



October 27th, 2023

Chairperson: Councillor J Lavery BEM

Vice Chairperson: Councillor T Mitchell

Aldermen: J Baird, A G Ewart MBE, M Gregg, A Grehan, M Guy and S P Porter

Councillors: P Burke, K Dickson, J Gallen, U Mackin, A Martin, C McCready, N Parker

Ex-Officio: The Right Worshipful the Mayor, Councillor A Gowan
Deputy Mayor, Councillor G McCleave

Notice Of Meeting

A meeting of the Regeneration and Growth Committee will take place on **Thursday, 2nd November 2023** at **6:00 pm** in the **Council Chamber and Remote Locations** for the transaction of business on the undernoted agenda.

For those Members attending this meeting remotely the Zoom link and passcodes are contained within the Outlook invitation that has been issued.

DAVID BURNS
Chief Executive
Lisburn & Castlereagh City Council

Agenda

1.0 APOLOGIES

2.0 Declarations of Interest

3.0 Report by the Head of Service (Economic Development)

3.1 Labour Market Partnership Action Plan 23/24

For Decision

📄 1. LMP Action Plan 23.24.pdf

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4.0 Report by the Head of Service (Planning & Capital Development)

4.1 Department for Infrastructure (Dfi) Consultation on Eastern Transport Plan (ETP) 2035

For Noting

📄 2. Consultation on ETP Oct 2023.pdf

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📄 Appendix 2 Response to Dfi Consultation on ETP 2035.pdf

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5.0 Confidential Report from the Director of Regeneration & Growth

5.1 International Trade Programme - proposed city trade agreement

For Decision

Confidential due to information relating to the financial or business affairs of any particular person (including the Council).

6.0 Any Other Business

Committee:	Regeneration and Growth
Date:	2 nd November 2023
Report from:	Head of Economic Development

Item for:	Decision
Subject:	Labour Market Partnership Action Plan 23/24

1.0 **Background**

1. The Council has been working with the Lisburn and Castlereagh Labour Market Partnership in the design and development of a year 2 Action Plan in order to secure funding from the Department for Communities (DfC) for the current financial year. The Action Plan was presented by officers to the Regional Labour Market Partnership for Northern Ireland on 25 July 2023 and subsequently approved by DfC.
2. At the September meeting of the Regeneration & Growth Committee, it was agreed to give authority to sign the Letter of Offer and also fund the shortfall of £100,000 from the 2023/24 Economic Development budget estimates, which was earmarked for employability and skills initiatives.

Key Issues

1. Consequently, the Programmes team have been undertaking a number of procurement exercises to appoint suitable delivery agents to manage and deliver the employability initiatives outlined in the 2023/24 Action Plan.
2. One of the programmes contained in the Action Plan was a Self-Employment Support Programme for Prison Leavers. The programme budget was £32,000, including an allocation of £4,000 for a series of start-up grants.
3. Unfortunately the procurement exercise (via public tender) was unsuccessful with no responses received. A previous procurement exercise as part of the 2022/23 Action Plan was undertaken in January 2023, which was also unsuccessful, receiving no responses.
4. The Programmes team have sought feedback from a number of potential suppliers in this sector, which indicated that the potential delivery agents did not currently have capacity to deliver the programme, due to their resources being allocated to the delivery of similar UKSPF Employability and Skills programmes for which they have received significant funding to deliver.
5. The UKSPF Employability and Skills programmes will continue to be delivered until 31st March 2025 as per funding agreements and contractual obligations. Therefore it is anticipated that another tender exercise would not be successful as the market conditions will remain unchanged during this delivery period.

