

Derry City and Strabane District Parking Study (draft)

Derry City and Strabane District Council

December 2019

DRAFT



Notice

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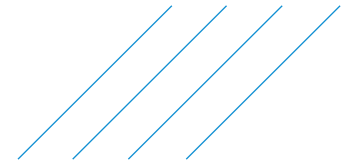
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1. Introduction

1.1. Background

To support Derry City and Strabane District Council's (DCSDC) investment and place-making strategies and to facilitate the regeneration of its urban centres, the Council commissioned Atkins to undertake a parking study for the urban centres of Derry City and Strabane Town.

The scope of the study included analysing and understanding parking demand (both current and future traffic), transport networks (current and planned), identifying and appraising various sites and a review of strategic options which will inform the Council's Local Development Plan and North West Transport Strategy.

The main objectives of the study are:

Objective 1

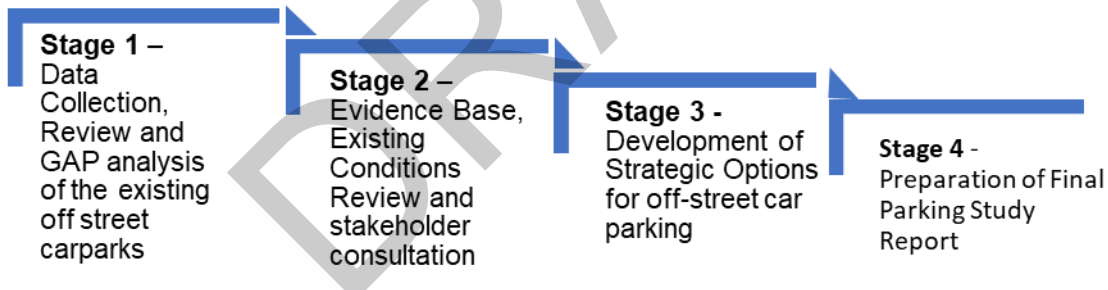
"To inform and advise the best course of action in relation to the management and development of the off-street car parks that are under the control of the Council."

and

Objective 2

"To support the Council with its consideration of local Parking Policy Zones and identify parking initiatives or measures for inclusion in the LDP"

The study has been undertaken in four core stages as follows:

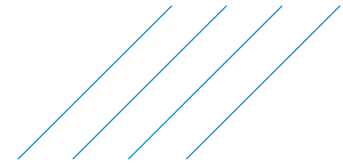


This report is a culmination of a series of technical assessments and sets out a series of next steps to assist with the further development and consideration of parking within the Derry City and Strabane District Council area.

1.2. Report Structure

The report has the following chapters:

- Chapter 2: Planning Policy Review
- Chapter 3: Parking, Travel and Accessibility Overview;
- Chapter 4: Benchmarking Exercise;
- Chapter 5: Stakeholder Consultation;
- Chapter 6: Public Off-street Car Parking;
- Chapter 7: Assessment of Needs;
- Chapter 8: Proposed Strategic Options;
- Chapter 9: Summary; and
- Chapter 10: Next Steps.



2. Planning Policy Review

2.1. Introduction

This section provides a summary of the planning policy review to identify relevant planning policy and strategy documents that provide context and influence in relation to transportation, parking and regeneration proposals.

2.2. National Planning and Government Policy

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

The Strategic Planning Policy Statement (SPPS) is a statement of Northern Ireland's Department of the Environment's (the Department) policy on important planning matters that should be addressed across Northern Ireland. The provisions of the SPPS apply to the whole of Northern Ireland. They must be considered in the preparation of Local Development Plans (LDP) and are material to all decisions on individual planning applications and appeals. The Department intends to undertake a review of the SPPS within 5 years.

Following the reform of the planning system in Northern Ireland which introduced a new two-tier model of delivery that gives councils primary responsibility for local plan-making, development management and enforcement, the Department retains responsibility for regional planning policy, the determination of significant and called-in applications and planning legislation.

The SPPS is a statement of the Department's policies on important planning matters that should be addressed across Northern Ireland. It is judged to be in general conformity with the Regional Development Strategy 2035.

The policy provisions of several Department documents, including Planning Policy Statements (PPS) PPS3 and PPS13, have been retained. The core planning principles of the two-tier planning system are:

- Improving health and wellbeing;
- Creating and enhancing shared space;
- Supporting sustainable economic growth;
- Supporting good design and positive plan making; and
- Preserving and improving the built and natural environment.

The SPPS includes several regional strategic objectives relating to, amongst others, archaeology and built heritage; economic development, industry and commerce; flood risk; housing in settlements; natural heritage; tourism; town centres and retailing, and; transportation.

Transportation issues to be addressed in LDPs should include:

- **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 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 recognise the role of car parking in influencing modal choice between private car and public transport, and 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.

In determining proposals for public and private car parks, including extensions, the planning authority should be satisfied that there is a need for the development by reference to the council's overall parking strategy following a robust analysis by the applicant. In such cases the planning authority should consult with DRD (Department for Regional Development), or the relevant transport authority. Other relevant planning considerations when determining such proposals will include



traffic and environmental impacts and the proposals compatibility with adjoining land uses. Some of the other key policies relating to car usage and car parking includes:

- Transportation – the aim of the SPPS is to secure improved integration with land-use planning and to facilitate safe and efficient access, movement and parking. Parking policies will be promoted that will assist in reducing reliance on the private car and help tackle growing congestion; and
- Transportation – in urban areas, LDPs should enhance provisions for pedestrians, cyclists and public transport and an appropriate level of parking provision which is properly managed, to assist in reducing the number of cars in the urban areas.

Other key policies relate to:

- Supporting town centre and regeneration priorities to achieve sustainable development, reducing the need for green field development, and helping to deliver economic and social growth;
- Safeguarding tourism assets, together with policies for tourism development such as tourist accommodation (hotels, self-catering, holiday parks etc) and tourist amenities (visitor attractions, leisure / recreation facilities etc). There will be a general presumption in favour of tourism development within settlements, subject to meeting normal planning requirements;
- Assessing future housing land requirements and managing housing growth to achieve sustainable patterns of residential development. More housing should be promoted in city and town centres and mixed-use development encouraged. This will support urban renaissance and strengthen community cohesion; and
- Securing a town centre first approach for the location of future retailing and other main town centre uses and enhance diversity of uses, such as leisure, cultural and community facilities.

Planning Policy Statements and Supplementary Planning Guidance

PPS set out the policies of the Department on aspects of land-use planning and apply to the whole of Northern Ireland. Their contents must be considered in preparing development plans and are also material to individual planning applications and appeals.

PPS3: Access, Movement and Parking (2005)

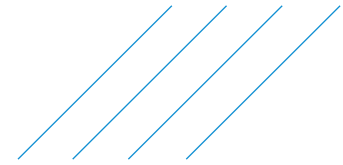
This PPS sets out the Department's planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking. It forms an important element in the integration of transport and land use planning.

Paragraph 1.6 of PPS3 states 'With increasing levels of congestion and the need to promote sustainable transport choices it may be necessary to introduce parking restraint in certain locations'. This is reflected in one of the main objectives for PPS3 which seeks to promote parking policies that will assist in reducing reliance on the private car and help tackle growing congestion. For car parking, PPS3 sets out that development plans should identify existing and proposed town centre car parks and may bring forward local policies as part of an overall parking strategy.

Under Policy AMP10 'Provision of Public and Private Car Parks' planning permission will only be granted for the extension of a current car park where it does not significantly contribute to an increase in congestion, is not determinantal to local environmental quality, within defined areas of parking restraint are only used for short-stay parking and managed to deter long-stay commuter parking, and they are compatible with adjoining land uses.

Paragraph 5.70 of the PPS notes the importance of short-stay car parking facilities to maintain economic viability and allow town centres to compete with new out-of-centre developments. On the other hand, an ever-increasing supply of long-stay commuter demand can act as an impediment to economic growth, contribute to increased congestion and environmental impacts.

Accordingly, the Department considers that public parking provision in future should focus on meeting the demand generated by centres for short-stay spaces. However, the overall



transportation objective will nevertheless be to restrain the use of the car and encourage shoppers and commuters to use public transport and Park and Ride initiatives.

There is a general presumption against planning applications for temporary car parking on sites which have been acquired for development.

PPS13: Transportation and Land Use

PPS13 has been prepared to assist in the implementation of the Regional Development Strategy to guide the integration of transportation and land use.

The primary objective of this PPS is to integrate land use planning and transport by:

- Promoting sustainable transport choices;
- Promoting accessibility for all; and
- Reducing the need to travel, especially by private car.

