believes that parking issues cannot be considered in isolation and must be viewed holistically as part of a wider strategy to create sustainable, well-connected places that are widely accessible by walking, cycling and public



transport. The issue of parking must be recognised by all stakeholders as part of a wider debate.

These matters need to be at the heart of any preferred options taken forward, to ensure that the parking issues driving this consultation, are not simply transferred to other areas and we move to a climate action approach.

While we recognised that many inner-city housing areas, such as red-brick terraces were not designed with cars in mind, promoting the use of public transport and active travel in our existing towns and new developments over car use could allow valuable amenity space and / or the creation of valuable habitats such as hedgerows etc. in place of parking areas. This would in turn support and encourage a sense of place, good design principles and promote health and wellbeing within our communities. We would therefore support a wider review of parking standards alongside a strategy to improve the provision of public transport and active travel for new development, regeneration schemes and within existing towns etc. with the aim of achieving better connected places, accessible by sustainable means.

“

A well-resourced,
plan-led, positive
planning service
can bring together
objectives across
services