	<p>6. The team will keep this matter under review and continue to explore opportunities for collaboration with the Department of Justice and Maghaberry/Hydebank to explore appropriate avenues for prison leavers to achieve positive outcomes in terms of employment and enterprise.</p>	
2.0	<p><u>Recommendation</u></p> <p>It is recommended that the committee considers and agrees the abandonment of this programme and the reallocation of these funds and any additional slippage funds to the employment academies, as outlined in the Action Plan under Strategic Priority 2: Skilled Labour Supply.</p>	
3.0	<p><u>Finance and Resource Implications</u></p> <p>A funding contract from DfC for £361,738.53 has been agreed to support the administration and operational costs associated with the LMP for the period 1 April 2023 to 31 March 2024.</p> <p>Allocation of the £100,000 skills and employability funding from the 2023-2024 Economic Development budget estimates.</p>	
4.0	<p><u>Equality/Good Relations and Rural Needs Impact Assessments</u></p>	
4.1	<p>Has an equality and good relations screening been carried out?</p>	<p>Yes</p>
4.2	<p>Brief summary of the key issues identified and proposed mitigating actions <u>or</u> rationale why the screening was not carried out</p> <p>It has been concluded that a detailed equality impact assessment is not necessary as all the potential impacts identified are minor and positive.</p>	
4.3	<p>Has a Rural Needs Impact Assessment (RNIA) been completed?</p>	<p>Yes</p>
4.4	<p>Brief summary of the key issues identified and proposed mitigating actions <u>or</u> rationale why the screening was not carried out.</p> <p>The programme has been developed to improve employability conditions for those who are economically inactive or unemployed regardless of their urban / rural location.</p>	

<p>Appendices:</p>	<p>None</p>
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Committee:	Regeneration and Growth Committee
Date:	2 November 2023
Report from:	Head of Planning and Capital Development

Item for:	Noting
Subject:	Department for Infrastructure (DfI) Consultation on Eastern Transport Plan (ETP) 2035

1.0 **BACKGROUND**

1. Consultation on the Eastern Transport Plan (ETP) 2035

Members will be aware of the current public consultation by the Department for Infrastructure (DfI) on the Eastern Transport Plan (ETP) 2035 following a presentation to Members on Monday 25th September 2023. This will set the framework for making transport policy and investment decisions up until 2035. The Eastern Transport Plan (ETP) 2035, replaces the previous Belfast Metropolitan Transport Plan (BMTP).

It covers five Council areas, which in addition to our own Council area, includes Antrim & Newtownabbey, Ards & North Down, Belfast and Mid & East Antrim. The ETP 2035 will support the strategic direction already set out in our Plan Strategy and will give further direction as the Local Development Plan progresses.

2. Approach

The approach has moved from a 'predict and provide' approach to a 'vision and validate' approach. The three challenges identified are the problems we need to solve (problems); the end goal we need to achieve (vision); and how we will get there (objectives/guiding principles). From these challenges DfI has established four key overarching themes to be reflected in the ETP:

- 1 Tackle climate change, specifically that the Climate Change Act requires emissions from transport, by 2030, to fall 43% from its 2019 level;
- 2 Protect the built and natural environment, recognising that pollution from vehicles contributes to poor air quality and new transport schemes can be harmful to the built and natural environment;
- 3 Drive sustainable economic growth, ensuring that transport enables economic, housing and employment growth, whilst improving the environment; and
- 4 Support healthy, safe and inclusive communities.

3. Transport Challenges

In 2020 DfI published a Transport Study of the 5 Council areas, an evidence based assessment of current and future transport issues in the context of Councils' growth ambitions. The Transport Study identified the following shortcomings;

- i. Some areas lack safe footpaths or cycle paths
- ii. Some areas are poorly connected by active travel (walking, wheeling and cycling routes)
- iii. Bus journeys can be unreliable, slow or delayed

- iv. Inconsistent provision of public transport can make it difficult to get around without a car
- v. Rural areas are difficult to get around without a car
- vi. Parking needs better management to limit car use whilst maintaining accessibility
- vii. Some roads cannot cope with traffic volumes, particularly in the mornings

4. Draft Vision and Objectives of the ETP

Draft Vision: Deliver an integrated Plan to enhance and re-balance transport networks in favour of sustainable, efficient modes, which connect communities creating an attractive, inclusive and safe economic region for all by delivering carbon reduction, improving air quality, enhancing the built and natural environment and facilitating healthy and sustainable travel choices over unnecessary private car travel.

Draft Objectives – 7 objectives including reducing the need to travel, deliver a reduction in carbon emissions, promote active travel, reduce use of the private car, improve air quality and the environment, enhance safety of the transport network, and support the efficient/sustainable movement of goods and people, are identified.