General Principle 6 of PPS13 sets out that controls on parking should be employed to encourage more responsible use of the private car and to bring about a change in travel behaviour.

Paragraph 59 notes the importance of public car parking to the vitality and viability of town centres. There may, however, be significant economic benefits in releasing certain car parking land for other forms of development. Therefore, parking strategies should not constrain economic investment or act as a disincentive to the vitality of the town centre.

As part of an overall parking strategy, the PPS notes development plans may designate areas or zones within which a reduction to the published parking standards will be applied, i.e. in an area of parking restraint. In larger settlements, several zones with varying levels of reduction from the published parking standards may be identified, to reflect the different character and level of accessibility.

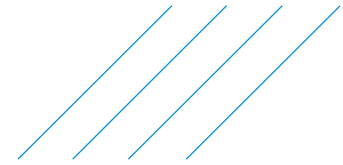
The identification of suitable areas will require consideration of the following criteria:

- An estimate of the current modal share of people accessing the area;
- Public transport accessibility in terms of the extent of the network, the location of interchange points and the quality and frequency of service provided;
- Walking and cycling accessibility, including the quality and extent of the network;
- Current levels and potential growth in traffic congestion;
- The availability of existing car parking provision including short stay, long stay, contract and private non-residential;
- The relative economic strength of the area, as reflected in studies such as “Town Centre Health Checks”;
- The likely impact of parking restraint in the immediate area, e.g. displacement of parking to residential areas;
- The availability of park and ride and park and share facilities;
- The relationship to pedestrianisation and pedestrian priority schemes; and
- Potential for shared use of spaces.

Reducing the availability of car parking should form part of an integrated transport approach with enhanced public transport service and the effective management of traffic. Complementary measures may include:

- An appropriate policy on public car parking and charging aimed at reducing long stay car parking opportunities;
- The enforcement of effective restrictions on both on-street and off-street parking; and
- Within the town centre, the encouragement of shared parking within mixed-use developments.

General Principle 9 of the PPS seeks to reduce reliance on the private car through a modal shift to walking, cycling and public transport.



Project Ireland 2040 National Planning Framework (NPF)

This national document for the Republic of Ireland guides at a high-level strategic planning and development over the next 20 years and beyond, so that as population grows, that growth is sustainable (economic, social and environmental).

The NPF recognises the close relationship with Northern Ireland, particularly the cross-border networks between Letterkenny and Derry in the context of the North-West Growth Partnership and cross border dependencies between Donegal and Derry/Strabane, related to employment, education, healthcare and retail services. These networks are identified in National Policy Objectives 2b and 7 which will be supported in the relevant Regional Spatial and Economic Strategy.

The Northern and Western region have experienced a historically lower level of urbanisation compared to other regions, proximity to the border and risks posed by Brexit. Addressing enhanced connectivity is a priority for this regional area as well as enabling growth.

2.3. Regional Planning Policy and Legislation

Regional Development Strategy (RDS) 2035

The Regional Development Strategy (RDS) is a revised strategy for the future development of Northern Ireland to 2035, and is the spatial strategy of the Executive.

It takes account of key driving forces such as population growth and movement, demographic change, the increasing number of households, transportation needs, economic changes, and climate change. The RDS will influence the future distribution of development throughout the Region.

2.4. Local Planning Policy and Guidance

Local Development Plan

On 1st April 2015 planning powers transferred from the Department of the Environment to the Derry City and Strabane District Council. The Council now also have powers of Local Development Plan (LDP), Development Management and Enforcement.

The Derry City and Strabane District LDP provides the policy framework and land use proposals that will implement the strategic objectives of the RDS and guide development decisions within Derry City and Strabane District up to 2032.

The emerging LDP will ensure that lands are appropriately zoned, and infrastructure is enhanced to develop the District for future generations. The LDP must also take account of the regional policy context set by the Northern Ireland Executive and Central Government Departments. This includes, amongst others, the Sustainable Development Strategy, Regional Development Strategy and the Strategic Planning Policy Statement - published in September 2015.

The LDP will comprise two separate documents that will shape development within the District over the period to 2032:

- The Plan Strategy; and
- The Local Policies Plan.

Derry City and Strabane District Council published the Preferred Options Paper (POP) on 31st May 2017 and held a 12-week consultation period over summer 2017. The POP provided the basis for consulting with the public and stakeholders on a series of options for dealing with key issues in the Plan area.



Derry and Strabane Preferred Options Paper (POP) May 2017

The economic objectives for Derry and Strabane include the creation of approximately 15,000 new jobs at a variety of locations where they are accessible to all members of the community. This will be built upon accessibility by road, rail and sea, while maximising the economic corridor potential for Strabane and the rest of the District of the cross border, and A5 and A6 improvement schemes to the north west. The Council will continue to promote the regeneration of the City as a major tourism destination while respecting heritage assets, landscape setting and walled-core through sensitive development.

The social development objectives include developing Derry as the core settlement and regional gateway for the North West and Strabane as the main hub, offering administration, shopping, health, education, commerce, specialised services, cultural amenities and tourism. The POP provides for approximately 12,000 new homes in the District by 2032.

The environmental objectives of the POP include improving connectivity between and within settlements through investment in transportation to improve travel times, alleviate congestion and improve safety for travellers as well as more sustainable modes of transport including buses, walking and cycling. The environmental objectives aim to improve the public transport service and better integrate land uses and transportation. This includes the siting of new developments well served by public transport.

The Council's preferred Transportation option (Option 1) aligns to the more development approach, economically and socially strong while potentially producing more vehicles / transport onto the roads. This could result in enhanced public transport provision and needs careful mitigation. However, the complementary investment in green transport and Active Travel would be critical in ensuring sustainable long-term development. Also relevant is the accessibility between and within settlements, as well as the planning/land use integration. This links to the strategic road network in the area, current and proposed transportation schemes, car parking provision, public transport services, proposed A5/A6/A2 upgrade and cross-border linkages.

The preferred option for Economic Development Lands (Option 3) includes the re-evaluation of all current economic zonings and zoning new sustainably located sites catering for assessed future economic needs. Additionally, 'strategic' Economic Development sites could be identified, close to the new A5 and A6 and Buncrana Road, the A2, orbital links.

The Council's preferred Centre/Town Centre approach (Option 2) is balanced, encouraging existing centres to re-invent themselves as multi-use locations including retailing / leisure / night-time economy / office and residential urban-living.

In terms of Retail Growth, the Council prefers sustainable phased growth (Option 3). This option would consider whether there is need for additional land to accommodate retail growth on a town centre first basis. This would ensure that an adequate amount of retail development can be facilitated over time in the City and towns in sustainable locations to promote a vibrant retail economy.

The Council's preferred option for Derry City Centre (Option 1) is to substantially maintain the extent of the existing central areas within the Cityside and Waterside. However, it would be proposed to clarify and simplify the meaning of the terms Central Area and Commercial Core particularly as they relate to the policy term 'city centre', with appropriate changes to the boundaries as necessary. The Retail Capacity Study, the City Centre Health Check and consultation as part of the Council's City Centre Strategy would be important in determining the exact approach and limits.

For Strabane Town Centre, the Council's preferred option would be to largely maintain the existing Strabane Area Town Centre Boundary at its current size, subject to detailed re-evaluation of the boundaries.

For Transportation, the Councils preferred option (Option 1) is to maximise the opportunities for sustainable development arising from the A5 / A6 / A2 upgrades and other orbital / cross border links. It would also promote Active Travel opportunities and accessibility and connectivity within the main urban settlements. Under Option 1, plans to maximise the opportunities for sustainable development arising from the A5/A6/A2 upgrades and other orbital / cross border links would be taken and Active Travel opportunities promoted.



This would take full advantage, in a sustainable manner, of the significant investment of the Governments and EU in the roads and green infrastructure to underpin the ambitious growth of the District and wider North West Region. Thus, the LDP would integrate its land use proposals with the upgraded roads and rail network, as well as port and airport, and the green infrastructure, with Active Travel, involving accessible land-use zonings, pedestrian lanes, cycling, buses, trains, park-and- share / park-and-ride sites. The transportation strategy requires the views of stakeholders and consultees on the strategic road network, current and proposed transportation schemes, car parking provision and public transport services.

The Council's preferred option for Tourism (Option 1) includes identifying flagship Tourism sites/areas along with opportunities for sustainable attractions and associated accommodation. This will focus on improved accessibility, place-making and legibility of tourism offer.

