

Lisburn and Castlereagh City Car Park Strategy

Lisburn and Castlereagh City Council

September 2019

Prepared for:

Lisburn and Castlereagh City Council

Prepared by:

AECOM
The Studio
Cleaver House
Donegall Square North
BELFAST BT1 5YE
United Kingdom

T: +44 28 9060 7200
aecom.com

© 2019 AECOM Infrastructure & Environment UK Limited. All Rights Reserved.

This document has been prepared by AECOM Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1.	Introduction.....	5
1.1	Car Park Strategy Stages	5
2.	Baseline Review and Consultation.....	6
2.1	Introduction.....	6
2.2	Existing Car Park Provision.....	6
2.3	Policy Review.....	10
2.4	Assessment of Usage.....	11
2.5	Current Management and Operational Strategies	12
2.6	Best Practice in Management and Operation.....	12
2.7	Consultation.....	13
2.8	Future Developments	13
3.	Strategy Actions.....	16
3.1	Introduction.....	16
3.2	Objectives	16
3.3	Actions for Lisburn and Castlereagh City Council	16
3.3.1	Car Park Features	16
3.3.2	Parking Demand and Supply	16
3.3.3	Parking for Disabled Users	17
3.3.4	Signage	17
3.3.5	Technology: Parking Application (app).....	17
3.3.6	Electric Vehicle Charging Points.....	17
3.3.7	Coach Parking	18
3.3.8	Parent and Child Parking.....	18
3.3.9	Parking Standards.....	18
3.3.10	Payment at Car Parks	19
3.3.11	Linkages between Car Parks and Public Transport	19
3.3.12	Motorcycle Parking.....	19
3.3.13	Review of Management and Pricing at Council Car Parks.....	19
3.3.13.1	Lisburn City.....	19
3.3.13.2	Hillsborough.....	22
3.3.13.3	Moira	22
3.3.13.4	Dundonald.....	22
3.4	Actions for Others.....	22
3.4.1	South Eastern Health and Social Care Trust – Lagan Valley Hospital, Lisburn.....	22
3.4.2	South Eastern Health and Social Care Trust – Ulster Hospital, Dundonald	22
3.4.3	Dfl	23
3.4.4	Translink.....	23
3.4.5	Private Sector Car Park Operators	24
3.5	Action Plan.....	24
	Appendix A – Policy and Plan Annex.....	25
	Appendix B – Action Plan.....	26

Figures

Figure 1.	Council Car Parks, Lisburn	7
Figure 2.	Council Car Parks, Hillsborough.....	8
Figure 3.	Council Car Parks, Moira	8
Figure 4.	Disabled parking provision, Lisburn.....	9
Figure 5.	Lisburn City Centre Parking Areas.....	14

Tables

Table 1. Car Park Actions, Lisburn City	20
---	----

1. Introduction

AECOM have been appointed by Lisburn and Castlereagh City Council (LCCC) to develop an off street car parking strategy which will apply throughout the Council area, but will have a particular focus upon Lisburn City as well as Moira, Hillsborough, Carryduff and Dundonald.

Lisburn and Castlereagh City Council was formed on 1st April 2015 and assumed responsibility for the former Lisburn City Council and Castlereagh Borough Council areas. As a result of Local Government Reform in Northern Ireland, the Department for Infrastructure Roads (DfI, previously DRD) transferred all of its off street car parks (excluding Park and Ride/Park and Share sites which are currently owned by DfI but managed by Translink) to local councils. LCCC is therefore now responsible for the operation of 12 car parks previously operated by DfI as well as five Legacy Council sites.

The purpose of the Car Park Strategy is to address off street car parking under the control of the Council in terms of availability, accessibility and convenience. Furthermore, the Strategy will take account of the performance of the Council's principal settlements i.e. Lisburn City, Hillsborough, Moira, Carryduff and Dundonald as places to work, visit and invest.

1.1 Car Park Strategy Stages

The study is split into four stages:

- Stage 1 – Baseline Review;
- Stage 2 – Current Issues, Challenges and Trends;
- Stage 3 – Study of Future Developments; and
- Stage 4 – Car Park Strategy and Action Plan.

This strategy and action plan has been developed following the completion of:

- Stage 1 – consideration of the baseline in terms of parking provision and policies and also an assessment and review of usage, operation and tariffs etc.;
- Stage 2 – detailing current issues, challenges and trends in relation to car parking within the LCCC area and identifying, through successful scheme examples, best practice in terms of the management and operation of parking facilities; and
- Stage 3 – detailing potential future developments and the impact they may have upon parking provision in off street car parks within Lisburn City Centre.

2. Baseline Review and Consultation

2.1 Introduction

This chapter provides an overview of the primary findings of Stages 1 – 3 of the car park strategy development for LCCC. An overview of one-to-one consultations with key stakeholders in the Council area which were undertaken during Stage 2 is also set out within this chapter.

2.2 Existing Car Park Provision

LCCC are responsible for the management of 17 off street parking facilities (i.e. comprising 12 former DfI sites and five Legacy Council sites) in the following four settlements:

- Lisburn City – 13 car parks;
- Hillsborough – 1 car park;
- Moira – 1 car park; and
- Dundonald – 2 car parks.

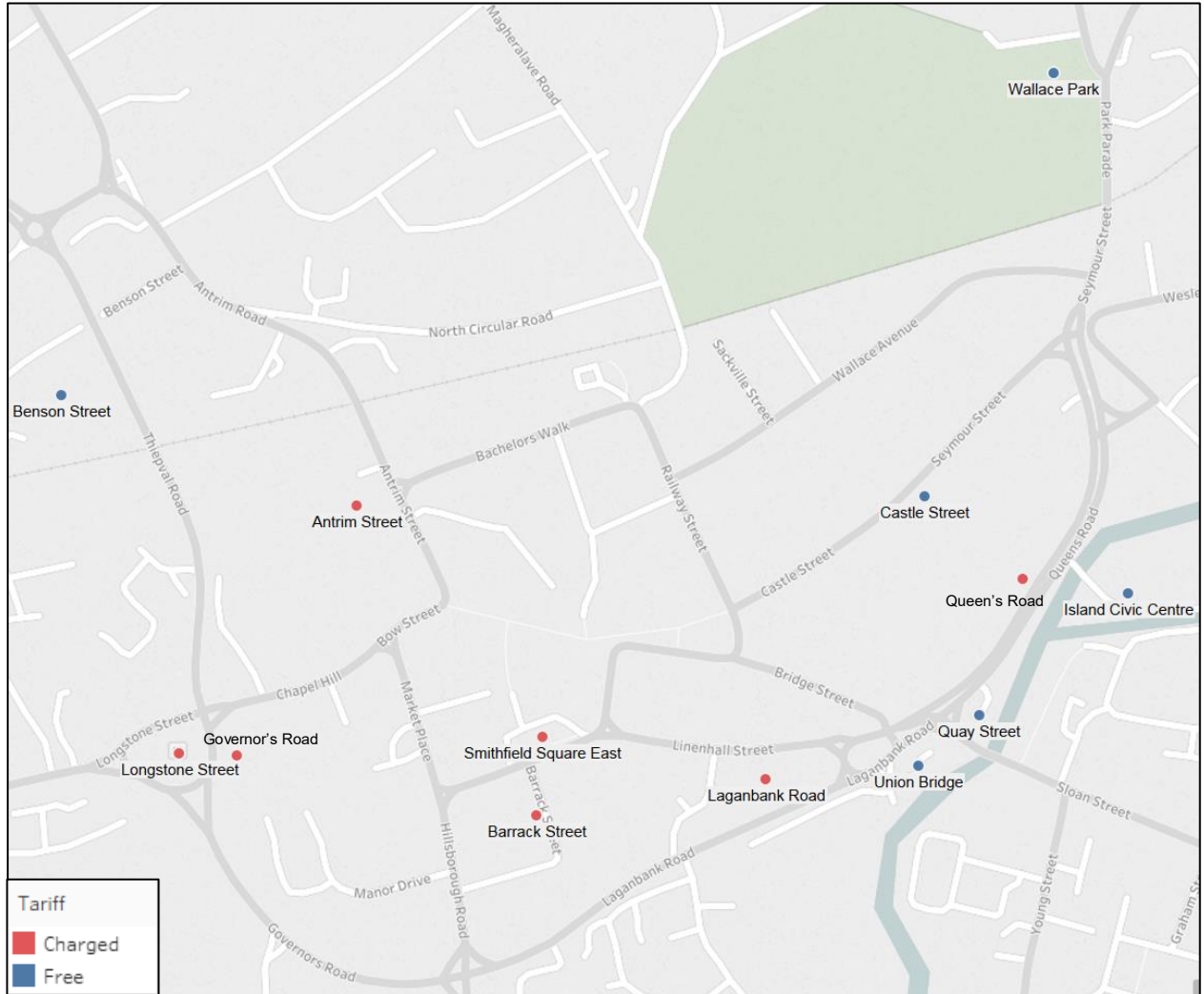
There are no off street car parks under the ownership of the Council in Carryduff.

The 17 Council-owned car parks provide a combination of charged and free parking provision. The 17 sites provide a total of 1,493 spaces, consisting of 736 charged in eight car parks and 757 free spaces in nine car parks.

In Lisburn City, the Council own 13 car parks providing a total of 1,324 spaces, consisting of 680 charged spaces at seven car parks and 644 free spaces at six car parks. In Hillsborough, the Council own one site which provides 56 charged spaces at Ballynahinch Street. In Moira, the Council own one car park which provides 59 free spaces at Main Street. In Dundonald, the Council own two car parks which provide 54 free spaces at Moat Park.

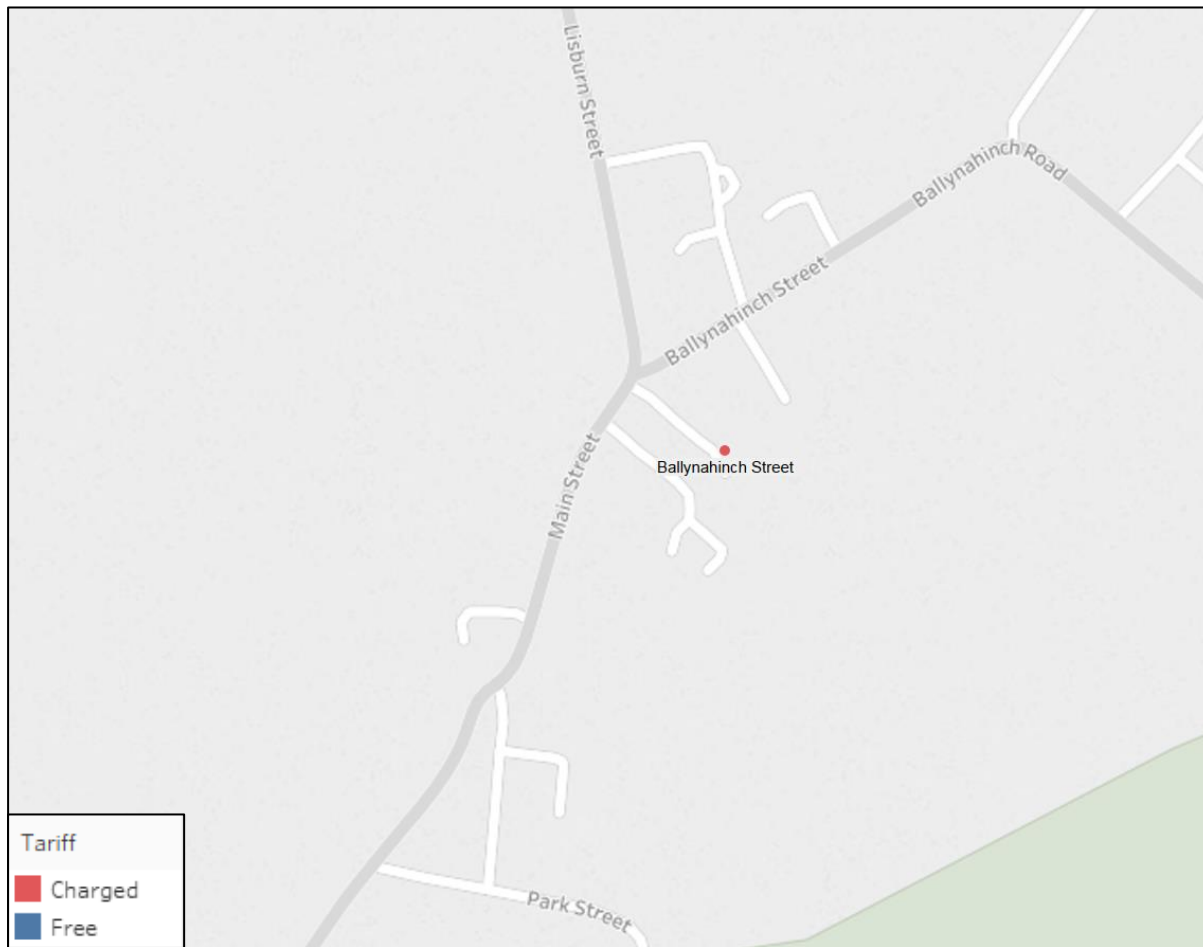
Council parking provision in Lisburn City, Hillsborough and Moira are illustrated respectively in Figures 1 – 3 below.