Seven categories are identified as illustrated in the following diagram:



5. Other Issues of Importance to the Council

The following issues have been identified by the Council which require further exploration with Dfl in development of the ETP. These include:-

- 1) Electric Vehicle Charging Points (Strategic and Local locations)
- 2) Joint Car Parking Strategy – essential to ensure on-street, off-street private and residential parking is developed holistically acknowledging the needs of shoppers, residents and commuters

Views are sought on the vision and objectives identified. An online consultation response has been provided to Dfl before the closing date on 30 October 2023 (see Appendix).

2.0 Recommendation

Members are asked to note the attached consultation response to Dfl outlining the Council’s position on the draft vision and objectives of the ETP 2035.

3.0	<u>Finance and Resource Implications</u>	
4.0	<u>Equality/Good Relations and Rural Needs Impact Assessments</u>	
4.1	Has an equality and good relations screening been carried out?	No
4.2	Brief summary of the key issues identified and proposed mitigating actions <u>or</u> rationale why the screening was not carried out This is a report updating the committee on the status of the Plan and EQIA is not required.	
4.3	Has a Rural Needs Impact Assessment (RNIA) been completed?	No
4.4	Brief summary of the key issues identified and proposed mitigating actions <u>or</u> rationale why the screening was not carried out. This is a report updating the committee on the status of the Plan and RNIA is not required.	

Appendices:	Appendix 2: Consultation Response to DfI on ETP 2035
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1. To what extent do you agree that the travel choices made by individuals in the ETP area can contribute to achieving the draft target identified by DAERA?

(Required)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

2. To what extent do you agree that, in conjunction with improving sustainable modes, reducing reliance on private cars is necessary to reduce the carbon emissions from transport?

(Required)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

3. To what extent do you agree that any major new transport infrastructure must be designed and constructed such that it improves air quality and the natural and built environmental?

(Required)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

4. To what extent do you agree that ensuring the transport network operates in a sustainable and efficient manner influences the economic performance of the region?

(Required)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

5. To what extent do you agree that land use planning (e.g. building of new homes and employment infrastructure) needs to be linked with the provision of suitable sustainable transport options?

(Required)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

6. To what extent do you agree that access to opportunities (e.g. jobs, services, social activities) should be possible by convenient, safe and affordable public transport (bus and rail services)?

(Required)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

7. To what extent do you agree that access to opportunities (e.g. jobs, services, social activities) should be possible by convenient, safe and affordable active travel (walking, wheeling and cycling options)?

(Required)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

8. Do you have any further comments on the wider societal challenges that have informed the development of ETP 2035 so far

Further comments on the overarching challenges that have informed the development of the ETP so far.

LCCC recognises the challenges of a modal shift and welcomes further engagement on ETP schemes of strategic significance (including M1/A1 bypass; Knockmore Rail Halt; BRT2 to Carryduff); EV Charging Points; and joint Car Parking Strategy with DfI.

There is a limit of 250 characters

9. To what extent do you agree or disagree that the key transport challenges identified for consideration during ETP 2035 development apply in your local area?

(Required)	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Some areas have a lack of safe footpaths or cycle paths.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Some areas are less well connected by active travel (walking, wheeling and cycling) routes than others.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus journeys can be unreliable, slow or delayed.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Inconsistent provision of public transport can make it difficult to get around without a car.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rural areas in particular are very difficult to access without using a car.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provision of parking needs to be better managed to limit car use while maintaining accessibility.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Some roads can't cope with the level of car traffic, particularly in the mornings.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

10. Are there any further transport challenges that are not covered by the list above that you think should be considered during ETP 2035 development?

Further comments

There is a limit of 250 characters

Draft Vision

The vision represents the long-term, strategic goal that the content of the ETP 2035 will unlock. The draft vision is proposed as:

“Deliver an integrated Plan to enhance and re-balance transport networks in favour of sustainable, efficient modes, which connects communities creating an attractive, inclusive and safe economic region for all by delivering carbon reduction, improving air quality, enhancing the built and natural environment and facilitating healthy and sustainable travel choices over unnecessary private car travel.”

11. To what extent do you agree that the vision statement reflects how you would like to see the Transport Plan evolve and be delivered?