In terms of Social Development Options, the Council's preferred option for Housing Distribution (Option 3) offers a balanced, moderate focus on Derry City as a Regional City, as well as Strabane as a Main Hub. The preferred option for the Location and Allocation of Housing Land is Option 2 which includes the retention of committed and zoned housing land for residential, re-evaluation of un-committed sites, and allocation of further required land in accordance with the sequential test in SPPS and deliverability. For Open Space/Recreation (OSR) the Council's preferred option (Option 2) would re-evaluate the current OSR provision in terms of role and function and identify and protect any existing land and additional land required for open space, sport and recreation.

The Council's preferred option (Option 1) for the Natural Environment would identify and protect existing designated sites/protected species, with policies as per SPPS. Other habitats, species or features of natural heritage importance will also be protected in line with the SPPS. For Landscape Character, the Council's preferred option (Option 2) states as well as using the existing Landscape Character Assessments, Development Pressure Analysis will also be used to identify areas that would be sensitive to development, or are 'at capacity' in terms of existing development and its 'ability to absorb' further, and hence where certain types of future development may be restricted.

For built environment/heritage, the Council's preferred option (Option 1) would continue to protect existing designated areas/buildings of historic importance and development will be facilitated with policies in line with the SPPS.

With regard to Flooding, the Council's preferred approach (Option 2) is to take a precautionary approach that only allows suitable types of development in flood prone areas in line with SPPS/PPS and with appropriate mitigation.

For Environmentally and People Friendly Transport, the Council will encourage sustainable patterns of development with local design to encourage people to walk, cycle and use public transport to local amenities that can reduce the need for private car use.

The LDP will, on adoption of both its component plan documents, replace the Strabane Area Plan 2001 and the Derry Area Plan 2011 and the suite of Planning Policy Statements (PPS's) that were produced by the Department of the Environment.

Until such times as the LDP is adopted, the relevant Area Plans currently applicable to the District are the Derry Area Plan 2011, adopted in May 2000 and the Strabane Area Plan 2001, adopted in April 1991.

Derry and Strabane Area Plans

The Derry and Strabane Area Plans are Development Plans prepared by the Planning Service, an agency within the Department of the Environment for Northern Ireland under the provisions of Part III of the Planning (NI) Order 1991 and 1972 respectively.



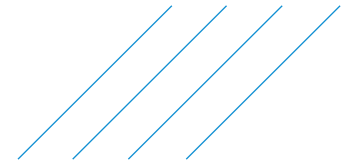
Derry Area Plan 2011

The Derry Area Plan 2011 comprises the Written Statement of the Derry Area Plan 2011. It should be read in association with the accompanying maps. The statement and maps set out the policies and proposals to guide development in the Derry City Council Area up to the year 2011.

The Derry Area Plan sets out several policies and proposals. The key policies of relevance to this study includes:

- Policy BE5 – development will be permitted adjacent to the Walls provided it preserves and enhances the character of the Walls and views to/from the Walls;
- Policy BE12 – proposals for development should enhance and maintain the character of the local area;
- Proposal H1 – sets out 595 hectares of land, zoned for housing purposes in Londonderry;
- Policy H1 – the scale and density of new development should respect the location and the characteristics of the surrounding area/surrounding developments;
- Proposal IND1 – sets out 200 hectares of land, zoned for industrial purposes;
- Policy CM1 – seeks to strengthen the commercial core of the city as the principal focus for shopping in the district;
- Proposal CF1 – allocates sufficient land to meet the anticipated need of the community in terms of education, health and other public facilities;
- Policy TU1 – promotes proposals for tourism development which are of appropriate nature, scale and location, subject to good design and landscaping (Policy TU2);
- Policy TU3 – supports the consolidation and expansion of existing tourism facilities;
- Proposals CA1 – sets out the development strategy for the heart of the city. Proposal CA2 defines an area as the Commercial Core, as depicted in Map 3. The unreasonable loss or displacement of prime car parking spaces servicing the Core will be restricted. It is essential that the Core is well served by accessible and convenient car parks;
- Proposal CA3 identifies primary retail frontages for Strand Road, Waterloo Place, William Street, Waterloo Street, Shipquay Street, Butcher Street, The Diamond, Ferryquay Street, Bishop Street Within (The Diamond to London Street/Society Street), Foyle Street and Carlisle Street where change of use to non-retail uses will be discouraged;
- Proposal CA4 – designates an Office Development Area within the Central Area centred on Clarendon Street. Similar areas are designated at Dacre Terrace and Ebrington Terrace;
- Policy CA2 – states that new build office development will not normally be approved outside the Commercial Core;
- Policy CA3 – encourages new housing development within the Central Area provided the function of the commercial core is not compromised;
- Proposals CA7 – defines an area between Rock Road and Asylum Road as a Civic and Educational Precinct;
- Proposal CA9 – defines 3 redevelopment areas at Meadowbank, McFarland Quay and Queens Quay;
- Proposal CA10 – defines Opportunity Sites in the Central Area. These opportunity sites are at St. Columb's Road, Good Shepherd Convent, Dunfield Terrace, Bishop Street Within and Bishops Street Without, Palace Street, East Wall, Foyle Street (2 sites), Victoria Market, Clyde Street and College Terrace. Preferred uses have been indicated on Map 3. Consultants have also produced supplementary planning guidance for the riverside area entitled "Foyle Riverside Strategy". On un-designated sites, proposals will be assessed on their individual merits bearing in mind location and neighbouring uses.

For car parking, Policy TR5 seeks to control car parking provision in new developments on a zonal basis. In Zone A (commercial core) only operational car parking (servicing and other essential operations) will normally be permitted, in Zone B (remainder of the central area and mixed-use areas in the urban area) both operational and non-operational car parking will be required, in Zone C (all other areas) full operational and non-operational car parking will be required. In Zone A current provision is expected to meet the parking requirements for most of the commercial core. An



identified need for additional spaces at William Street may be met through a development incorporating a multi-storey facility.

The Derry Area Plan notes the balance to be struck between commercial need and car parking provision, and the desirability of reducing car travel.

Strabane Area Plan 1986-2001 (1991)

The Strabane Area Plan sets out the broad land-use planning and policy framework for the physical development of Strabane up to 2001. It replaced the West Tyrone Area Plan as it applied to the Strabane District.

The overall strategy for Strabane comprises 4 main elements: A Settlement Strategy, Transportation Strategy, Rural Strategy, and Urban Renewal Strategy. The policies and proposals for Strabane includes the following:

- Housing – 105 hectares of land have been zoned to provide enough land for housing;
- Transportation – alternative facilities will be provided for through and cross-town traffic, thereby improving conditions in the town centre; general accessibility will be improved, reducing vehicular and pedestrian conflict;
- Transportation – car parking provision and management measures will be continuously monitored over the plan period to ensure that adequate car parking facilities are effectively located and efficiently used; additional parking spaces will be provided at extended car parks at Upper Main Street and at Railway Street/Lower Main Street and at a new car park to the rear of Church Street/Bowling Green
- Strabane Town Centre – the existing commercial core will be retained and consolidated to facilitate the provision of a wide range of facilities and encouraging new development; new shopping development will be concentrated within the defined town centre to support the continued viability of the central shopping core; provision of adequate and properly distributed public car parking facilities will be provided; town centre housing development will ensure the vitality of the central area; new office development will be acceptable in most town centre locations; and
- Urban renewal – development of identified opportunity sites will be encouraged and the investigation of relocation opportunities. The department will encourage development at the following sites: Butcher Street (site 1), Comprehensive Development Area (site 2), 24/26 Main Street (site 3), Main Street/Bridge Street (site 4), Main Street (site 5), Castle Street (site 6), southern end of Railway Street (site 7), central Railway Street (site 8), and western end of Railway Street (site 9),

Draft Green Infrastructure Plan

The Draft Green Infrastructure Plan aims to improve the green (vegetated areas to include woodlands, public parks and allotments) and blue spaces (waterways to include rivers, reservoirs and lakes) in Derry City and Strabane. Consultation on the Draft Green Infrastructure Plan closed on 3 May 2019.

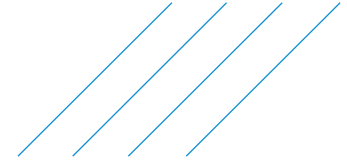
LDP Evidence Base ENB8 Retailing (May 2017)

This Document is one in a series, which builds up to form the 'evidence base' that informs the preparation of the LDP.

2.5. Transport Strategies and Surveys

Regional Transport Strategy for Northern Ireland 2002-2012

The Regional Transportation Strategy (RTS) for Northern Ireland 2002 to 2012 identifies strategic transportation investment priorities and considers potential funding sources and affordability of planned initiatives over a 10-year period. The RTS is a 'daughter document' of the Regional



Development Strategy which sets out the spatial development framework for Northern Ireland up to 2025.