Figure 1. Council Car Parks, Lisburn



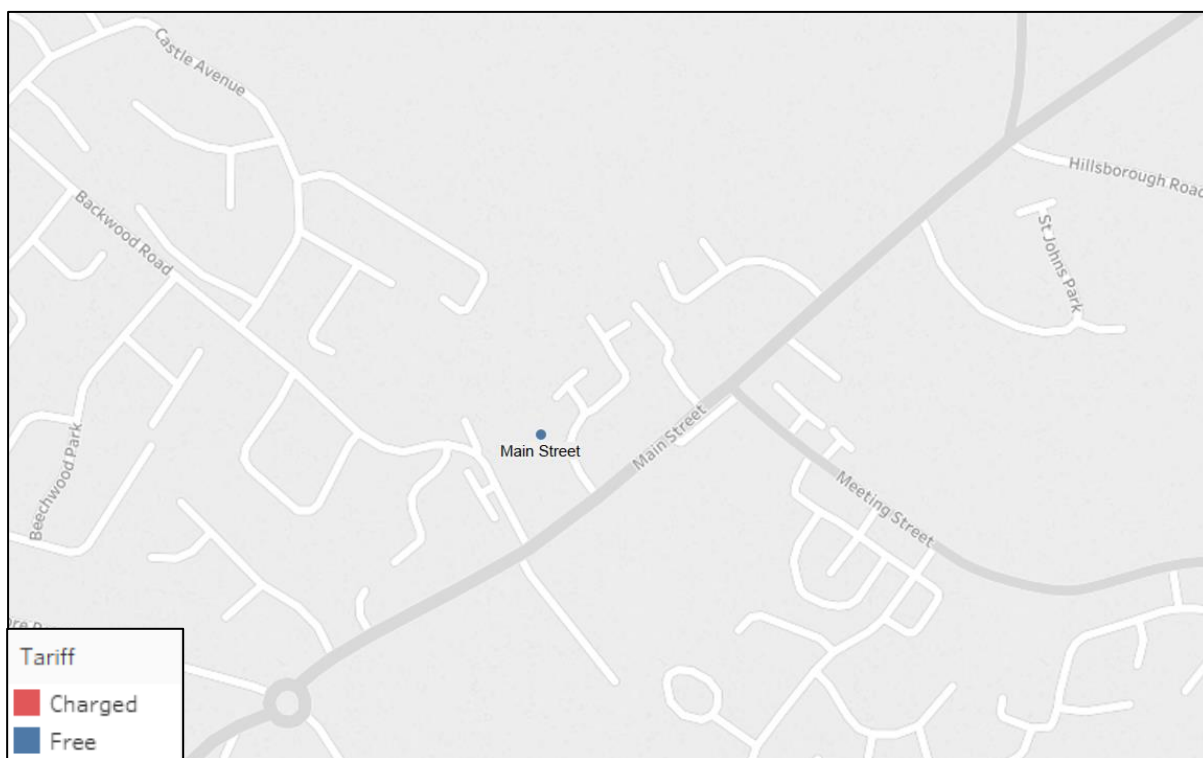
Source: AECOM / Open Street Map

Figure 2. Council Car Parks, Hillsborough



Source: AECOM / Open Street Map

Figure 3. Council Car Parks, Moira



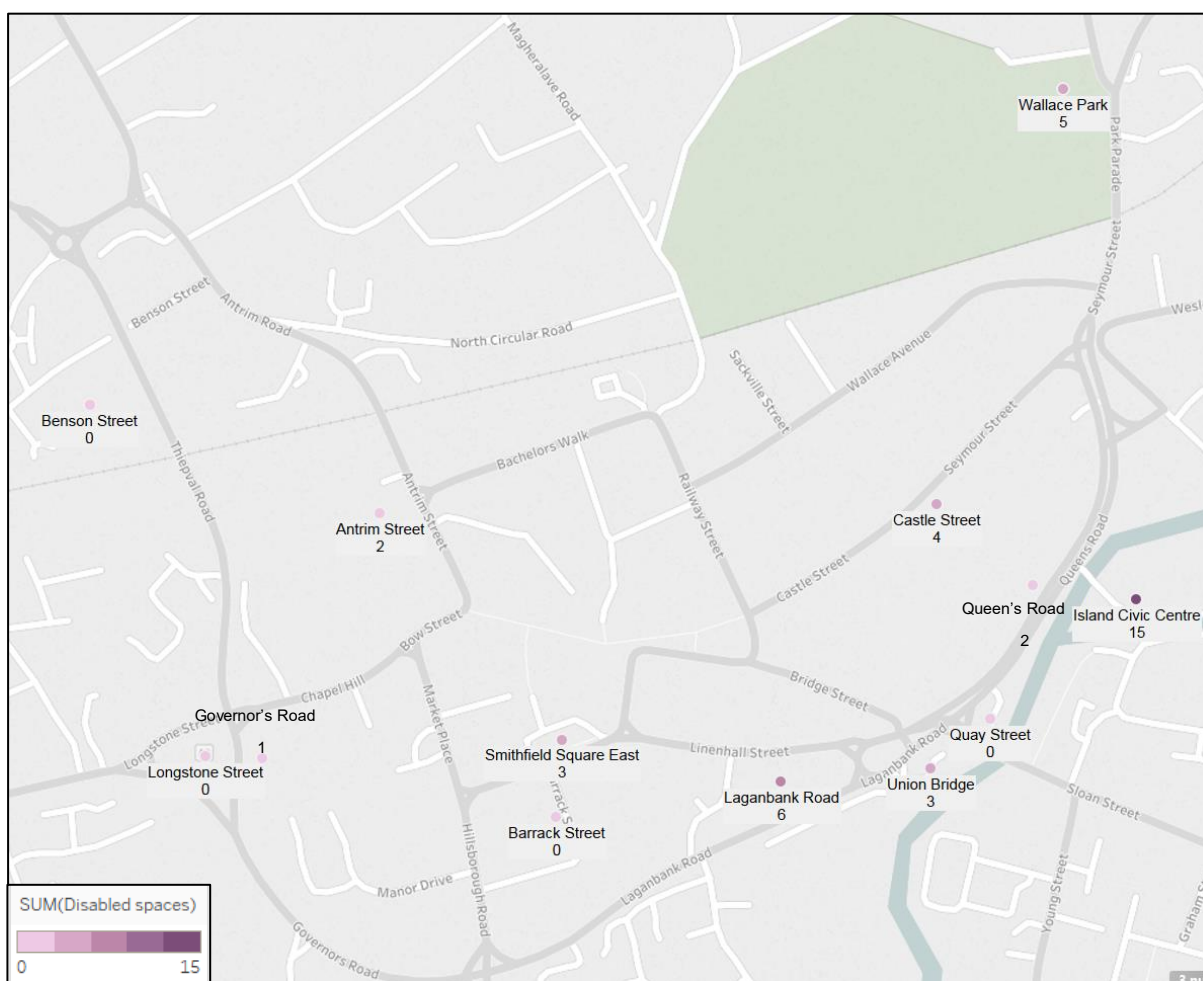
Source: AECOM / Open Street Map

Parking tariffs in the Council owned parking facilities vary between settlements. In Lisburn City there are seven charged and six free Council car parks. A tariff of £0.70 per hour is charged at three sites, £0.50 per hour is charged at one site, £0.40 per hour is charged at two sites and £0.30 per hour is charged at one site in Lisburn City. In Hillsborough, Ballynahinch Street charges £0.40 per hour. Furthermore, a special tariff of £1.00 for up to three hours stay duration is applicable at seven out of eight charged Council sites.

In all Council charged car parks, parking users can pay for parking using a variety of payment methods which include cash, cashless technology i.e. Parkmobile and season tickets.

Disabled parking provision varies within individual Council car parks, with four Council sites providing no disabled parking spaces. Throughout the City Council, designated disabled parking bays account for 3% of off street parking provision. Development Control Advice Note (DCAN) 11 'Access for All' outlines design standards for the number of accessible bays to be provided in a car park based upon car park size. Of the 17 Council car parks throughout the City Council, 10 sites either meet or exceed the recommended DCAN 11 advisory guidance, whereas a shortfall of between two and seven spaces at the remaining seven Council sites.

Figure 4. Disabled parking provision, Lisburn



Source: AECOM / Open Street Map

Electric Vehicle (EV) charging provision is only provided at one Council owned site (Benson Street) and also parent and child provision is only provided at two sites (Wallace Park and Island Civic Centre). Currently there is no motorcycle parking provision in Council owned sites.

Parking audits, which reviewed the car park features at each Council owned parking facility revealed that generally there was a good standard in terms of lighting, parking space size, white lining, parking surface and car park design. However, audits also revealed that some parking facilities lacked EV charging and had restricted views, which can reduce perceived user safety within the car parks.

In relation to car ownership, Lisburn and Castlereagh City have higher levels of multiple car ownership than Northern Ireland as a whole (33% compared to 27%). Also, Lisburn and Castlereagh's population is projected to

increase by 0.7% per annum between 2015 and 2039, compared to a projected 0.4% increase per annum in Northern Ireland as a whole.

2.3 Policy Review

There are several key documents in Northern Ireland which focus upon transport policy and within these documents there are many specific parking policies, both statutory and non-statutory, which are relevant when developing a car parking strategy. These include:

- The Programme for Government;
- Regional Development Strategy (RDS);
- Regional Transport Strategy (RTS);
- Sub-Regional Transport Plan (SRTP);
- Strategic Planning Policy Statement for Northern Ireland (SPPS);
- PPS3 – Access, Movement and Parking;
- PPS13 – Transportation and Land-Use;
- Draft Belfast Metropolitan Area Plan (dBMAP);
- Belfast Metropolitan Transport Plan (BMTP);
- West Lisburn Development Framework (non-statutory);
- Laganbank Quarter Development Scheme (DRAFT; non-statutory); and
- Lisburn City Centre Masterplan (non-statutory).

The Draft Programme for Government Framework is a new approach which focuses on the major societal outcomes that the Northern Ireland Executive wants to achieve. The Framework's purpose is to improve wellbeing for all by tackling disadvantage and drive economic growth. The Framework aims to achieve this by improving air quality, environmental sustainability, public transport and active travel usage, and transport connections for people, goods and services.

The Preferred Options Paper, whilst not a policy, also refers to Transport under Section 7E. Key issues are discussed within the document relating to the retention of key infrastructure schemes such as the Knockmore Link Road, retention of Park and Ride sites and the promotion of active travel i.e. walking, cycling and public transport.

These policies outline that the development of a parking strategy for the Council area should be based on applying demand management interventions that better manage the existing car parking provision and tackle the congestion experienced in the settlements during peak times. Such approaches also seek to reduce the propensity for long stay parking in urban centres and to encourage short stay parking opportunities.

Wider regional policies i.e. RDS, RTS, SRTP and SPPS discuss demand management, the importance of economic activity and growth to the success of Lisburn and Castlereagh, which forms part of the Metropolitan Area of Belfast (see Appendix A for details).

In particular the SPPS under regional strategic policy and implementation (page 108) refers specifically to Car Parking and states:-

'LDPs should identify existing and any proposed town centre car parks. As part of preparing an overall car parking strategy, councils should bring forward local policies to ensure adequate provision for car parking within new developments (including spaces for people with disabilities, and parent and child parking spaces) and appropriate servicing arrangements. LDPs should also consider and identify park and ride/park and share sites where appropriate. LDPs should recognize the role of car parking in influencing modal choice between private car and public transport. LDPs should consider a range of initiatives such as designating areas of parking restraint, reducing the supply of long-term parking spaces, pricing policy, land use measures and innovative work practices.'

The draft BMAP 2015 and BMTP 2004 set out transport schemes such as Lisburn West Rail Halt, Belfast Rapid Transit (BRT) and Park and Ride facilities for the Council area in order to strengthen the Council area's regional position within Northern Ireland, and to facilitate sustainable growth, sustainable quality developments and policy coordination at local and regional levels (see Appendix A for details).

Council plans/schemes i.e. Lisburn City Centre Masterplan and Laganbank Quarter Development (LBQD) Scheme sets out a range of commercial, retail and residential developments in the City, with the LBQD Scheme focusing primarily on the Laganbank area of the City. Both plans aim to strengthen and enhance Lisburn City Centre and its public spaces through regeneration, redevelopment and enhancing the City's links with the Lagan riverside area.

The West Lisburn Development Framework is a Council-led framework which aims to grow Lisburn City, both in terms of size and population, to the west/southwest by facilitating economic and residential development, increased employment opportunities and new key infrastructure such as the Knockmore Link Road. The framework will act as a catalyst for wider regeneration and growth in Lisburn City as a whole.

2.4 Assessment of Usage

There was a need to assess the turnover within the Council controlled car parks in the Council area in order to understand the individual characteristics of each site. AECOM conducted surveys at parking facilities in the settlements of Lisburn City, Hillsborough, Moira, Carryduff and Dundonald during April and May 2017.

Overall, Lisburn city centre has 24 car parks, comprising 12 charged and 12 free sites. Of the 24 sites, the Council own 13, and seven of the 13 car parks are charged. Of the 11 sites in private ownership, five are charged and six are free. Parking surveys revealed that the Council parking facilities with the highest occupancies in Lisburn are Union Street, Quay Street, Antrim Street, Smithfield Square East, Benson Street and Wallace Park. Quay Street and Union Bridge were operating at full capacity. The lack of parking control at Union Bridge and Quay Street lends both sites to high parking occupancies and durations.