(Required)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Draft Objectives and Guiding Principles

The objectives and guiding principles for ETP 2035 will be used to inform the preparation of the Plan, including assessment of potential transport interventions. The objectives aim to reflect a range of local, regional and national priorities. The guiding principles aim to depict the types of transport intervention that may be achievable if we deliver in line with our objectives. You can refer to these in the supporting information found [here](#).

Objective 1

Objective 1: Reduce travel distances by promoting safe, inclusive and connected neighbourhoods, supported by integrated planning

Objective 1 commits ETP 2035 to better connect communities to local services, workplaces and amenities. This objective is about a future where many essential trips are short and made on foot or by bike by choice.

12. To what extent do you agree with objective 1?

(Required)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Objective 2 and 3

Objective 2 - Deliver a reduction in carbon emissions by increasing accessibility for all to jobs, services and recreation by sustainable travel modes.

Objective 3 - Promote healthy and inclusive communities by developing safe active travel options that respect the local built and natural environment.

Objectives 2 and 3 aim to drive an improvement in the provision and quality of sustainable and active travel modes, whilst being respectful of the environment. This may involve the introduction, extension or improvement of dedicated bus and cycle lanes in areas that need them in order to support an improvement to journey times and user experience of these modes.

13. To what extent do you agree with objective 2?

(Required)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

14. To what extent do you agree with objective 3?

(Required)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Objective 4

12

Objective 4: Reduce unnecessary use of the private car by implementing effective demand management measures

ETP 2035 will also need to consider demand management measures to discourage private car use. Measures could include a review of speed limits in some areas, careful management of parking or repurposing of road space away from car towards sustainable modes and uses. Measures such as congestion charging and low emission zones may also be considered for implementation.

15. To what extent do you agree with proposed objective 4?

(Required)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Objectives 5 and 6

Objective 5 – Improve air quality and the environment by encouraging the use of sustainable modes and vehicles which utilise sustainable fuels.

Objective 6 – Enhance the resilience and safety of the transport network to support the economy and meet the challenges of climate change.

These two objectives aim to ensure that ETP 2035 adequately considers elements such as the impact that transport can have on air quality and the local environment. Further, as the need to respond to the global climate emergency intensifies, it is more vital than ever that the transport network is able to withstand extreme weather and other associated challenges, supporting the Regional Development Strategy's vision for an outward-looking, dynamic and liveable Region.

16. To what extent do you agree with objective 5?

(Required)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

17. To what extent do you agree with objective 6?

(Required)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Objective 7

Objective 7: Support the efficient, sustainable movement of goods and people and enhance connectivity to regional networks including access to ports and airports.

While ETP 2035 is focused on enhancing transport connections within the towns and cities of the ETP area, this objective aims to ensure that longer distance trips, both of individuals and freight, are explicitly considered.

18. To what extent do you agree with objective 7?

(Required)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

19. Do you have any other suggestions or comments relating to the objectives or guiding principles?

Further comments on objectives or guiding principles

There is a limit of 250 characters

Travel Choice

As outlined throughout this survey and supporting material ([found here](#)), ETP 2035 will look to turn the curve away from supporting a car-centric transport network, seeking to maximise opportunities for people to access efficient, convenient and safe active travel and public transport options where possible. The guiding principles depict some potential measures that may be considered in different area types.

20. Which of the following would encourage you to walk, wheel or cycle for short trips more often? (Please tick all that apply).

- New or improved footways and crossings connecting to local amenities or other transport services
- New or improved traffic-free cycle paths connecting to local amenities or other transport services
- Secure, well located cycle parking
- Access to shared electric or manual bikes
- A reduction in car parking availability at your destination
- Increased cost of car parking at your destination
- None of the above / nothing
- Other

Other (Please specify)

21. Which of the following would encourage you to use public transport for more of your regular trips? (Please tick all that apply).

- More direct services
- Quicker journey times
- Reduced cost of services
- More frequent services
- Improved shelters / stations
- Increased provision of Park & Ride facilities
- A reduction in car parking availability at your destination
- Increased cost of car parking at your destination
- Increased cost of driving
- None of the above / nothing
- Other

Other (Please specify)