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. Following improvements to public transport, demand management measures may be applied. These are likely to be based upon increased charges or reduced availability of spaces for long stay (commuter) parking.

It is expected that the Strategy would result in the improved management of public car parking, and Park and Ride sites would reduce the impact of cars in central urban areas. This would reduce frustration and fear of accidents for all road users including pedestrians and hence improve journey ambience. Implementation of Controlled Parking Zones or Special Parking Areas would improve journey time reliability to town centres by reducing variability of car parking search time and walking time. However, during consultation, some local authorities with market towns have voiced opposition to the proposals for management of public car parking, arguing that the creation of Controlled Parking Zones and Special Parking Areas would make public car parking less attractive in town centres and encourage shoppers to travel to out-of-town centres.

Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation

This document sets out the Department for Regional Development's new approach to regional transportation and particularly future decisions on investment.

Unlike the 2002 Strategy, the new approach does not include details of schemes or projects. Rather, the Department has set three High Level Aims for transportation along with twelve supporting Strategic Objectives, covering the economy, society and the environment. The three High Level Aims are to:

- Support the growth of the economy – the supporting strategic objectives includes improving connectivity in the region, improving access to towns and cities and improving access to key tourism sites;
- Enhance the quality of life for all – the supporting strategic objectives include developing transport programmes focused on the user; and
- Reduce the environmental impact of transport – the supporting strategic objectives include reducing greenhouse gas emissions from transport, and reducing water, noise and air pollution.

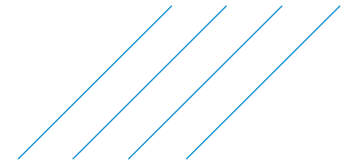
The Strategy recognises that high level of car dependency is no longer sustainable. Encouraging individuals to use public transport or car share for longer journeys and to walk or cycle for shorter journeys, can reduce the number of journeys made by car.

The Department raises revenue on charges for using parking on-street in some towns and cities. As well as providing revenue, on-street charging is seen to improve traffic management in certain circumstances.

Travel Survey for Northern Ireland In-depth Report 2015-2017 (January 2019)

This report contains information on trends in personal travel for Northern Ireland residents, how they travel, why they travel and some of the other factors affecting travel over the period 2015 to 2017. The key facts are:

- 70% of all journeys made by car;
- 65% of urban journeys and 77% of rural journeys made by car;
- On average, 897 journeys made per person per year;
- 4,635 miles travelled per person per year by car;
- 80% of all workers travel to work by car;
- 16% of all journeys less than one mile long;



- The car as the dominant mode of transport (77%) for all journeys one mile and over;
- The highest proportion of all journeys taken by walking, cycling or public transport (2015-2017) was by residents of Belfast LGD (41%), followed by Derry City and Strabane LGD (33%);
- Derry City and Strabane (61%) has the second lowest proportion of Local Government Districts of all journeys made by car;
- 2% and 1% of respondents who usually travel by car, van or motorcycle experienced difficulties with the lack of parking facilities and cost of parking, respectively; and
- The second most common difficulty when travelling to do the main food shopping was lack of parking facilities (3%); 1% of respondents experienced difficulty with the cost of parking.

North West Multimodal Transport Hub¹

The new enhanced passenger facilities and platforms opened in October 2019 at the new North-West Transport Hub in Derry~Londonderry

The new facility, planned and delivered by Translink, is a £27m investment, with funding received from the EU's INTERREG VA Programme, managed by the Special EU Programmes Body (SEUPB). Additional funding has been provided by the Department for Infrastructure and the Department for Transport, Tourism and Sport in the Republic of Ireland, as well as support from Derry City and Strabane District Council.

The North-West Transport Hub is located at the former Waterside Train Station, a Grade B-listed building which served as one of the city's main stations for a century before closing in 1980. The building has been restored and repurposed for use as a 21st Century transport facility, and is intended to act as a gateway to the North-West region, as well as promoting active and sustainable travel, bringing together a wide range of transport modes and providing enhanced customer and staff facilities.

The next phase of works, including the park and ride site, enhanced public realm and bus turning circle, will complete during the summer of 2020, which will mark the completion of the project.

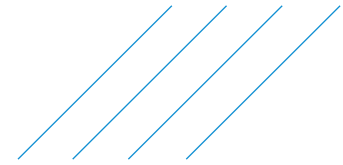
The North-West Transport Hub will allow for improved co-ordination between rail and local and cross-border bus services, as well as a Greenway link to the city centre and Foyle Street Bus Centre via the iconic Peace Bridge.

The North-West Transport Hub also provides a unique and vibrant area within the building, an open space where communities and organisations can share their stories, a venue for classes and events, or present new ideas, in a building that will be part of the fabric of Derry~Londonderry, as well as its' wider celebrations and heritage. The building is set to become one of the city's best known venues in the weeks and months ahead.

Northern Ireland Changing Gear – A Bicycle Strategy for Northern Ireland

This Strategy outlines the Minister's vision for cycling in Northern Ireland and a high-level vision of how this will be achieved. It aims to transform Northern Ireland into a place where travelling by bicycle is a healthy, safe and every day activity, providing better and new cycle infrastructure for those without access to a car and providing more sustainable modes of transport for those that currently travel by car.

¹ <https://www.derrystrabane.com/Services/NW-Multimodal-Transport-Hub>



2.6. Car Parking Strategies and Advice

The Off-Street Parking (Amendment) Order (Northern Ireland) 2015

The Department for Regional Development has made a Statutory Rule entitled “The Off-Street Parking (Amendment) Order (Northern Ireland) 2015”, (S.R. 2015 No. 240), which came into operation on 26th May 2015.

The rule authorises amendments to regularise the Off-Street Parking Order (Northern Ireland) 2000 to facilitate the councils who took responsibility for the Department’s car parks from 1st April 2015.

Parking Standards

This document sets out the parking standards that the Department will have regard to in assessing proposals for new development. It includes parking standards for residential development previously published in ‘Creating Places – Achieving Quality in Residential Developments’.

The standards comprise Supplementary Planning Guidance and should be read in conjunction with the relevant policies contained in Planning Policy Statements or the development plan.

The principle objective of the parking standards is to ensure that, in assessing development proposals, appropriate consideration is given to the accommodation of vehicles attracted to the site within the context of wider government policy aimed at promoting modal shift to more sustainable forms of transport.

The precise amount of car parking will be determined according to the specific characteristics of the development and its location having regard to these standards or any reduction provided for in an area of parking restraint designated in a development plan. Proposals should not prejudice road safety or significantly inconvenience the flow of traffic.

Development Control Advice Note 15: Vehicular Access Standards (1999)

The purpose of this Advice Note is to give general guidance to developers and others on the standards for vehicular access.

The Department’s PPS3 refers to the Department’s standards for vehicular accesses. This Development Control Advice Note (DCAN) sets out and explains those standards and should be read in conjunction with PPS3.

Intensification is considered to occur when a proposed development would increase the traffic flow using an access by 5% or more.

2.7. Other Strategies and Reports

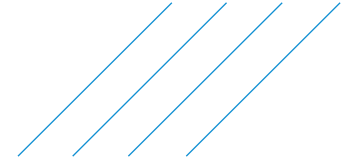
Regional Development Strategy for Northern Ireland 2035 (RDS)

The RDS provides an overarching strategic planning framework to facilitate and guide the public and private sectors. It does not redefine other Departments’ strategies but complements them with a spatial perspective.

It takes account of key driving forces such as population growth and movement, demographic change, the increasing number of households, transportation needs, economic changes, climate change and the spatial implications of divisions that still exist in the local society. It is not limited to land use but recognises that policies for physical development have far reaching implications.

The eight aims of the revised RDS are to:

- Support strong, sustainable growth for the benefit of all parts of Northern Ireland;
- Strengthen Belfast as the regional economic driver and Londonderry as the principal city of the North West;
- Support our towns, villages and rural communities to maximise their potential;



- Promote development which improves the health and well-being of communities;
- Improve connectivity to enhance the movement of people, goods, energy and information between places;
- Protect and enhance the environment for its own sake;
- Take actions to reduce our carbon footprint and facilitate adaptation to climate change; and
- Strengthen links between north and south, east and west, with Europe and the rest of the world

The RDS recognises the significant role that Londonderry must play as the principal city of an expanding North West region.