Overall in Lisburn city centre, between 35% - 50% of all spaces are full at any given time. This is influenced by the large amount of parking spaces provided at the Bow Street Mall and Graham Gardens multi-storey sites. However, as stated above many of the Council owned car parks are operating at capacity.

Around 25% of city centre parkers at charged Council car parks and around 60% - 65% of parkers at free Council car parks are long stay during the weekday.

In addition, on street parking is typically full in the central area of the city centre, and around 65 vehicles were observed parking informally along residential streets on the northern side of Lisburn Rail Station i.e. North Circular Road.

There is one Council car park in Hillsborough at Ballynahinch Street which provides 56 charged spaces. Occupancies range between 45% - 70% during the day. Long stay parkers (i.e. more than 4 hours) at the site account for 42% of usage i.e. two in five vehicles are long stay. On street parking is generally full in Hillsborough in marked spaces (up to 1 hour), and vehicles that were also parked along footways (in non-demarcated areas) were observed throughout Hillsborough. This inevitably has impacts on vehicle progression and congestion within the settlement.

Moira has three free car parks, the Council own one site at Main Street and the other two are Park and Ride sites at Moira Station and Moira Park and Ride Overflow. Main Street car park is located in the centre of Moira and parking surveys revealed the site is typically 95% full, with some vehicles observed parked on kerbs within the car park. Furthermore, one in two parkers at Main Street is long stay (i.e. more than 4 hours). On street parking provision is full throughout Moira, both in marked and non-demarcated spaces.

Dundonald has two small free Council car parks at Moat Park off the Upper Newtownards Road, however these two sites were not surveyed as part of this study. Despite this, there is anecdotal evidence of misuse of the car parks at Moat Park by Ulster Hospital staff. Signage in both car parks states that these parking facilities are for users of the park and playground only. Therefore any vehicles parking in these car parks for purposes other than those noted on the signage are misusing the sites.

This is also a wider issue in the local area, with evidence showing that Ulster Hospital staff are parking on residential streets on the southern side of the Upper Newtownards Road and adjacent to the Comber Road such as Park Avenue, Park Drive and Cumberland Road.

Translink historical data for Park and Ride / Park and Share sites, alongside AECOM's own recent surveys, confirmed that Park and Ride facilities in Lisburn and Moira are operating at full capacity i.e. Lisburn Rail Station, Moira Park and Ride and Moira Park and Ride Overflow.

2.5 Current Management and Operational Strategies

Lisburn and Castlereagh City Council have entered into an agency agreement with DfI for the management of their parking facilities. In turn, DfI employ through a contract NSL to complete the majority of the management, enforcement and monitoring associated with the off-street parking facilities. As part of the agency agreement, DfI process the Parking Control Notices (PCNs) which are issued by NSL traffic attendants.

LCCC supplied financial data for the financial year 2016 / 2017 which detailed parking revenue and expenditure. It should be noted that the issued PCNs help to cover the administrative costs associated with parking enforcement.

Each charged car park was reviewed individually alongside parking usage data collected by AECOM in April and May 2017. Calculations revealed that revenues per space per hour per day range between £0.09 and £0.50 per site and on average, the charged car parks generate £0.30 per space per hour per day. It should be noted that the incentivised tariff of £1.00 for three hours parking effectively enables users to park for £0.33 per hour, if utilised.

The Smithfield Square East and Antrim Street car parks appear to be the most popular of the council-owned car parks despite charging the highest tariffs. Both sites are well used throughout the day by shoppers, and have a low proportion of long stay parkers. This suggests that parking location and convenience primarily influences where short-stay users choose to park, and not tariffs, and this is mirrored by similar research into parking preference in other towns and cities.

Governor's Road and Longstone Street, despite being located relatively close to the centre of Lisburn, are underutilised car parks, with occupancies less than 40% at both sites. Therefore, more could be done to better utilise these car parks, particularly for those who need to park for longer durations.

It should also be noted that the busier car parks effectively subsidise the less busy and free parking facilities. Also, the low tariff at the Queen's Road car park effectively encourages long stay parking in the area.

2.6 Best Practice in Management and Operation

A review of best practice was carried out which considered how parking facilities should be designed in terms of signage, layout, lighting, access and security.

This review highlighted the following key features which could be considered applicable in developing the car parking strategy for the Council:

- Ease of use in relation to payment options where applicable;
- Improved signage would aid in the redistribution of vehicles wishing to park and indicate choices available in terms of preferred parking location;
- Improving access for pedestrians and those with accessibility issues will improve the attractiveness of some parking facilities;
- The perception of safety in parking facilities is key for continued use, therefore creating defined areas with perimeter fencing, better lighting, CCTV/supervision and improving visibility at some car parks could increase parking occupancies; and
- The setting of parking tariffs can influence parking activity including the level of usage, and hence the traffic generated, the type of user and also length of stay i.e. encouraging space turnover. Comparable tariffs outlined from surrounding facilities and towns are also important when considering how to improve parking usage, for example, in neighbouring Council areas.

The Car Parking Strategy's associated Action Plan will ensure that specific actions are developed for each Council car park and also for a range of stakeholders. This will ensure that clear lines of responsibility are developed and defined, therefore maximising the potential for delivery of the respective actions

2.7 Consultation

As mentioned previously, the Strategy's development also involved consultation with key stakeholders in the Council area. AECOM conducted one-to-one consultations with 19 key stakeholders throughout August and September 2017 to discuss parking related issues and potential solutions for the car park strategy development.

AECOM consulted with the following stakeholders:

- Department for Infrastructure (DfI);
- Lisburn Square Car Park;
- Internal Council stakeholders i.e. Planning, Facilities and Building Control;
- Royal National Institute of Blind People (RNIB);
- South Eastern Regional College (SERC);
- PSNI Lisburn;
- Citywatch;
- The Inclusive Mobility and Transport Advisory Committee (IMTAC);
- Royal Palaces;
- Court Services NI;
- Guide Dogs NI;
- Lisney;
- Bow Street Mall;
- McCalls of Lisburn;
- The Fat Gherkin (Moira);
- Smyth Patterson;
- Reaney's Chemist;
- Midas Jewellers;
- Lisburn Health Centre;
- Graham Gardens MSCP; and
- Translink.

Key themes which emerged from discussions with stakeholders are set out below:

- Some respondents stated that increased parking provision is needed in both Lisburn City and Hillsborough;
- There is a lack of an evening economy in Lisburn City which should be promoted and encouraged;
- Improved use of technology could improve overall parking experience for users;
- Lisburn Health Centre stated that there are plans to relocate the Health Centre to the Lagan Valley Hospital site in 2020/21;
- There are proposals to provide an additional P&R site at Moira and a new rail station and associated parking at West Lisburn (Knockmore), as current provision is operating at full capacity;
- Anti-social behaviour is an issue at some sites, particularly P&R sites. There is also a need for investment in CCTV and education and awareness;
- Footway parking and blue badge misuse are issues;
- Issues with commuter parking in Lisburn City and Hillsborough;
- Improved parking signage is required to direct motorists and reduce traffic congestion; and
- Some respondents stated that the £1.00 for three hours tariff is too low in comparison with private parking tariffs, and that it also encourages long stay parking in central locations.

2.8 Future Developments

The brief for the Car Park Strategy requested that future changes to parking demand and supply and also the impact of development proposals were considered in Lisburn City Centre as well as the settlements of Moira, Hillsborough, Carryduff and Dundonald. This would enable the Council to make informed decisions concerning future potential development and potential alterations to parking provision across the Council area.

AECOM developed a Car Park Decision Support (CPDS) Tool to model future changes to parking in Lisburn city centre. Parking supply and demand data collected by AECOM as part Stage 1 of the Car Park Strategy development was used to form the baseline model for demand.

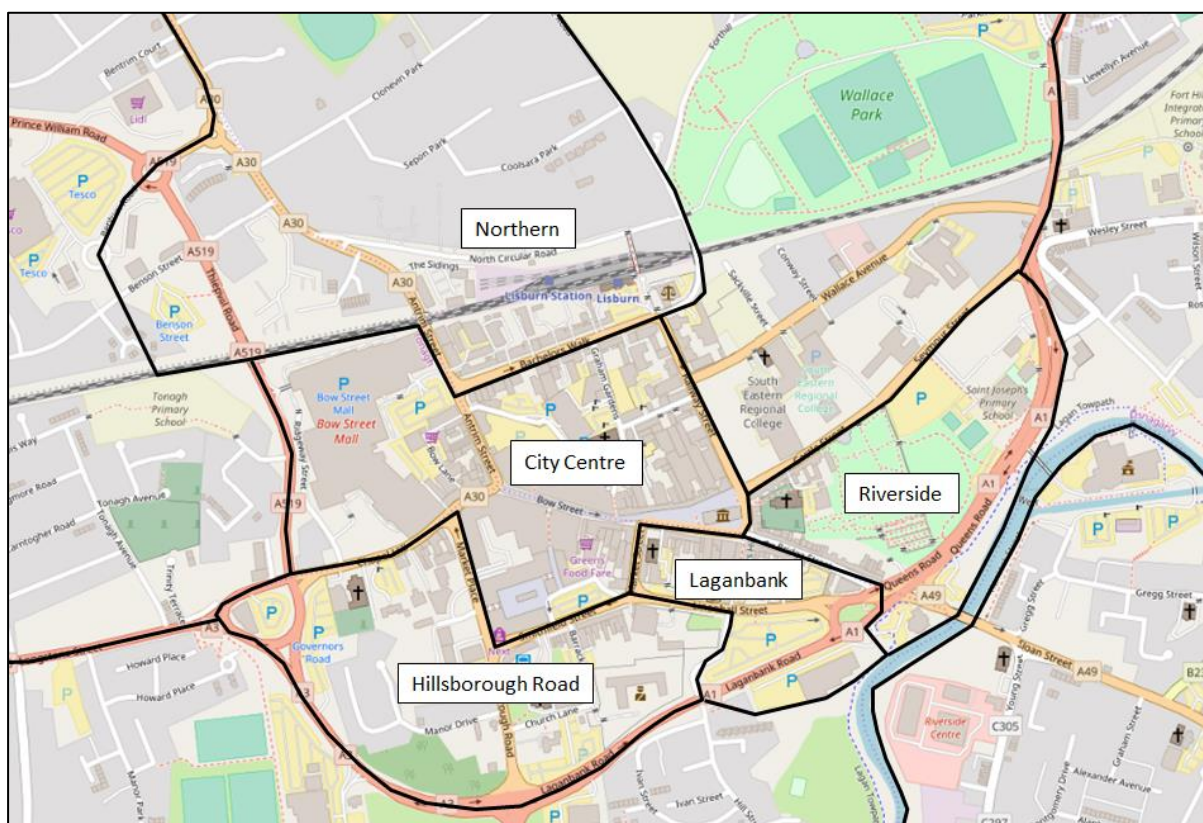
Planning applications (including applications that have been granted planning approval and, for the purposes of this assessment, some that are still in the planning process), the Laganbank Quarter Development Scheme and the Lisburn City Centre Masterplan were considered in regard to their impact upon, or their consideration of, parking within Lisburn city centre.

Six development scenarios and associated assumptions were developed in order to test the impacts of future development scenarios, using the CPDS Tool on parking supply and demand in Lisburn city centre (Figure 4) during the weekday morning, afternoon and weekend (Saturday) periods. It is noted that employment and housing growth projections were not included in the scenarios, as the CPDS Tool uses a parking requirement and development trip rate approach to determine impact.

The following six scenarios were developed:

- Scenario 1 - Baseline Year 2017;
- Scenario 2 - Baseline Year 2017 Updated (closure of Castle Street and Jordan’s Mill car parks);
- Scenario 3 - Planning Applications;
- Scenario 4 - Laganbank Quarter Development Scheme;
- Scenario 5 - Lisburn City Centre Masterplan; and
- Scenario 6 - Combination of scenarios 2, 3, 4 and 5.

Figure 5. Lisburn City Centre Parking Areas



Source: AECOM

The assessment showed that parking supply declined in the Riverside / Sloan Street area following the closure of Castle Street Car Park, increasing pressure upon the remaining parking facilities i.e. Quay Street, Queen’s Road and Union Bridge. The assessment revealed capacity was full in the Riverside area, adjacent to the River Lagan during the weekday period for Scenario 2, and could be full during the weekday if Scenarios 4 is developed.

The assessment indicated that parking demand in the Central City areas of Lisburn City may not operate at full capacity across all periods for Scenarios 1 - 4. It also suggests that there are opportunities to encourage people to make better use of existing facilities i.e. Graham Gardens, Lisburn Square and Bow Street Mall. However

capacity may be full in the Smithfield area during the weekend period if Scenarios 5 or 6 occur; this may be attributed to increased vehicle trips associated with retail and leisure users.

Potential increases in demand generated by new developments, in conjunction with reduced parking supply associated with potential car park closures resulted in capacity potentially being full in the Laganbank area for Scenarios 4 and 6 across all periods.

Scenario 4 caused the Hillsborough Road area to operate at full capacity during all periods, this may be attributed to a large volume of vehicle trips and demand generated from a potential large commercial development in the vicinity which may cause demand to exceed supply.