Relevant policies include:

- Policy SFG6 'Developing a strong North West' – aims to continue the high-levels of cooperation between Letterkenny and Londonderry and Strabane as evidenced by the creation of the North West Partnership and enhance the role of Strabane close to the Sperrins and Donegal;
- Policy SFG7 'Strengthen the role of Londonderry as the principal city for the North West' – encourages the regeneration of the city (a focus for administration, shopping, commerce, specialised services, cultural amenities and tourism) through new housing, management of parks and open spaces and making streets safe and attractive;
- Policy SFG8 'Manage the movement of people and goods within the North West' – aims to enhance transport links between Londonderry, Strabane and Donegal, encourage a modal shift in travel from cars to public transport, integrate land use and transportation, and provide better accessibility to the central area of the City; and
- Policy SFG9 'Protect and enhance the quality of the setting of Londonderry City and the North West and its environmental assets' – aims to protect areas of high scenic value, open spaces, and green spaces.

Derry City and Strabane District Inclusive Strategic Growth Plan 2017-2032

The vision of the Inclusive Strategic Growth Plan is a thriving, prosperous and sustainable City and District with equal opportunities for all. This will be achieved by improving social, economic and environmental wellbeing in a sustainable way. This includes a modal shift from the reliance on the private car and reducing carbon emissions.

The key outcomes and actions outlined in the Strategic Growth Plan includes building on the existing foundations that will make the City and District:

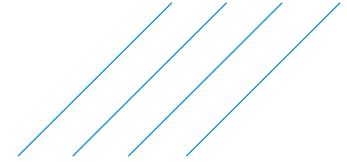
- A cultural destination of choice and world-class visitor experience;
- A sustainable community with enough housing and housing choice;
- A well-connected place with integrated, sustainable and accessible travel; and
- A place that promotes healthy lifestyles, with improved physical and mental wellbeing.

Strategic ambitions include:

- The expansion of the Ulster University Magee Campus;
- The completion of the A5 Western Transport Corridor;
- The delivery of the A6 Derry to Belfast road; and
- The upgrade of the A2 Buncrana Road including its junction with Strand Road.

The regeneration programme for Derry and Strabane will provide the stimulus for the regeneration of the City and town centres and unlock the potential for key development sites. City Deal Regeneration will focus along the River Foyle, A2 Economic Corridor and Strabane Town Centre.

The Canal Basin Regeneration Project for Strabane Town Centre will integrate a major health hub, further education campus, leisure centre and Council Office in the heart Strabane town centre, providing the opportunity for innovation through the link between these public services.



Delivering Inclusive Growth City Deal for the Derry-Londonderry and Strabane City Region

A City Deal is critical to unlocking the key economic projects within the Inclusive Strategic Growth Plan. This provides the partnership intervention with Government and necessary strategically focused local investment to create the required step-change in the economic fortunes of the North West economic region and Northern Ireland.

Tourism 2025 – A New Level of Ambition

Tourism currently attracts almost 283,000 overnight visitors to Derry City & Strabane District and contributes to over £50m in the local economy. This in turn supports over 4,685 tourism jobs which makes up 8.7% of total jobs in the City and District.

Derry City & Strabane Tourism 2025 sets out priorities and activities to help the Council's double visitor spend to £100million and create 1000 additional jobs in the sector by 2025. The development of the strategy was an action identified in the Strategic Growth Plan which highlighted tourism as a key sector for economic growth and job creation and was developed following extensive consultation with tourism partners and stakeholders.

Currently, there is evidence that road connectivity in Derry and Strabane needs substantial investment. Visitor parking for coaches and campervans and general parking and facilities, needs further action. Plans for the development of a new multi-modal transport hub for the city and greenway network indicates the commitment to connectivity by bus, train and bicycle.

Five cross-cutting enabling indicators have been identified as priorities for the strategy. These indicators aim to:

- i. Improve the visitor experience;
- ii. Increase hotel and accommodation provision;
- iii. Develop people and skills;
- iv. Invest in marketing; and
- v. Invest in current and new attractions (e.g. developing the walls, Maritime and Archive Museum, scoping a new iconic visitor attraction).

PE1 'Capital programme to enhance the visitor experience in the Walled City' promotes sustainable modes of transport which have the objective of maximising use of public transport and other environmentally friendly modes of transport which contributes to reducing congestion and car parking demand.

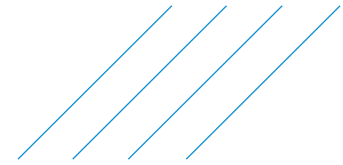
PE4 'Develop the activity and adventure product across the region and rural built heritage' aims to develop the Riverine Project including a new district/regional park facility for the town of Strabane and surrounding hinterland.

One City, One Plan, One Voice – Regeneration Plan for Derry-Londonderry

The mission for One City, One Plan, One Voice is economic, physical and social renewal, building a stronger and more vibrant economy and ensuring that regeneration is targeted towards the more deprived groups in society.

It sets out 5 Transformational Themes: Employment and Economy (including accelerating the growth of tourism and the local economy), Education and Skills (including higher education expansion, particularly at the university), Building Better Communities (including Foyle Valley Gateway), Health and Wellbeing, and a Sustainable and Connected City Region (including implementation of the Integrated Transport Strategy).

The Integrated Transport Strategy proposals are inter-related in that the levels of car parking restraint, improvement in bus services (and other sustainable modes) and readjustment of traffic capacity must work together to rebalance demands by mode of transport to meet the needs of the City as it grows. By removing as much as possible through traffic from the city centre yet allow for



the inevitable growth in car ownership and use, the proposals include the completion, around the western side of the city, of an outer bypass, with a new bridge proposed to cross the River Foyle.

Improvements in the road infrastructure will enable the future development of various sites across the City. The removal of through traffic from the city centre will enhance the redevelopment of the river front, which will be further aided by the removal of all river side parking.

Unlocking Prosperity through Heritage led Regeneration (2018)

In October 2018, Inner City Building Preservation Trust, Derry in partnership with Derry and Strabane District Council, the Department for Communities NI, the Irish Walled Towns Network (Heritage Council of Ireland) and the Honourable Irish Society (City of London) organised a two-day conference in Derry, Northern Ireland. Entitled Unlocking heritage led prosperity, the conference focused on maximising the potential of the Walled City in terms of heritage, retail, tourism and urban regeneration. Central to discussions included the challenge facing the high street and the loss of business units from the city centre to out-of-town retail parks.

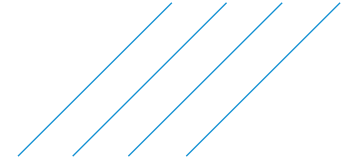
Derry City and Strabane District Council Air Quality Action Plan Progress Report 2015-2017

The former Derry City Council (DCC) prepared an Air Quality Action Plan (AQAP) following the declaration of an Air Quality Management Area (AQMA) for nitrogen dioxide (NO₂) at the junction of Creggan Road and Infirmary Road in February 2005. The final AQAP was approved and published in September 2008 and updated in 2012. Since then, further areas of exceedance of the Air Quality Strategy (AQS) objective for NO₂ annual mean have been identified outside the Creggan Road AQMA and, following Detailed Assessments based on monitoring and dispersion modelling, four additional AQMAs were declared:

- Dale's Corner in the Waterside AQMA;
- Buncrana Road AQMA;
- Racecourse Road junction AQMA; and
- Spencer Road AQMA.

The former Strabane District Council (SDC), in previous rounds of the review and assessment process, declared 3 AQMA's affecting Strabane, Newtownstewart and Castlederg in relation to exceedances of the air quality objectives for particulates (PM₁₀). All three AQMAs have since been revoked.

With the merger of the former Councils in Derry and Strabane into Derry City and Strabane District Council (DCSDC) in April 2015, all Local Air Quality Management (LAQM) reports now include both former Council areas.



3. Parking, Travel and Accessibility

3.1. Introduction

This chapter summarises the existing parking infrastructure, provides a high level of review of general travel characteristics in terms of travel to work and education data and presents an accessibility analysis by non-car modes.

3.2. Parking Overview

3.2.1. Derry City

The parking provision within the commercial core as set out in the Derry Area Plan 2011, consists of a number different types of car parking. These are:

- Public Off-Street Car Parks
 - 13 number public car parks in Derry City with a capacity of 886 parking spaces within the commercial core; and
 - Two of the car parks are free car parks consisting of 46 spaces and eleven of the car parks are charged car parks consisting of 840 spaces.
- Private Off-Street Car Parks:
 - Within the wider Derry Settlement Development Limit (SDL) there are approximately 6,500 private off-street park car parking spaces;
 - Within the Derry City Central area there are approximately 4,500 private off-street park car parking spaces; and
 - Approximately 2,000 private off-street spaces within the commercial core.
- Public On-Street Car Parks:
 - A desktop review of the on-street car parking spaces within the Derry City commercial core was undertaken which identified that there are approximately 725 on-street car parking spaces, with 6% designated as accessible parking;
 - A number of parking restrictions are in place and include:
 - *Disabled Badge Holders Only*: Approximately 45 Spaces;
 - *Electric Charging Point at all times*: Approximately 1 Space;
 - *Mon – Sat 8am-6:30pm 1 hour No return within 1 hour*: Approximately 510 Spaces; and
 - *Mon – Sat 8am-6:30pm 1 hour No return within 2 hour*: Approximately 7 Spaces;
 - Approximately 160 Spaces do not have any restrictions;

During the site visits undertaken by Atkins in June 2019, it was noted that the on-street parking spaces were generally busy with few available spaces within the commercial core.