In the Northern area of the City Centre, capacity is currently between 85% and 100% full during the weekday morning period. Assessments revealed the Northern area may continue to operate between 85% and 100% capacity during the same period if Scenarios 3 – 6 materialise. Scenarios 3 – 6 suggested that the Northern area may not operate at full capacity during the weekday afternoon or weekend period due to the proposed developed of several new car parks. However the provision of several new car parks in the Northern area as part of Scenarios 3 – 6 is considered unrealistic, and therefore that area of the City Centre may continue to operate at full capacity in the future.

The assessments revealed that the Laganbank, Riverside and Hillsborough Road areas of Lisburn City Centre are likely to experience a shortage in parking supply as a result of future demand.

In the other settlements of Hillsborough, Moira, Carryduff and Dundonald, future changes to parking supply and demand were considered using live planning applications to identify development proposals which may potentially impact upon parking supply and demand in the future.

In these settlements, several large residential developments are proposed and despite the provision of in-curtilage parking as part of these developments, it is considered likely that the settlements will experience increased demand for services and therefore increased parking demand in the future.

It should also be noted that in Dundonald there are plans coming forward for the redevelopment of Dundonald Ice Bowl. These plans should carefully consider parking provision in terms of the overall supply for the facility itself and the potential for use by others.

3. Strategy Actions

3.1 Introduction

This chapter sets out the objectives for the Car Park Strategy and the rationale for each of the individual actions for the Car Park Strategy. Initially actions for Lisburn and Castlereagh City Council are considered, and then actions that could be carried out by other stakeholders such as DfI, Translink and private car park operators are considered.

The Action Plan is provided at the end of this chapter and it sets out the individual actions, timescales, priority levels and the stakeholders involved.

3.2 Objectives

A number of objectives for this Car Park Strategy have been developed which consider the issues identified in the area during Stages 1, 2 and 3 of development of the Car Park Strategy.

The objectives for Lisburn and Castlereagh City Car Park Strategy are as follows:

1. Providing an appropriate level of parking to support economic vitality whilst at the same time encouraging use of other more sustainable transportation options;
2. Ensuring that parking takes place in appropriate locations;
3. Minimising the potentially negative impacts of parking on residential communities;
4. Providing high quality parking and information, ideally through technology; and
5. Providing parking for all types of users.

3.3 Actions for Lisburn and Castlereagh City Council

3.3.1 Car Park Features

This study has revealed that there are several key car park features which should be considered in order to ensure that the car parks are fit for purpose.

Therefore, it is recommended that the Council review each of their parking facilities in respect of ensuring that:

- Car parks have a good quality surface;
- Parking space size is appropriate;
- Car parks are regularly maintained and cleaned; and
- Safety for users is addressed i.e. views are unobstructed, lighting is provided etc.

There are two nationally recognised car park accreditation 'standards' which can be sought to reflect high quality in provision. The first is the 'Park Mark' standard which examines how car parks can be improved to reduce crime and the fear of crime, and how provision can be improved for disabled users and parents with children, including increasing the number of dedicated spaces set aside for disabled users and families.

The second is the Disabled Parking Accreditation (DPA) which focuses on improving the personal mobility of disabled motorists and recognises off-street parking facilities which are more accessible for disabled users.

Both accreditations should be considered by the Council in order to improve the customer's experience and importantly cater for all persons in its wider community.

3.3.2 Parking Demand and Supply

It is important to assess the level of parking demand on a regular basis, as demand ebbs and flows throughout the year. Therefore, it is important to monitor demand at comparable times each year to identify long term trends.

This monitoring should record occupancy and duration of stay on weekdays in the first instance, with data also recorded on Saturday if necessary.

Increased parking supply is not advocated as part of this Strategy as there is adequate overall supply in Lisburn City Centre and Hillsborough based upon survey data. In Moira village the Main Street car park operates at capacity, which is why a change in the status of this car park in the future should be considered.

In the vicinity of Moira rail station there are proposals to increase supply at the Park and Ride site at the station, however given land purchase and planning timescales, Translink currently anticipate that this expansion will not occur until 2023.

There are some localised issues which can be addressed through the introduction of specific actions, and there is a need to develop a link between car park desirability and the tariff. It should also be noted that the private sector may provide additional parking provision if dictated by future changes, but currently this is not advocated within this car park strategy.

3.3.3 Parking for Disabled Users

In addition to seeking DPA accreditation as detailed above, it is recommended that the Council review the number of disabled spaces provided at all Council owned car parks and compare them with guidance and the need for spaces in each car park, to ensure that a suitable number of bays are provided that will be used appropriately. It is recommended that this should also consider individual space size and where the individual bays are located within each car park.

3.3.4 Signage

It is important to provide a good level of clear parking signage in order to direct users to the parking facilities within a settlement. Good parking signage ensures that users are directed to the nearest available car park which reduces wasted time, driver frustration, circulating time in the local area and potentially traffic congestion.

It is recommended that the Council carry out the following steps in relation to parking signage in the Council area:

- Review existing parking signage;
- Identify gaps in existing parking signage provision; and
- Consider providing additional, particularly 'active', signage in identified gaps.

3.3.5 Technology: Parking Application (app)

The development of a dedicated parking application (app) could provide information on the location of car parks (including Park and Ride sites), their typical occupancies at particular times of the day and their costs. This would provide parking users with accurate information, enabling them to decide before they start their journey on where they would prefer to park.

Therefore, this would build upon the popularity of existing apps such as Parkmobile which is already in use at parking facilities throughout the Council area. Parking apps can also potentially be used to pre-book and pay electronically for parking, increasing user confidence about parking availability.

Parking solutions such as parking apps and cashless parking should be inclusive and accessible for all users, including older people, to ensure that all users have the opportunity to access information through a range of media and to ensure that a range of payment options are available.

The parking app could be developed through a public – private sector partnership involving a number of Councils in Northern Ireland, and could utilise local software development expertise. The app could then be marketed widely, enabling residents, tourists and visitors to make use of it as they plan their trip into the City. Furthermore, some parking apps include GPS routing to individual sites, thereby reducing wastage mileage while users try to find a site.

3.3.6 Electric Vehicle Charging Points

Although electric vehicles (EVs) are more expensive to buy than traditionally powered vehicles, they have significantly lower running costs when compared to petrol or diesel equivalents. The number of EVs registered

within Northern Ireland is increasing annually. The ecar network is owned and operated by the ESB Group through its ESB cars business. It consists of 160 double-headed 22kW fast charge points and 14 rapid charge points located through Northern Ireland.

Within the Council area currently one EV charging point is available for public use at one Council owned car park i.e. Benson Street, Lisburn. On street charging spaces throughout Northern Ireland are currently free to use with time limits of 2 hours in place and off street EV spaces are generally free to use in Council owned car parks and in private car parks standard charges apply.

Due to increased demand for electric vehicles, the Council could improve their provision of EV spaces by providing additional charging points at sites within the study area in order to encourage owners of such vehicles to charge their vehicle in an off street, safe environment.

Electric vehicle parking is subject to the existing parking restrictions of the surrounding car parking spaces within public car parks. This means that if other cars pay for parking in the car park then EV owners must pay the same. The Department for Infrastructure introduced legislation to allow free parking in on-street locations only.

A review of ecar usage throughout the Council area and also in Council car parks would prove useful in ascertaining if additional EV charging points are required.

3.3.7 Coach Parking

It is recommended that the Council develop a coach parking map detailing the locations and provision of coach parking spaces, pick up / drop off points and coach parking facilities that are available in the Council area such as at Market Square South in Lisburn City Centre. The map should also include Lagan Valley LeisurePlex as a site for coach parking provision.

A clear, concise visual representation of coach parking facilities in the City Council will improve accessibility for coaches and coach users. Moreover, it is recommended that this map is made available on the Council's website and that it is widely distributed within the Coach and Tourism industries. The Council should consider successful examples for coach parking maps developed by other cities, e.g. Armagh. This could also potentially form part of the above mentioned Parking app.

3.3.8 Parent and Child Parking

This Strategy recommends that some parent and child parking spaces are provided at key car parks in Lisburn City Centre. This would set aside a number of spaces for the sole use by parents with children, with the following centrally located car parks being considered to be appropriate:

- Antrim Street;
- Smithfield Square East;
- Barrack Street; and
- Laganbank Road.

It should be noted however that the use of parent and child parking spaces cannot currently be legally enforced within council car parks. Use of these spaces will require goodwill and deference between users of the car parks.

3.3.9 Parking Standards

The draft Belfast Metropolitan Area Plan 2015, Belfast Metropolitan Transport Plan 2015 and DOE Planning Service Parking Standards set out the parking standards applicable in the City Council.

The area of parking restraint within Lisburn city centre aims to restrict the amount of residential, operational and non-operational parking provided within new developments. The BMTP (which is the extant transport plan covering the Council area) proposes that a parking policy of demand management should be pursued in order to reduce the number of car journeys made during peak periods. The BMTP aims to encourage more sustainable modes of transport in Lisburn through a reduction in car commuters. Also, the amount of parking provided in areas of parking restraint will be controlled through a policy of demand management.

This is reflected in draft BMAP, which introduces a policy for an area of Parking Restraint in Lisburn City Centre (Designation LC46, Lisburn District Proposals). It is therefore important to recognize the relationship between

landuse and transport and the role of the future Local Development Plan in managing such controls. This requires a collaborative approach between the Council, DfI (responsible for on-street parking) and private operators.

Further, publicly owned ground level car parking sites with potential development value may be granted planning permission provided the existing parking spaces are replaced either on site or in the vicinity of the site. Further, BMTP states that these spaces must be reserved for short stay parking only. It is recommended that these policies and approaches are maintained as they can further support the vitality and viability of city/town centres with increased footfall and encourage growth in the night-time economy

The current Parking Standards applicable to new developments impact upon the level of parking provided. It should be noted that Northern Ireland parking standards are comparable to other UK and ROI cities in some respects, however parking standards could be developed to include more specific land use types which would assess parking need at finer level as opposed to applying a generic non-specific standard to a development. This would add clarity and may result in more appropriate parking levels assigned to new developments.

3.3.10 Payment at Car Parks

The Council should develop a consistent approach to payment at each of its car-parks, either as a standard rate or in payment bands, in order to address the differing needs of short-term and long-term users. This should include addressing the payment at car parks and the technology available to do so, as the majority of these facilities operate a 'pay and display' system based on monetary payment (non-card friendly), which is in itself outdated and inconvenient to users. There should be significant promotion of cashless payment options that are available.

3.3.11 Linkages between Car Parks and Public Transport

The importance of encouraging a modal shift in the habits of car users should not be underestimated. In conjunction with DfI and Translink (see below) there should be active engagement to address how congestion can be properly addressed through the availability of other services, such as rail and bus.

3.3.12 Motorcycle Parking

It is recommended that the Council investigate best practice for motorcycle parking and consider the feasibility of providing motorcycle parking provision in some of their car parks in the Council area.

In Northern Ireland, motorcycles are currently permitted to park free of charge in all Council controlled off street car parks, although the motorcycle must be parked wholly within a demarcated bay.

3.3.13 Review of Management and Pricing at Council Car Parks

Proposals for the management of Council owned parking provision in Lisburn City, Hillsborough, Carryduff and Moira are outlined in the following three sub-sections.

The management and pricing review suggests that:

- Short stay parking should predominantly occur at car parks in the centre of each of the settlements;
- Long stay parking should predominantly occur in peripheral car parks;
- Existing provision at privately owned sites should be better utilised e.g. Bow Street Mall, Graham Gardens and Lisburn Square;
- Off street Council parking tariffs should generally align with tariffs in place at privately owned parking facilities; and
- The Council retain all of their car parks within the Council area, unless individual sites become part of wider regeneration of development schemes and where the impact of removing spaces can be mitigated.

3.3.13.1 Lisburn City

There are 13 Council car parks in Lisburn City and each car park has been considered depending upon their location, function and end-user.

Table 1 below sets out the current arrangement alongside the associated consideration for the actions at the Council car parks in Lisburn City.

Table 1. Car Park Actions, Lisburn City

Site	Current Arrangement	Consideration	Proposed Action
Antrim Street	£0.70 per hour tariff	This is a key car park in the City Centre, and a link between tariff structure and car park desirability should be developed.	Maintain charged provision and review current tariff in the short term Car park under review as part of the City Centre Masterplan
Laganbank Road	£0.70 per hour tariff	The car park is located in a desirable location and has adequate spare capacity. The relocation of Lisburn Health Centre in 2020/21 to the Lagan Valley Hospital site should reduce parking demand and all day parkers in the short term.	Maintain charged provision and review current tariff in the short term Car park under review as part of the City Centre Masterplan
Smithfield Square East	£0.70 per hour tariff	This is a key car park in the City Centre, and a link between tariff structure and car park desirability should be developed.	Maintain charged provision and review current tariff in the short term Car park under review as part of the City Centre Masterplan
Quay Street	Free parking	This site contains the highest proportion of all day parkers and experiences high occupancies and durations. The site has been identified as a potential development opportunity site and may come forward in the future as a development site.	Review management structure in the short term
Queen's Road	£0.30 per hour tariff	The site contains a high proportion of all day parkers; and a link between tariff structure and car park desirability should be developed.	Maintain charged provision and review current tariff in the short term
Union Bridge	Free parking	This site contains a high proportion of all day parkers and experiences high occupancies and durations.	The car park is to be leased by the new business located within the former 'The Wallace' Public House. However, the Council will keep overall responsibility for this car park.
Barrack Street	£0.50 per hour tariff	This is a key car park in the City Centre, and a link between tariff structure and car park desirability should be developed.	Maintain charged provision and review current tariff in the short term

Site	Current Arrangement	Consideration	Proposed Action
Benson Street	Free parking	<p>The site contains a high proportion of long stay parkers and there is a need to release capacity as the site is currently full.</p> <p>The site is also situated in a desirable location close to Lisburn Rail Station.</p>	<p>Review management structure in the short term.</p> <p>Formalise parking provision through surface lining to improve quality of site for users</p>
Governor's Road	£0.40 per hour tariff	<p>The site performs well with adequate spare capacity.</p> <p>Design changes will improve overall user experience.</p>	<p>Maintain charged provision and review current tariff in the short term</p> <p>Consider car park redesign and treatment</p>
Longstone Street	£0.40 per hour tariff	<p>The site performs well with ample spare capacity.</p> <p>Design changes will improve overall user experience.</p>	<p>Maintain charged provision and review current tariff in the short term</p> <p>Consider car park redesign and treatment</p>
Island Civic Centre	Free parking	<p>The site is used by visitors and staff of the Centre and Lagan Tow Path; the current arrangement should be maintained.</p>	<p>Maintain free parking provision and existing car park management arrangement</p>
Wallace Park	Free parking	<p>The site's desirable location close to Lisburn Station results in a high proportion of all day parkers at present; the current arrangement should be maintained alongside enforcement.</p> <p>The car park is misused by students and staff of local schools and colleges; parking enforcement should be introduced.</p>	<p>Maintain free parking provision for up to four hours stay duration, however parking enforcement should be introduced</p>
Castle Street	Closed	<p>There is spare parking capacity elsewhere in Lisburn City Centre.</p>	<p>No need to reopen as a car park</p> <p>Site under review as part of the City Centre Masterplan</p>

The above proposed actions should be addressed in the short term (1 – 2 years) and then reviewed in light of usage and behavioural data.

Also, following the relocation of Lisburn Health Centre to the Lagan Valley Hospital site in 2020/21, Lisburn Leisure Park, Lagan Valley LeisurePlex and Salto Gymnastics Centre, car parks may experience increased pressure. However additional parking provision will be provided onsite as part of the new health centre.

It is recommended that parking durations are regularly monitored in the future at Lagan Valley LeisurePlex car park to determine if all day parking associated with local workers is an issue, and if necessary this can be addressed in the future through enforcement.

3.3.13.2 Hillsborough

The Council own one car park in Hillsborough at Ballynahinch Street. The current parking arrangement in place at Ballynahinch Street is a £0.40 per hour tariff. The site performs well with adequate spare capacity and is located in a desirable central location in the village.

It is recommended that the above proposed action and current parking tariff are reviewed in the short term in light of usage data.

3.3.13.3 Moira

The Council own one car park in Moira at Main Street. At present Main Street car park provides free parking provision and the site contains a high proportion of long stay parkers. The site is also situated in a desirable location in the village centre. This Strategy proposes that the management arrangement at Main Street is reviewed in the short term (1 – 2 years), as there is a need to release capacity and improve space turnover to support local businesses.

It should also be noted that land recently purchased by the Council to the front of Main Street car park in Moira will be used to improve the entrance to the car park and adjacent streetscape.

Furthermore, it is recommended that the Council site at Moira Demesne which provides 45 spaces remains free for up to four hours, as the car park is for users of the park.

3.3.13.4 Dundonald

The Council owns two car parks in Dundonald off the Upper Newtownards Road and East Link Road i.e. Moat Park. The car parks provide free parking provision and are for users of the park. It should also be noted that the car parks are adjacent to the Ulster Hospital.

It is therefore recommended that parking is monitored at the two car parks in Moat Park, Dundonald to understand more fully if those parking are using the facilities or for other purposes. If monitoring reveals that the car parks are being used for purposes other than for the park, and therefore contravenes the signage, then consideration may be given to the introduction of a four hour time limit at both sites.

3.4 Actions for Others

Whilst the Council has control of some off street car parking, there are other key stakeholders who have direct and indirect parking influences and responsibilities.

3.4.1 South Eastern Health and Social Care Trust – Lagan Valley Hospital, Lisburn

The South Eastern Health and Social Care Trust are responsible for staff and visitor parking within Lagan Valley Hospital, Lisburn. In 2020/21 Lisburn Health Centre will be relocating to the Lagan Valley Hospital site and additional parking provision will be provided onsite as part of the new health centre. However car parks in the Lagan Valley area may experience increased pressure.

It is therefore recommended that the South Eastern Health and Social Care Trust monitor parking in the Lagan Valley Hospital area in the vicinity of Lisburn Leisure Park, Lagan Valley LeisurePlex and Salto Gymnastics Centre to ensure that parking at the hospital does not negatively impact upon the surrounding area.

3.4.2 South Eastern Health and Social Care Trust – Ulster Hospital, Dundonald

The South Eastern Health and Social Care Trust are responsible for both staff and visitor parking in the vicinity of the Ulster Hospital, Dundonald. The hospital has experienced issues with staff and visitors parking on the residential streets in the vicinity of the hospital.

The Ulster Hospital implemented a Staff Travel Plan in 2016 in order to reduce the impact of staff parking on nearby residential streets. It is recommended that parking usage is regularly monitored by the South Eastern Health and Social Care Trust to ensure the successful implementation of the Travel Plan.

It is also recommended that the South Eastern Health and Social Care Trust actively seek to collaborate with the Council through their Travel Plan Coordinator to ensure that parking at the Ulster Hospital does not negatively impact upon the surrounding residential neighbourhoods in Dundonald.

3.4.3 DfI

DfI have control of on street car parking in addition to other highway responsibilities. Whilst DfI do not currently have plans to alter provision in Lisburn and Castlereagh City Council, it is recommended that this is kept under regular review.

Similarly, it is recommended that DfI carry out regular parking studies to inform these reviews. These studies should primarily record on street occupancies, stay durations and any parking infringements. This data can then be used to identify trends and enable informed, evidence-based decision making.

As a result, these studies may identify the need for greater control in on street provision, but this will need to be examined in consultation with key town centre stakeholders.

It is also recommended that DfI work closely with the Council to share parking data and to develop appropriate signage for Lisburn City, Hillsborough, Carryduff and Moira.

Furthermore, as the statutory authority for transport, it is essential that DfI prepare the Transport Plan to accompany the Council's new/emerging draft Local Development Plan, Plan Strategy. The Council therefore would encourage and endorse a joined-up approach to align both the new Local Development Plan and Local Transport Plan.

Given that responsibility for off street and on street parking is shared between the Council and DfI, the Local Transport Plan should include a comprehensive parking strategy jointly developed by the Council and DfI, with input from private sector providers. The Local Transport Plan should also form part of the review of the wider Belfast Metropolitan Transport Plan recognising the interdependencies of transportation and land-use across the wider Metropolitan area.

3.4.4 Translink

A number of bus and rail services are operated in the area by Translink, many of these services operate via dedicated Park and Ride / Park and Share sites. It is recommended that Translink continue to monitor parking supply and demand at these sites in order to identify trends and if applicable, implement changes.

Furthermore, the need for additional Park and Ride / Park and Share sites in the Council area should be regularly reviewed by Translink in light of future planning proposals and observed changes to parking demand. There may be an opportunity to provide an additional Park and Ride site in the Carryduff area and the eastern (Castlereagh) area of the Council to link in with the Castlereagh Road Metro services.

It is recommended that the proposed development at West Lisburn (i.e. Rail Halt and Park and Ride site) is developed in order to address the extent of on street parking acts taking place on residential streets in the vicinity of Lisburn Rail Station. It is also recommended that the proposed extension at Moira Park and Ride is completed in the near future, as both Park and Ride sites in Moira are operating at full capacity.

It should be noted that there are proposals to develop a greenway between Blaris Road and Sprucefield Park and Ride facility. This will enhance facilities for walking and cycling in the area.

Translink should work alongside the Council to ensure that parking by bus and rail users is managed appropriately in the Council area and that all day parking associated with bus and rail journeys are appropriately located.

Strategic opportunities should be presented through the DfI Transport Plan to accompany the Council's new/emerging draft Local Development Plan, Plan Strategy. The Council therefore would encourage and endorse a joined-up approach to align both the new Local Development Plan and Transport Plan.

It has been suggested by stakeholders that a shuttle bus service could operate between Sprucefield Park and Ride site to Lisburn City Centre in order to encourage people who visit/work in the City Centre, thereby alleviating further pressures on car parking and enhancing opportunity for more sustainable travel. However there are various issues which would need to be investigated before this could come to fruition, such as funding for the service, who would operate it, hours of operation etc.

3.4.5 Private Sector Car Park Operators

There are several car park operators who provide parking for users or as part of retail developments. These providers must also ensure that parking functions appropriately in each settlement.

These providers should ensure that the parking they provide is appropriately utilised. Usage should be monitored at their sites and should generally seek to provide short stay parking opportunities in key Council areas in lieu of long stay parking.

Parking operators should actively seek to collaborate with the Council and DfI in order to ensure that the parking provided in each settlement is appropriate in terms of location, availability and price. For example there are ongoing discussions between a private parking operator in Lisburn City Centre and Translink regarding the usage of a car park for people using the nearby rail station.

It is further recommended that private parking operators actively promote permit opportunities which are available in private sector parking facilities.

3.5 Action Plan

The Action Plan identifies each of the specific actions that are to be delivered within the life of the car park strategy (2032), and it is presented under Section 3.5.

The Action Plan aligns the actions to the objectives outlined in Chapter 3 and identifies a timeframe and priority level. The Plan further identifies the stakeholders involved, who should take the lead and who should provide the funding. It also outlines what the next steps are to ensure the successful delivery of each action.

The Action Plan is presented in **Appendix B**.

Appendix A – Policy and Plan Annex

Policy and Plan Annex

Introduction

This annex considers the various policies and plans that relate to the Lisburn and Castlereagh area. Each of the relevant policies and plans have been reviewed in respect of their consideration of or impact on parking.

The following policies and over-arching strategies have been reviewed:

- Planning Policy Statements:
 - PPS3 – Access, Movement and Parking;
 - PPS13 – Transportation and Land-Use;
- Regional Transport Strategy (RTS);
- Regional Development Strategy (RDS);
- Strategic Planning Policy Statement for Northern Ireland (SPPS);

And the following plans have also been reviewed:

- Belfast Metropolitan Plan;
- Belfast Metropolitan Transport Plan; and
- Lisburn & Castlereagh City Council Preferred Option Paper (Transport).

In general, the documents are listed in this chapter in date order i.e. oldest first in order to provide background and context for the subsequent documents. As such, the content of some of the subsequent documents effectively supersedes that initially proposed in earlier documents.

Planning Policy Statements

Planning Policy Statements (PPSs) set out the policies of the former Department of the Environment in particular land-use planning, and in relation to parking, the following PPSs are considered applicable:

1) PPS3 – Access, Movement and Parking

Key policies to be considered are:

- AMP7 – Car Parking and Servicing Arrangements – any development proposal will have to provide adequate provision for car parking and servicing arrangements. Provision will be dependent on the specific characteristics of the development proposal and surrounding area.
- AMP8 – Cycle Provision – Planning permission will be granted for developments providing jobs, services, shopping, leisure and commercial facilities that also detail cycling provision.
- AMP9 – Design of Car Parking – The Department expects high standards of car park design, layout and associated landscaping which respects the town's character, minimises negative visual amenity and includes security provisions.
- AMP10 – Provision of Public and Private Car Parks – Planning permission for developments or extension of car parks will only be provided when it is demonstrated that congestion will not increase, the provision meets needs, if in an area of parking restraint is centred on short stay turnover and / or is compatible with adjacent land uses.

2. PPS13 – Transportation and Land Use

Key principles to be considered are:-

- General Principle 2 – Accessibility by modes of transport other than the private car should be a key consideration;

- General Principle 6 – Controls on parking should be employed to encourage more responsible use of the private car and bring about a change in travel behaviour;
- General Principle 7 – P&R should be developed in appropriate locations to reduce the need to travel by car and encourage use of public transport;
- General Principle 9 – Reliance on the private car should be reduced through a modal shift to walking, cycling and public transport;
- General Principle 11 – Innovative measures should be developed for the safe and effective management of traffic (e.g. Residents Parking Schemes);

Regional Transportation Strategy for Northern Ireland 2002-2012 (RTS)

The Regional Transportation Strategy (RTS) for Northern Ireland 2002 – 2012 identifies strategic transportation investment priorities and considers potential funding sources and affordability of planned initiatives over the next 10 years. The RTS was a 'daughter document' of the original Regional Development Strategy (RDS), which set out the spatial development framework for Northern Ireland up to 2025. The purpose of the RTS was to support the RDS and significantly contribute to delivering the longer term vision for transport.

Within the RTS there was no specific section on parking, however there was a theme of demand management within the document. The Strategy highlighted that in towns across the region, urban bus service frequencies could be improved and some bus priority measures introduced in tandem with reduced commuter parking provision and environmental improvement schemes in town centres.

DRD Regional Development Strategy 2035 Building A Better Future

The Regional Development Strategy (RDS) 2035 was approved by the NI Executive on 26 January 2012. The RDS has a statutory basis. It sets out the framework for the spatial development for the Region up to 2035. The RDS is cross-cutting with linkages to other key government policies and statutory legislation.