Figure 3-1 illustrates the locations of the main Public and Private off-street car parks in Derry City.

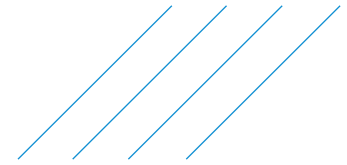
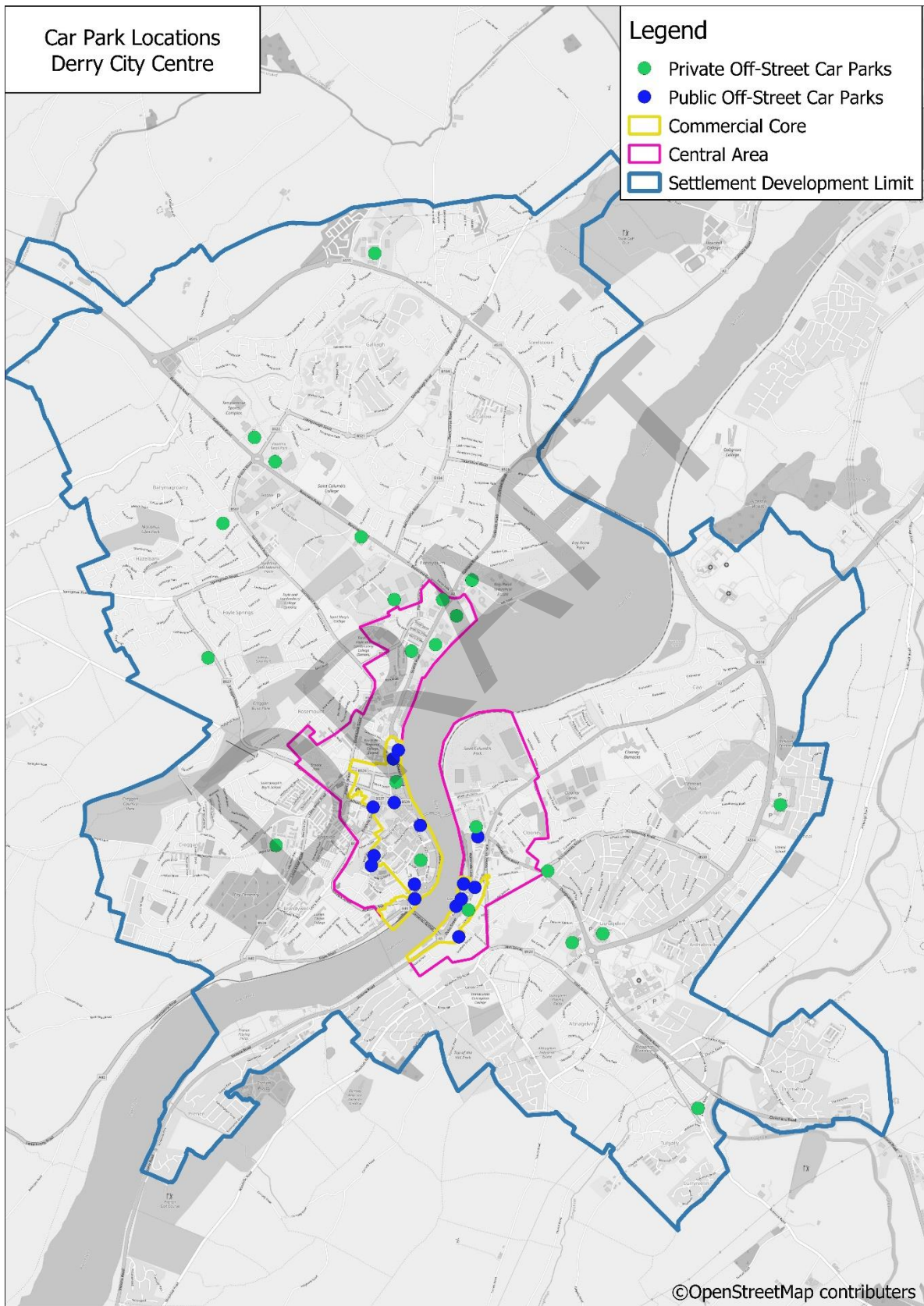
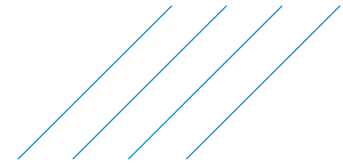


Figure 3-1 – Derry City Off-street Car Parks





3.2.2. Strabane Town

The parking provision within the town centre boundary as set out in the Derry Area Plan 2011, consists of a number different types of car parking. These are:

- Public Off Street Car Parks
 - 10no. public car parks in Strabane Town with a capacity of 666 parking spaces;
 - Strabane has 5no. free car parks consisting of 397 spaces and 5 number charged carparks consisting of 269 spaces.
- Private Off Street Car Parks:
 - Within the Strabane SDL there are approximately 855 private off-street car parking spaces; and
 - Within the town centre boundary there are approximately 575 private off-street car parking spaces.
- Public On-Street Car Parks:
 - A desktop review of the on-street car parks within the Strabane town centre boundary was undertaken which identified that there are approximately 370 on-street car parking spaces, with 4% accessible parking;
 - Typical Restrictions in place are:
 - *Disabled Badge Holder Only:* Approximately 14 Spaces;
 - *Mon-Sat 8am-7pm 60 mins No Return Within 2 Hours:* Approximately 140 Spaces;
 - *Saturday 8am-7pm 60 mins No Return Within 2 Hours:* Approximately 4 Spaces.
 - Approximately 210 Spaces do not have any restrictions;

During site visits undertaken by Atkins in June 2019, it was again noted that the on-street spaces were generally busy around main street with availability increasing toward the edge of the town centre boundary.

Figure 3-2 illustrates the locations of the main Public and Private off-street car parks in Derry City.



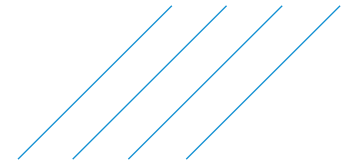
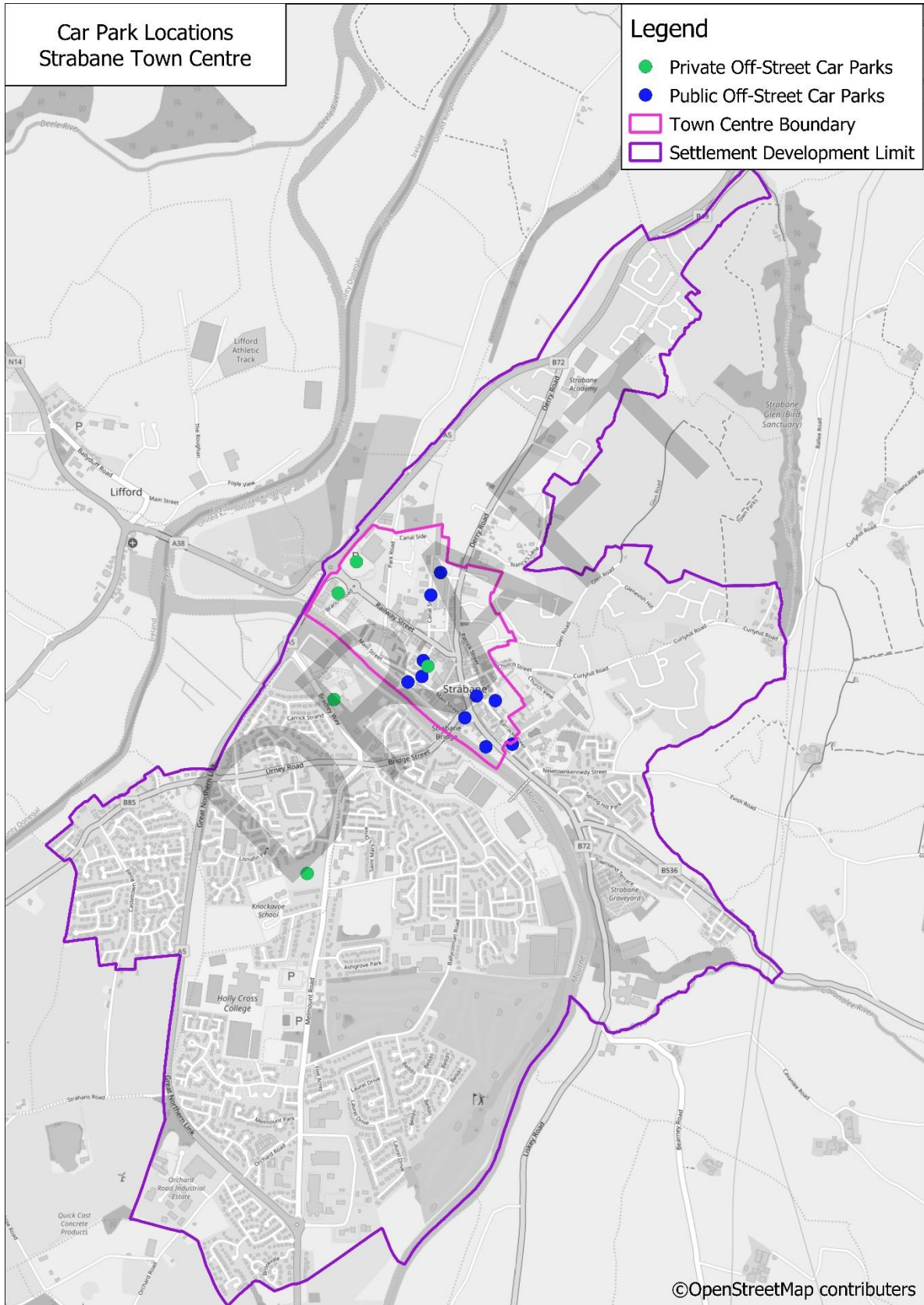
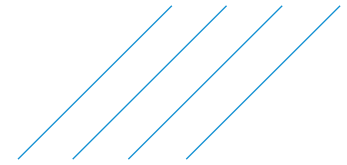