One of the sub-sections within Policy RG2 of the RDS: *"Deliver a balanced approach to transport infrastructure"* notes that park and ride can site can contribute to a more efficient use of road space and provide quality multi-modal facilities:

"Use road space and railways more efficiently. This will require an improvement in the public transport service. Continued investment in public transport and in infrastructure such as the development of quality multi-modal facilities and park and ride sites, will encourage motorists to take the bus or train for the main part of their journey and reduce the volume of traffic on the network."

The RDS considers Lisburn & Castlereagh within the Metropolitan Area of Belfast. It defines the Belfast Metropolitan Urban Area (BMUA) as the continuous built up area centred on Belfast with an arc from Jordanstown to Knocknagoney and includes the city of Lisburn and towns of Bangor, Carrickfergus and Holywood.

The Spatial Framework Guidance within the RDS notes Lisburn's strategic location:

"The urban area of Lisburn benefits from its location at the meeting point of the Belfast/ Dublin economic corridor and the East/West transport corridor. In 2008 it had a population of approximately 72,500. Lisburn has a vibrant city centre with a strong focus on leisure provision, sports and the arts. Potential exists to grow the retail offer and create high quality office offer through the creation of employment in business services. Potential also exists to generate a new driver for the night-time economy and to provide a range of flexible commercial accommodation and business parks at development locations such as Blaris and the Maze/Long Kesh."

Another specific policy, SFG4: *"Manage the movement of people and goods within the BMUA"* advocates managing travel demand with the BMUA:

"... A range of initiatives need to be taken to address this such as reducing the supply of long term car parking spaces in Belfast City Centre, pricing policies, land use measures and innovative work practices. These measures need to be planned in a timely way to coincide with improvements to public transportation."

This policy also advocates improving public transport services and integrating land use and transportation:

“Planned improvements to the public transport network including a rapid transit system should be developed to ensure integration with land uses. This will help reduce congestion levels and ensure better access to employment opportunities. The siting of new developments in locations well served by public transport will provide a sustainable choice of transport.”

Strategic Planning Policy Statement for Northern Ireland (SPPS) – September 2015

The SPPS reflects the former Department of Environment’s planning policies which must be taken account of in the preparation of Council Local Development Plans (LDPs). The aim of the SPPS in regard to transportation is to ensure improved integration with land-use planning and to facilitate safe and efficient access movement and parking.

The SPPS sets out regional objectives which are aimed at reducing congestion, promoting sustainable transport and reducing dependence on the private car. These objectives can then be actioned through LDPs and in relation to car parking LDPs should:

- Identify existing and any proposed town centre car parks;
- As part of preparing an overall car parking strategy, councils should bring forward local policies to ensure adequate provision for car parking within new and appropriate servicing arrangements;
- Consider and identify park and ride / park and share sites where appropriate;
- Recognise the role of car parking in influencing modal choice between private car and public transport; and
- Consider a range of initiatives such as designating areas of parking restraint, reducing the supply of long term parking spaces, pricing policy, land use measures and innovative work practices.

Belfast Metropolitan Area Plan 2015

The Belfast Metropolitan Area Plan 2015 (BMAP) is a statutory document prepared by the former Department of the Environment. The Plan covers the City Council of Belfast and Lisburn and the Borough Councils of Carrickfergus, Castlereagh, Newtownabbey and North Down. The Plan aims to provide a framework which facilitates sustainable growth, sustainable quality developments and policy coordination at both local and regional levels within the Belfast Metropolitan Area, whilst ensuring the natural and man-made environment are protected and enhanced. Further, the BMAP was designed to align with the same principles and aims as the Regional Development Strategy for Northern Ireland (RDS).

The overarching aim of the BMAP is to strengthen the Metropolitan Area of Belfast. The RDS recognises that the Belfast Metropolitan Area (BMA) is the centre of the regional transport network in Northern Ireland and is a major gateway for both national and international trade. The RDS provides transportation and spatial guidance aimed at managing the movement of people and goods within the BMA through:

- Management of travel demand;
- Improving public transport service;
- Improved integration of land use and transportation;
- Introduction of Rapid Transit system;
- Efficiently managing the movement of freight; and
- Improving walking and cycling facilities.

An overview of transportation schemes within the BMA which are relevant to LCCC includes:

Rail

The following rail scheme was proposed:

- Relocation of Knockmore station to West Lisburn.

Rapid Transit

- EWAY;

- WWAY; and
- CITI Route City Centre – Titanic Quarter Route.

Park and Ride

The following Park and Ride sites were proposed:

- Cairnshill;
- Moira;
- West Lisburn;
- Lisburn Station; and
- Quarry Corner.

Strategic Road Schemes

- A55 Outer Ring Road;
- M1 to A1 Link; and
- A24 Saintfield Road Relief Road.

Non-Strategic Road Schemes

- Quarry Corner – East Link Road;
- Knockmore – M1 Link; and
- North Lisburn Feeder Road (completed).

Parking is addressed within the BMAP and the Plan proposes that a policy of demand management should be pursued in order to control the number of non-operational parking and to reduce the number of car journeys during peak periods. This is to promote a shift from car usage to other more sustainable modes of transport.

Further, publicly owned ground level car parking sites with potential development value may be granted planning permission provided all of the existing parking spaces are replaced either on site or in the vicinity and that the spaces are reserved for short stay parking.

The BMAP was developed when Lisburn and Castlereagh were still separate council areas, therefore the proposals within both have been detailed separately below.

Lisburn City District

Presented within the BMAP are District Proposals specifically for Lisburn City, Metropolitan Lisburn and the surrounding towns, villages and small settlements. The following proposals recognise the strong growth and high development potential of Lisburn City and propose to:

- Facilitate economic growth by developing a strong employment base in West Lisburn/Blaris;
- Maintain and improve Lisburn's position on the strategic transportation network;
- Zone and designate land for housing in order to fulfil housing growth potential;
- Designate a Metropolitan Development Limit in the North East of Lisburn District which is part of the continuous built-up area of Belfast;
- Promote Lisburn City as the primary focus for both retail and offices within the District; and
- Identify and protect key conservation sites both man-made and natural in Lisburn District

Lisburn's road network is characterised by a one way inner ring road which forms a perimeter to the mainly pedestrianised city centre and the high capacity southern orbital road which is comprised of Thiepval Road, Governor's Road, Laganbank Road and Queen's Road. These two routes are connected by the radial routes within the city centre: Chapel Hill, Hillsborough Road, Linenhall Road, Bridge Street and Castle Street.

Paid parking in the city is predominantly in the form of surface parking and is accessed mostly through one-way traffic systems. However parking is one of the main sources of traffic congestion in the city centre.

The BMAP also states more effective car parking management is required in Lisburn City Centre in order to reduce the amount of long stay parking and to maximise the use of short stay spaces. However no significant increases in the number of both public and private car parking spaces will occur unless it is deemed essential to support new developments in the city.

Castlereagh District

The metropolitan area of Castlereagh is served by the orbital A55 Outer Ring Road. This links the A2 in the east at Tillysburn with the M1 in the south west at Stockman's Lane. The Outer Ring Road is bisected by several major radial routes both to and from central Belfast such as the A24 Saintfield Road/Ormeau Road and the A20 Newtownards Road.

The metropolitan area of Castlereagh is not served by any existing rail routes and solely relies on buses and taxis for public transport.

The BMAP identifies a park and ride site at Cairnshill in order to serve Belfast commuters (this development has since been completed).

Belfast Metropolitan Transport Plan (2004)

The Belfast Metropolitan Transport Plan (BMTP) provides more detail on the schemes outlined in the BMAP. Relevant information from the BMTP is provided below.

West Lisburn Station

The BMTP proposed to relocate the existing Knockmore Halt Station to West Lisburn. A high quality park and ride facility was also proposed as part of the development. The preferred site for the development is illustrated in Figure 27. The site was to be connected to the highway network via the M1 near Sprucefield and the A3 link road at Knockmore. The proposed M1 - Knockmore link road would significantly improve access in West Lisburn and in conjunction with the existing road network would enable West Lisburn Station to serve as a strategic park and ride site in the region.

As part of the development, changes to rail services are also proposed as part of the scheme. The changes are as follows:

- Lisburn – Belfast services would be extended to start and end at the new West Lisburn Station (this will require the purchase of an additional train);
- Portadown service would stop at West Lisburn Station; and
- New stop added at West Lisburn to the Belfast – Dublin Enterprise service.

The proposed changes to train service frequencies (as outlined above) would result in the station being served by around seven trains per hour during peak periods and around three trains per hour during off peak periods to and from Belfast.

Rapid Transit

Rapid Transit is a quality public transport service which offers improved speed, reliability, comfort and access. In order to achieve the required speed and reliability for the successful operation of the services fully or partially segregated routes unaffected by congestion are needed.

The BMTP identified and aimed to pilot a rapid transit network in the East Belfast Area referred to as EWAY. The scheme would operate on the Newtownards and Comber corridor. The scheme would require the retention and protection of Comber route and Ballybeen to Quarry Corner Link road.

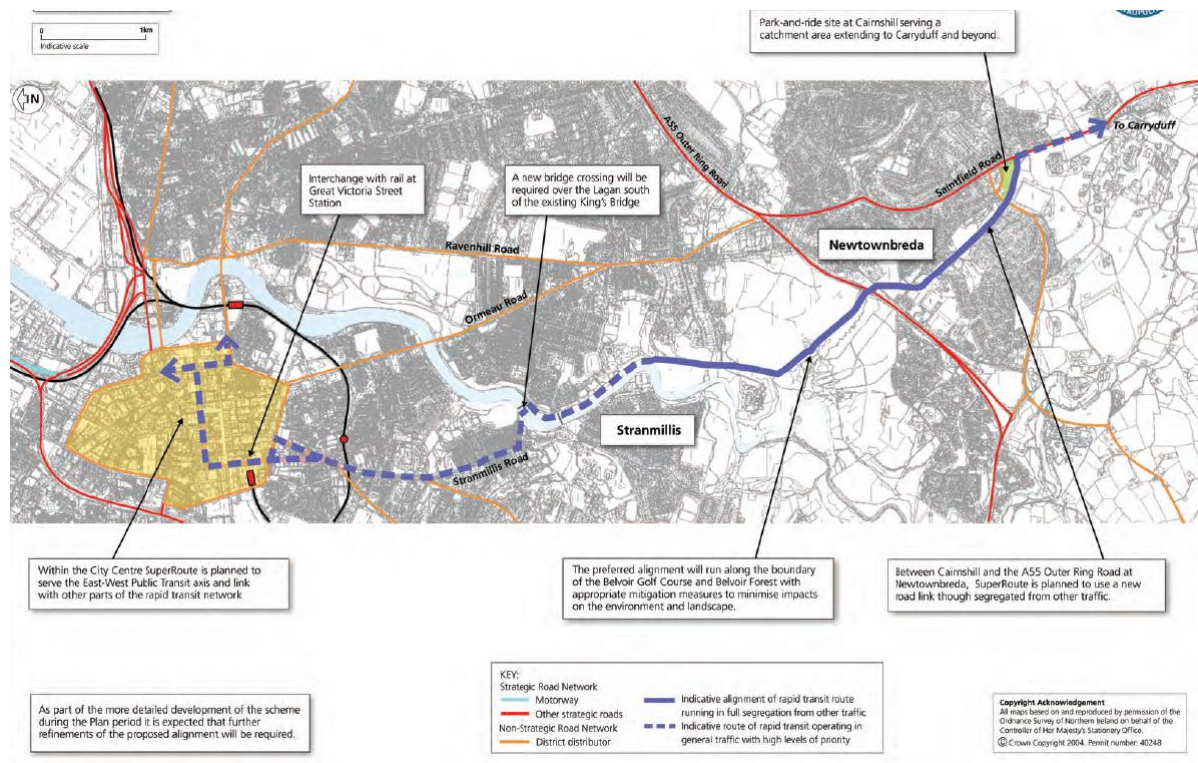
Three further routes were proposed in order to extend the Rapid Transit network. They were:

- WWAY – operating from West Belfast to Belfast city centre;
- CITI-Route – linking Belfast city centre, Belfast City Airport and Titanic Quarter on the Bangor corridor; and

- SuperRoute – on the Downpatrick corridor (see Figure B1).

The first phase of Belfast Rapid Transit (BRT) Scheme was completed in September 2018, comprising three main routes: EWAY, WWAY and CITI.

Figure B1 – Proposed SuperRoute Rapid Transit Scheme route



Source: Belfast Metropolitan Transport Plan

Park & Ride

The BMTF proposed the following locations for the development of local park and ride facilities in the BMA:

- Fortwilliam on the Antrim and Carrickfergus Corridors – using dedicated bus services and bus priority measures;
- Kennedy Way on the Lisburn Corridor – using dedicated bus services and enhanced bus priority measures;
- Cairnshill on the Downpatrick Corridor – dedicated bus services and potentially providing link with rapid transit scheme (already completed);
- Millmount, Dundonald on the Newtownards Corridor – provided in conjunction with proposed EWAY pilot scheme (Park & Ride provided, however it is located at different site); and
- Tillysburn on the Bangor Corridor – utilising dedicated bus services.

BMTF proposed the following locations for the development of strategic rail park and ride facilities at rail stations or rail halts in the BMA:

- Carrickfergus station, Trooperslane halt and Greenisland halt and a relocated Jordanstown station on the Carrickfergus Corridor;
- Lisburn Station and a proposed new station in West Lisburn on the Lisburn Corridor; and
- Bangor and Holywood stations on the Bangor Corridor.