Figure 3-2 –Strabane Town Off-street Car Parks





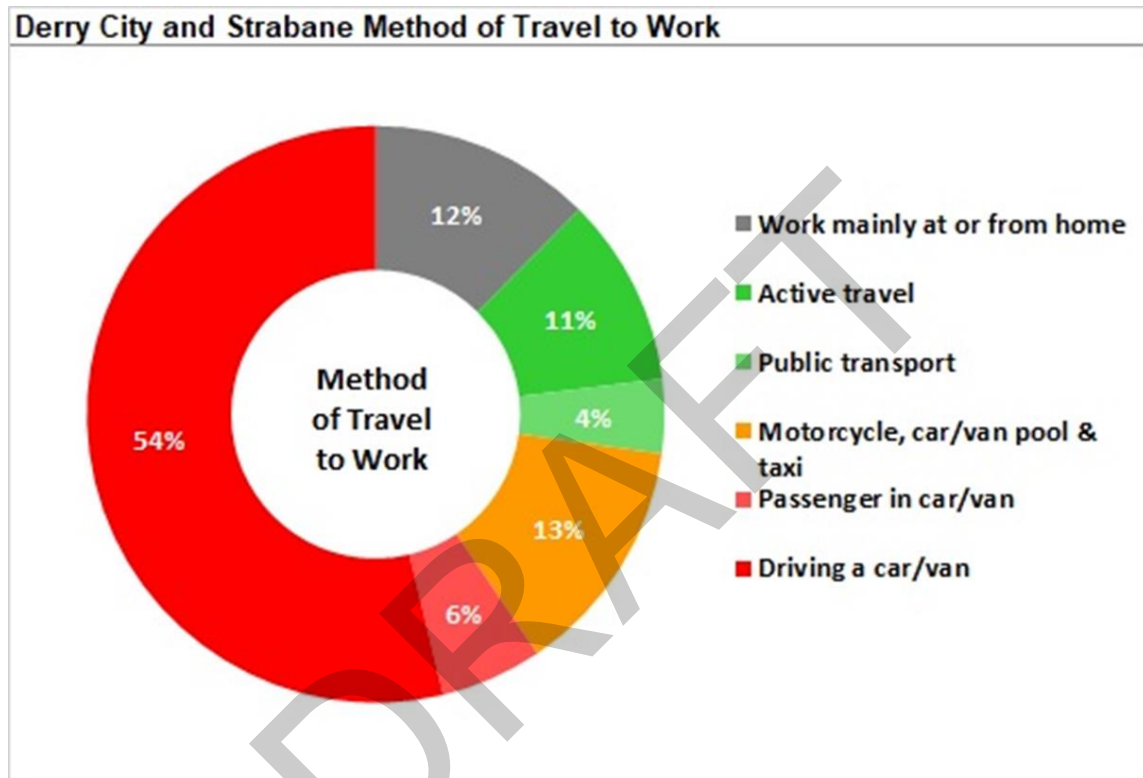
3.3. General Travel Characteristics

The 2011 Census provides detailed statistics of the mode of transport used by NI residents when travelling to Work and a Place of Study. The 2011 Census data has been reviewed to understand the current breakdown of travel modes as well as distance travelled.

3.3.1. Method of Travel to Work

The census data illustrating the Method of Travel to Work mode is shown in Figure 3-3.

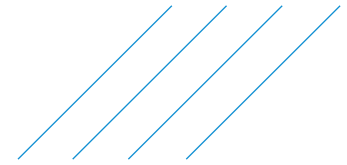
Figure 3-3 - DCSDC Method of Travel to Work



* 'Other method' of travel has not been presented in the chart.

Figure 3-3 shows that:

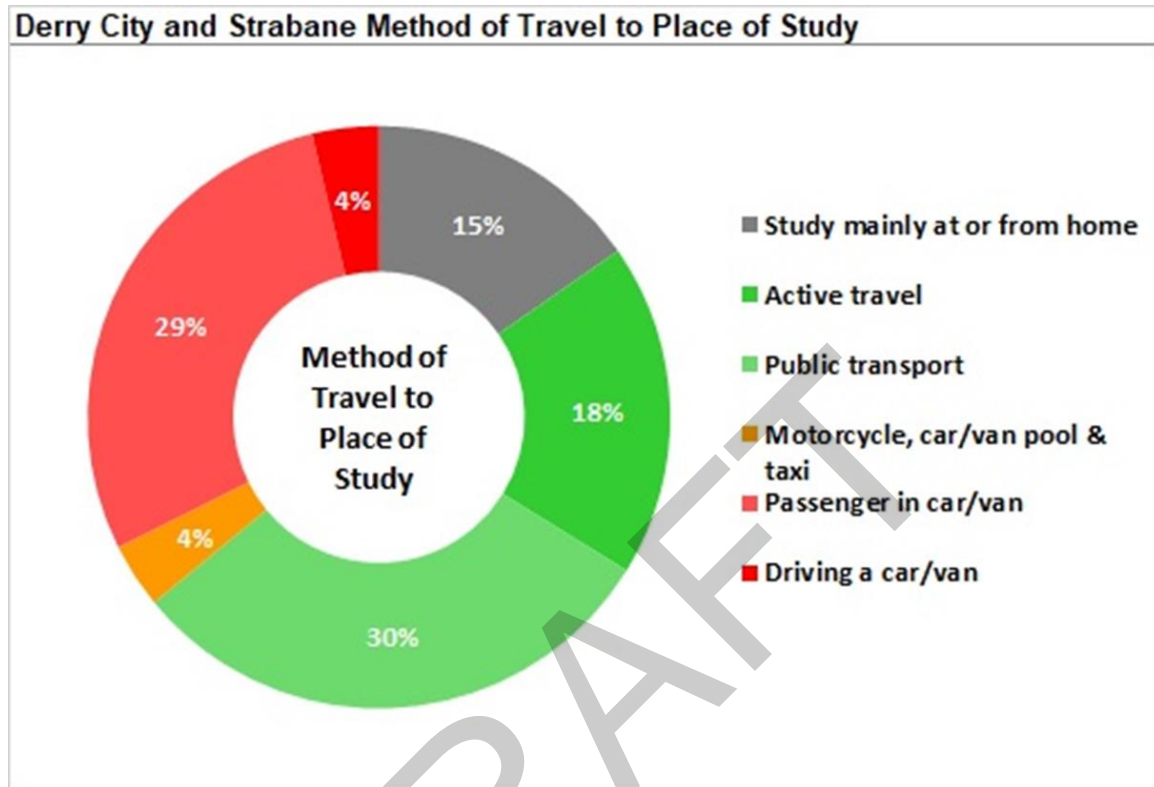
- 54% of people travel to work driving a car/van;
- 4% use Public Transport; and
- 11% use Active Travel.