The BMTF proposed the following locations for the development of local strategic bus park and ride facilities in the BMA:

- Sandyknowes on the Antrim Corridor;
- Sprucefield on the Lisburn Corridor (already completed at Blaris, Sprucefield); and

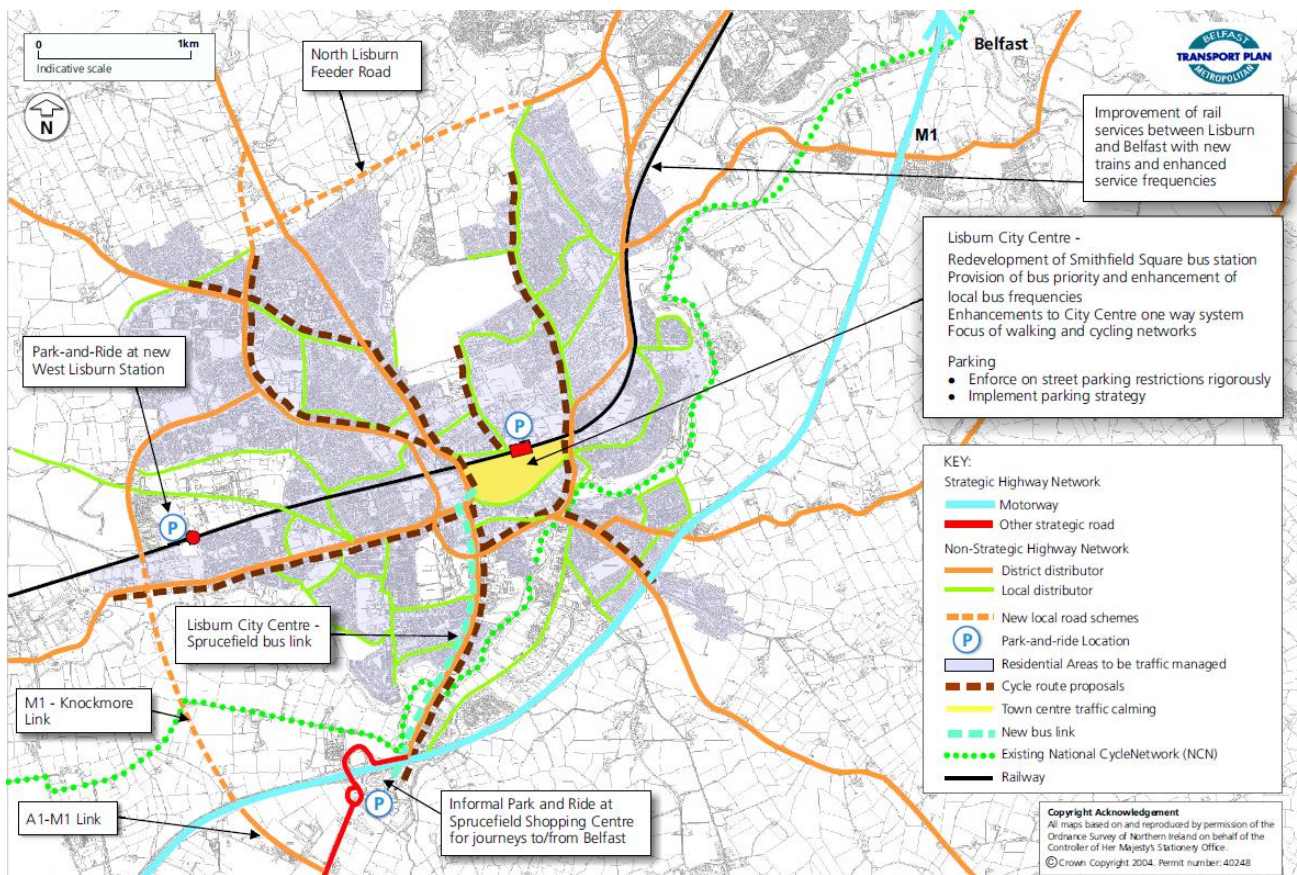
- Carryduff on the Downpatrick Corridor.

Enhancement of Lisburn City Centre

Proposals for Lisburn City Centre included (Figure B2):

- Maintain existing one-way system in conjunction with traffic management measures – such as network optimisation measures encouraging usage of orbital road and traffic calming in streets in the city centre;
- Introduction of Sprucefield – Lisburn City Centre bus shuttle service; and
- Implementation of effective city centre parking strategy.

Figure 1 – Belfast Metropolitan Transport Plan Proposals for Lisburn



Source: Belfast Metropolitan Transport Plan

Parking

BMTP proposed that a parking policy of demand management should be pursued in key locations outside Belfast’s City Centre in order to reduce the number of car journeys made during peak periods. The BMTP aimed to reduce the need for car commuters in Lisburn and thus promote a shift towards other more sustainable modes of transport such as bus, train and cycling.

The plan’s proposed demand management measures included:

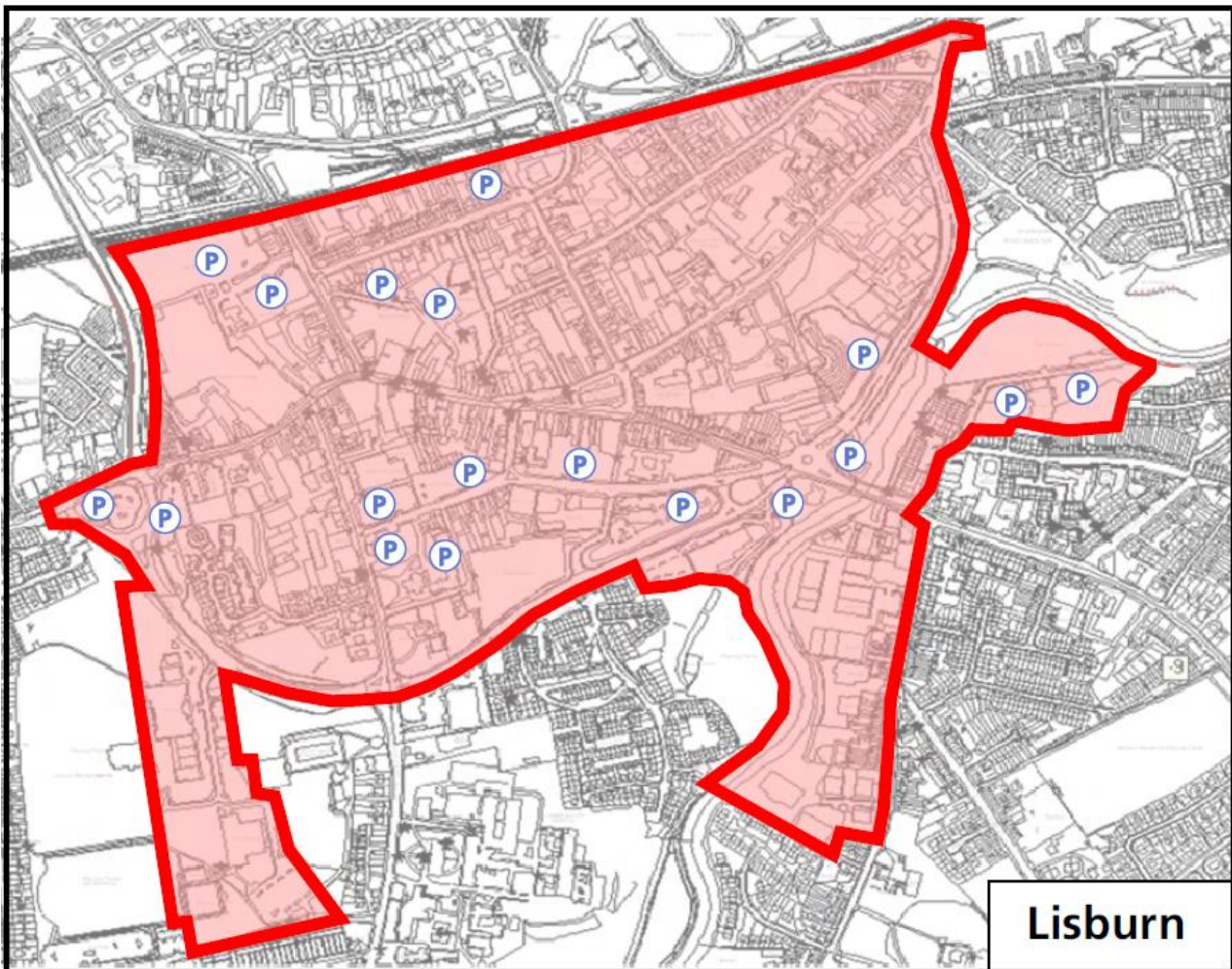
- Introduction of on-street parking controls;
- Technology - introduction of Intelligent Transport Systems (ITS) such as Variable Message Signs in conjunction with parking provision;
- Education and awareness – measures to raise awareness of travel choices;
- Identification of key nodes on the main transport corridors – will ensure parking supply is maximised at key locations through parking measures;

- More effective enforcement by the decriminalisation of parking enforcement; and
- Reduced parking standards in order to limit the number of new parking spaces created by new developments.

The introduction of these proposed measures would aim to reduce the amount of long stay parking in Lisburn by maximising the use of short stay spaces. Significant expansion to public and private car parking spaces would not occur unless it is deemed essential to new developments in the city. Figure B3 illustrates the proposed extent of controlled parking in Lisburn and the locations of public off street car parks by the BMTP.

The BMTP stated that paid parking was in good supply in Lisburn City Centre, most of which was surface parking. However parking was also one of the main sources of traffic congestion in the city. The BMTP also states the need for additional car parking spaces at Lisburn Rail Station in order to encourage more people to utilise public transport.

Figure B3 – Proposed extent of controlled parking area (in red) and locations of public off street car parks



Source: Belfast Metropolitan Transport Plan

Lisburn and Castlereagh City Council Preferred Options Paper (2017) – Transport

The Preferred Options Paper (POP) produced by Lisburn and Castlereagh City Council identifies strategic objectives which inform the discussion of key issues and options for transport proposals within the LCCC. The following objectives were developed based upon local policies and an evidence base:

Supporting Sustainable Transport and other Infrastructure

- To develop strategic policy to support the growth of Lisburn City Centre and exploit its highly strategic location on the key transport corridors and rail network;
- To protect the designation of key strategic infrastructure and promote linkages across the Council area;

- To promote active and increased opportunities for sustainable travel i.e. through walking, cycling, public transport and to reduce the need for private car travel;
- To promote greenways and enhanced access to these areas to support walking, cycling and biodiversity;
- To recognise the value of blue infrastructure to contribute to sustainable urban drainage infrastructure and its contribution to human health;
- To contribute to reducing climate change by minimising greenhouse gas emissions, mitigating and adapting to climate change and building in flood resilience;
- To support renewables infrastructure whilst affording protection to the environment; and
- To support recycling and reduction in waste disposal to reduce environmental impacts.

Transport plans and strategies will be prepared in conjunction with the Department for Infrastructure to ensure a coordinated approach which is integrated with land use planning occurs within LCCC.

The following four issues relating to Supporting Sustainable Transport have been identified and preferred option(s) have been set out to address these issues:

- Key Issue 22: Retention of Key transportation Infrastructure Schemes (Road and Rail);
- Key Issue 23: Retention of Key Park and Ride sites;
- Key Issue 24: Promoting Active Travel (walking, cycling and public transport); and
- Key Issue 25 Connecting People and Places – Greenways.

The POP objectives were developed based upon a number of local policies and evidence bases including the RDS 2035, SPPS, BMAP and BMTP. The POP also noted proposals that were 'post' these documents:

- Proposed Moira Park and Ride extension adjacent to Rail Station, potentially providing 430 parking spaces; and
- Relocation of Sprucefield Park and Ride to nearby site, with direct access to M1 via Junction 8 and providing 658 parking spaces.

Consultations between LCCC and Translink established the following proposals set out in the BMTP and BMAP will not transpire:

- Currently no proposal to provide extra Park and Ride capacity at Rail Station, Lisburn;
- Park and Ride proposal at Carryduff has not transpired – future road schemes must consider providing Park and Ride facilities as part of any scheme; and
- Quarry Corner Park and Ride has been superseded by Dundonald Park and Ride site.

The POP also took into account a range of additional plans and studies:

1. Lisburn and Castlereagh Draft Community Plan 2017-32 – which aims to improve economic, social and environmental wellbeing simultaneously.
2. West Lisburn Development Framework – which proposes several road schemes for the West Lisburn Area.
3. Lisburn City Centre Masterplan and its associated transport assessment
4. Department for Infrastructure Accessibility Analysis to establish travel times for walking and cycling within the study area.

A number of Key Issues were identified, detailed as follows:

Key Issue 22: Retention of Key transportation Infrastructure Schemes (Road and Rail)

The retention of key transportation infrastructure schemes aims to enhance accessibility within the District. The following options have been identified in order to achieve this:

Roads Options – are required to secure the growth of West Lisburn and the Maze Strategic Land Reserve:

- Knockmore to M1 link (Council Priority);
- North Lisburn Feeder Road;
- Quarry Corner to Comber Road link;
- Widening of M1 between Black's Road and Sprucefield;
- M1 to A1 link (Strategic); and
- A24 Saintfield Road Relief Road (Strategic).

Rail Options – will enhance and encourage the use of public transport:

- Relocation of Rail Halt/Station at Knockmore to West Lisburn; and
- Retention/protection of disused Antrim-Lisburn Rail – has the potential to act as a passenger circle line, serving Belfast International Airport in the future.

Connectivity – will become increasingly important to reduce reliance on private car. Introduce measures to improve connectivity between the city and town centres, Sprucefield shopping centre and the Maze Lands potentially such as incentivising public transport and provision of additional public transport.

Key Issue 23: Retention of Key Park and Ride sites

The Development Plan identifies the provision of Park and Ride sites across the Council to improve traffic management. Park and Ride sites are located at key transport corridors and support a modal shift between private car use and public transport. Park and Share sites are not directly linked to public transport and involve the provision of formal parking spaces at strategic locations thus facilitating car sharing and delivering a shift to more sustainable travel modes.

This Key Issue would see the retention of key Park and Ride sites and identify potential new Park and Ride/Park and Share sites. The following sites should be retained and safeguarded in order to act as an effective measure aiding congestion and reducing travel dependency by car:

- West Lisburn Park and Ride (350 spaces) - proposed;
- Moira Park and Ride Extension (430 spaces) - proposed;
- Relocation of Sprucefield Park and Ride (658 spaces) - proposed;
- Cairnshill Park and Ride (724 spaces) - operational;
- Dundonald Park and Ride (517 spaces) - operational; and
- Lisburn Rail Station Park and Ride (45 spaces) - operational.

The potential to identify new Park and Ride/Park and Share sites is dependent upon funding and feasibility analysis provided by Central Government and/or Translink.

Other Key Issues identified were:

Key Issue 24: Promoting Active Travel (walking, cycling and public transport).

The LDP aims to promote and facilitate active travel in all new developments to demonstrate how the development integrates with existing public transport, walking and cycling to provide safe and convenient access for pedestrians and cyclists within the Council District.

Key Issue 25: Connecting People and Places – Greenways.

The Plan aims to encourage and increase the volume of people who walk and cycle as part of everyday life by creating a connected and accessible regional Greenway Network. LCCC has identified several options for developing strategic greenways:

- Extend the existing Sustrans National Cycle Route from Sprucefield to Union Locks and The Maze Lands. Extension of the same route may occur from Moira towards Portadown;

- Potential creation of 'Blueway-Greenway' route along the proposed Lagan Navigation route (with potential to link into Waterways Ireland's overall waterways strategy); and
- Potential to create a greenway from Carryduff to Belfast within a heavily populated area of the Council.

Appendix B – Action Plan

LCCC Action Plan

No.	Action	Detail of Action(s)	Reason(s) for Implementation	Meets Objective(s)	Timeframe	Priority	Stakeholders (lead in bold)	Primary Funding	Next Steps
1	Review LCCC car park features	Ensure all car parks have the following: lighting, good surface and parking space size is appropriate. Regular maintenance and cleaning of car parks. Improve safety for users and encourage investment in parking technology e.g. lighting and removal / mitigation of obstructed views.	Some car parks perform different functions from others and key features must be considered to ensure car parks are fit for purpose.	1, 4, 5	0 - 5 years	1	LCCC	LCCC	Investigate best practice elsewhere, examine requirements.
2	Car Park accreditation standards	Individual car parks should seek to achieve Park Mark and Disabled Parking Accreditation	Improves general standard, quality and accessibility of parking for all users, hence improving user experience.	5	0 - 15 years	2	LCCC, Car Park Operators	LCCC, Private Car Park Operators	Examine requirements and assess feasibility
3	Assess levels of parking demand	Regularly monitor parking demand (occupancy and duration of stay) at comparable times each year to identify trends	Parking demand ebbs and flows throughout the year.	1, 2	0 - 15 years	1	LCCC, Car Park Operators	LCCC, Private Car Park Operators	Monitor demand on a regular basis
4	Parking for disabled users	Seek DPA accreditation. Review number of disabled spaces provided and compare with guidance, ensuring suitable number of spaces are provided, in particular at central sites e.g. Antrim Street, Laganbank Road and Smithfield Square East. Also, consider individual space size and location next to amenities.	Improves parking accessibility for disabled users.	1, 5	0 - 5 years	1	LCCC, Car Park Operators	LCCC	Examine requirements and assess feasibility
5	Signage	Review parking signage, identify gaps in signage, consider introducing signage in identified gaps and parking availability should be made available for users via an app / Council website.	Improves parking accessibility for all users.	2, 3, 4	0 - 5 years	1	LCCC, Car Park Operators	LCCC, Private Car Park Operators	Investigate best practice elsewhere, examine requirements.
6	Parking Application (app)	Develop a dedicated parking app through a public - private sector partnership, to provide information on the location of car parks, their typical occupancies at certain times of the day and their costs.	Provides users with information so that they can make more efficient parking decisions.	2, 3, 4	0 - 5 years	1	LCCC, Car Park Operators, private software developers	LCCC, Private Car Park Operators	Investigate best practice elsewhere, examine requirements.
7	Electric Vehicle (EV) Charging	Consider the installation of additional EV charging points in Council owned car parks following an assessment of usage throughout the Council area.	Improves parking accessibility for car users and promotes sustainable transport throughout the Council area.	1, 4, 5	0 - 5 years	2	LCCC, Car Park Operators	LCCC	Investigate best practice elsewhere, examine requirements.
8	Coach Parking Map	Develop coach parking map detailing provision throughout the Council District.	Improves parking accessibility for coach users.	1, 2, 3, 4	0 - 5 years	1	LCCC, Car Park Operators	LCCC, Private Car Park Operators	Investigate best practice elsewhere, examine requirements and develop map.
9	Parking Standards	Review parking standards for new developments.	Parking standards can influence the level of parking provided for new developments.	1, 2, 3, 5	0 - 10 years	2	LCCC, DfI Planning	DfI Planning	Investigate best practice elsewhere, assess potential for revision
10	Motorcycle Parking	Consider feasibility of providing motorcycle parking provision in the Council area.	Potential to improve parking accessibility for motorcycle users.	1, 2, 4, 5	0 - 5 years	2	LCCC	LCCC	Investigate best practice elsewhere, examine requirements and feasibility
11	Lisburn - Antrim Street	Review management and pricing of car park in the short term. Car park under review as part of the City Centre Masterplan.	A link between tariff structure and car park desirability should be developed.	1, 2, 3	0 - 2 years	1	LCCC	LCCC	Monitor usage.
12	Lisburn - Laganbank Road	Review management and pricing of car park in the short term. Car park under review as part of the City Centre Masterplan.	Car park's desirability is currently reflected by charging, this should be maintained. The relocation of Lisburn Health Centre to the Lagan Valley Hospital site in 2022 should reduce demand and all day parkers in the short term.	1, 2	0 - 2 years	1	LCCC	LCCC	Monitor usage.
13	Lisburn - Smithfield Square East	Review management and pricing of car park in the short term. Car park under review as part of the City Centre Masterplan.	A link between tariff structure and car park desirability should be developed.	1, 2, 3	0 - 2 years	1	LCCC	LCCC	Monitor usage.
14	Lisburn - Quay Street	Review management and pricing of car park in the short term.	Site may come forward as a development opportunity site. Review should seek to release capacity and improve space turnover.	1, 2, 3, 5	0 - 2 years	1	LCCC	LCCC	Develop action list for car park.
15	Lisburn - Queen's Road	Review management and pricing of car park in the short term.	A link between tariff structure and car park desirability should be developed.	1, 2, 3	0 - 2 years	1	LCCC	LCCC	Monitor usage.
16	Lisburn - Union Bridge	Car park to be leased to local business.	The car park is to be leased by the new business located within the former The Wallace Public House. However, the Council will keep overall responsibility for this car park.	1, 2, 3, 5	0 - 2 years	1	LCCC	LCCC	Develop action list for car park.
17	Lisburn - Barrack Street	Review management and pricing of car park in the short term.	A link between tariff structure and car park desirability should be developed.	1, 2, 3	0 - 2 years	1	LCCC	LCCC	Monitor usage.

LCCC Action Plan

No.	Action	Detail of Action(s)	Reason(s) for Implementation	Meets Objective(s)	Timeframe	Priority	Stakeholders (lead in bold)	Primary Funding	Next Steps
18	Lisburn - Benson Street	Review car park management in the short term and formalise parking provision at the site i.e. through surface lining.	Review should address long stay parking and formalisation will improve car park quality for parking users.	1, 2, 3, 5	0 - 10 years	2	LCCC	LCCC	Develop action list for car park.
19	Lisburn - Governor's Road	Maintain charged parking and undertake a review of car park management and pricing. Consider car park redesign and treatment.	Car park performs well with adequate spare capacity. Design changes will improve user experience.	1, 2, 3	0 - 2 years	1	LCCC	LCCC	Monitor usage.
20	Lisburn - Longstone Street	Maintain charged parking and undertake a review of car park management and pricing. Consider car park redesign and treatment.	Car park performs well with ample spare capacity. Design changes will improve user experience.	1, 2, 3	0 - 2 years	1	LCCC	LCCC	Monitor usage.
21	Lisburn - Island Civic Centre	Maintain free parking and car park management.	Car park provides parking for visitors to the centre and tow path users, current arrangement should be maintained.	1, 2	0 - 2 years	1	LCCC	LCCC	Monitor usage.
22	Lisburn - Wallace Park	Maintain free parking provision for up to four hours but introduce parking enforcement.	The site's desirable location close to Lisburn Station results in a high proportion of all day parkers at present, the current arrangement should be enforced. The site is misused by students and staff of local schools and colleges.	2, 3	0 - 2 years	2	LCCC	LCCC	Monitor usage.
23	Lisburn - Castle Street	No need to reopen as a car park. Car park under review as part of the City Centre Masterplan.	There is spare parking capacity elsewhere in Lisburn City Centre.	1	0 - 2 years	1	LCCC	LCCC	Monitor overall usage.
24	Hillsborough - Ballynahinch Street	Review management and pricing of car park in the short term.	Car park performs well with adequate spare capacity.	1, 2	0 - 2 years	1	LCCC	LCCC	Monitor usage.
25	Moira - Main Street	Review management of car park in the short term.	A link between tariff structure and car park desirability should be developed.	1, 2, 3	0 - 2 years	1	LCCC	LCCC	Monitor usage.
26	Moira - Demesne	Monitor usage at the car park to determine if misuse is occurring, if misuse is determined, consider implementing a four hour limit on motor usage at the two car parks to determine if misuse is occurring, if misuse is determined, consider implementing a four hour limit on taxis.	The car park serves the Demesne and is not to be used for other purposes.	2, 3	0 - 2 years	2	LCCC	LCCC	Monitor usage.
27	Dundonald - Moat Park car parks		The car parks serve the park and are not to be used for other purposes.	2, 3	0 - 2 years	2	LCCC	LCCC	Monitor usage.
28	Lisburn - Lagan Valley Hospital	Regularly monitor parking demand in the Lagan Valley Hospital area.	Ensure hospital staff and visitors are not negatively impacting upon the area surrounding the hospital, in particular following the relocation of Lisburn Health Centre to the Lagan Valley Hospital site in 2022.	2, 3	0 - 5 years	2	South Eastern Health and Social Care Trust, LCCC	South Eastern Health and Social Care Trust	Monitor usage.
29	Dundonald - Ulster Hospital	Regular monitoring of Ulster Hospital Staff Travel Plan.	Ensure hospital staff are travelling to work using sustainable travel modes and reduce staff parking in residential streets.	2, 3	0 - 15 years	1	South Eastern Health and Social Care Trust, LCCC	South Eastern Health and Social Care Trust	Monitor usage.
30	DfI Roads	Regular review of on-street parking provision. Regularly complete parking studies (occupancies, stay duration and infringements) to inform reviews and identify trends. Promote sharing of data between DfI Roads and LCCC. Develop appropriate signage for each town.	Studies may identify need for increased control in on-street provision, but data must be examined in consultation with town stakeholders.	1, 2, 3, 4, 5	0 - 10 years	2	DfI Roads, LCCC, Car Park Operators	Transport NI	Monitor demand on a regular basis. Regular completion of parking studies for each area. Align process with LDP Local Policies Plan.
31	Translink	Regularly monitor demand at Park and Ride sites. Deliver Park and Ride sites currently in planning. Regularly review need for additional Park and Ride spaces. Reinvestigate park and ride site for Carryduff and the eastern Castlereagh area. Work alongside LCCC to ensure bus patron parking provision is appropriately managed. Ensure long term parking acts associated with bus journeys are located appropriately.	Ensure Park and Ride sites provide appropriate facilities which meet future land use planning proposals and observed parking trends. Protects bus patron parking provision.	2, 5	0 - 10 years	2	Translink, LCCC	Translink	Monitor demand on a regular basis at Park and Ride sites. Review need for additional spaces. Collaboratively work with LCCC. Align process with LDP Local Policies Plan.
32	Privately owned car park operators	Monitor site parking demand and advise LCCC if parking is being inappropriately used e.g. short stay spaces used for all day parking. Collaboratively work with LCCC and DfI Roads.	Ensures parking provision is appropriate in each town (location, price and availability).	1, 2, 3	0 - 5 years	2	Car Park Operators, Transport NI, LCCC	Car park operators	Monitor demand on a regular basis. Collaboratively work with LCCC and DfI Roads.