3.3.2. Method of Travel to Place of Study

Figure 3-4 illustrates the census data for Method of Travel to Place of Study.

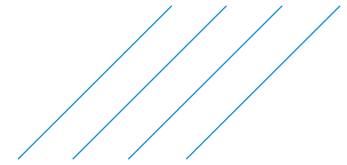
Figure 3-4 - DCSDC Method of Travel to Place of Study



* 'Other method' of travel has not been presented in the chart.

Figure 3-4 shows that:

- 29% of people travel to their place of study driving a car/van;
- 30% of people travel via Public Transport; and
- 18% of people travel via Active Travel.



3.3.3. Distance Travelled to Work by Mode of Transport

The census data illustrating distance travelled to work by mode of transport is shown in Figure 3-5.

Figure 3-5 - DCSDC Distance Travelled to Work by Model of Transport

Derry City and Strabane
Method of Travel to Work by Distance Travelled to Work

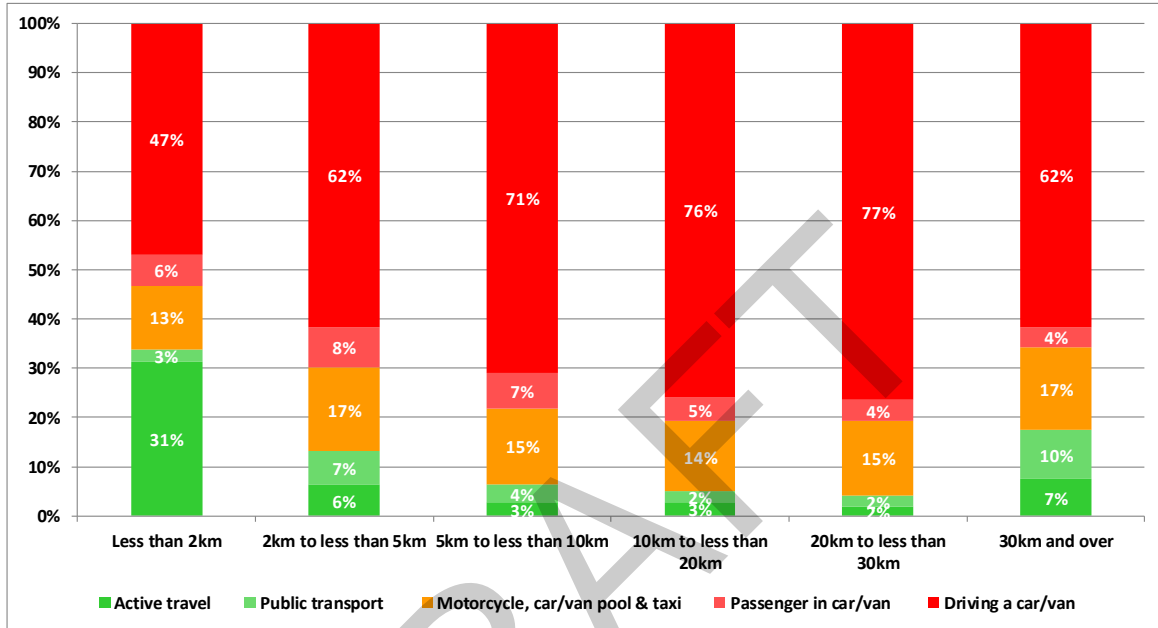


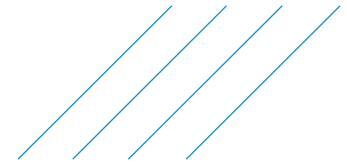
Figure 3-3 shows that:

- 31% of journeys less than 2km are currently undertaken by Active Travel;
- 47% of journeys less than 2km are made by driving a car/van; and
- 62% of journeys 2km but less than 5km are made by driving a car/van.

3.3.4. Summary

The North West Transport Plan (NWTP) Local Transport Study states that “A review of the 2011 census data concludes that the Council has a reasonable level of active travel compared to NI averages. However, fewer of the short journeys (under 2km) undertaken for commuting purposes make use of active travel with a heavier than average reliance on private vehicles. Therefore, there appears to be considerable potential to increase the number of short journeys made by walking and cycling.”

The NWTP also states that “While the Council achieves the NI average of 3% for journeys to work made by public transport, considering the gravitational pull of Derry City, there is potential for additional use of buses for journeys to work.”



3.4. Accessibility by Public Transport and Walking

The North West Transport Plan (NWTP) Local Transport Study used the information collated in the Transport Evidence Base (TEB) to develop accessibility of different travel modes to DCSDC. The TEB used published sources including the 2011 Census, Translink public transport timetables, and Police Service NI statistics, in addition to analytical analyses and fieldwork surveys undertaken by DfI TPMU.

3.4.1. Derry City

The TEB developed isochrones to identify the accessibility of Derry City by public transport, walking and cycling. These are shown in Figure 3-6 and Figure 3-7.

Figure 3-6 - Derry City Public Transport AM Peak Travel Time Isochrones

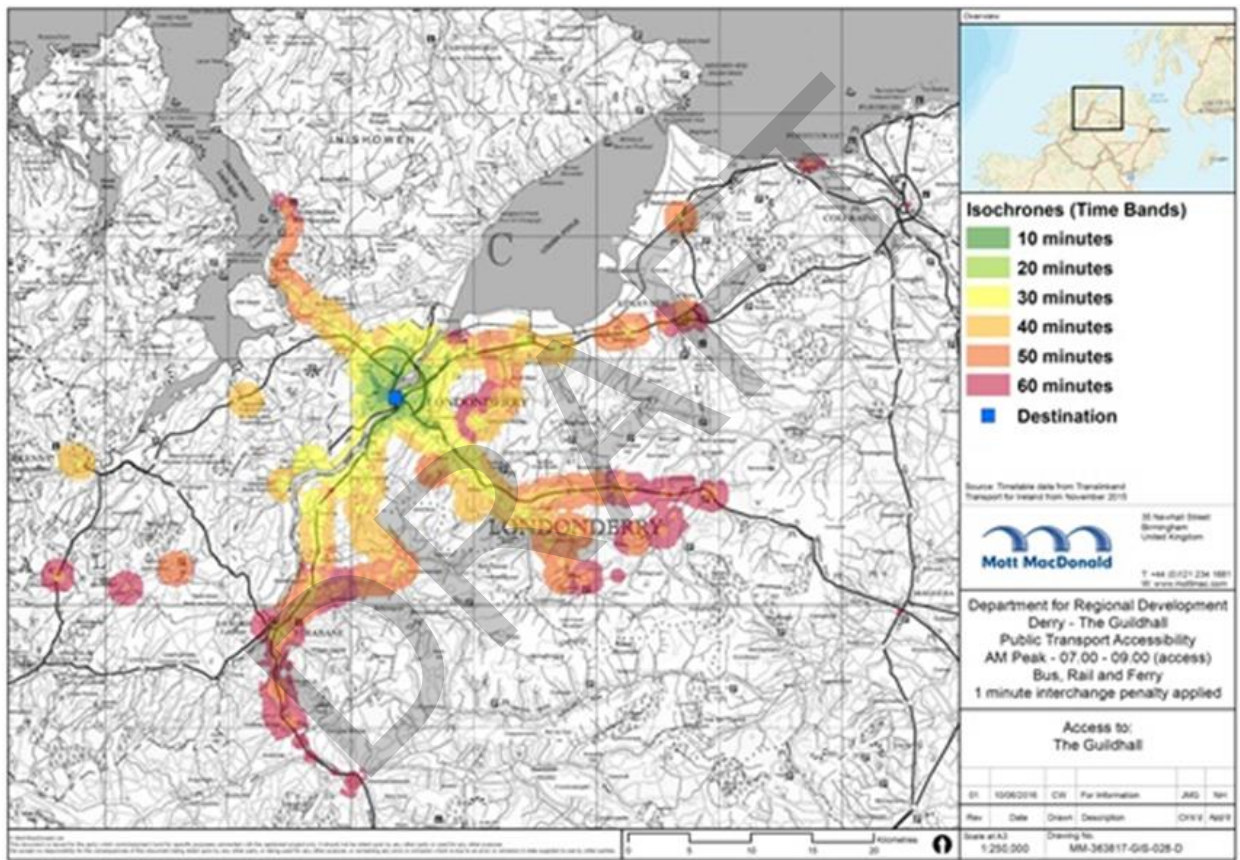


Figure 3-6 shows that Derry City is highly accessible via Public Transport to the surrounding settlements. This accessibility shows the infrastructure is in place to encourage residents living within 60 minutes of the City Centre to use public transport.

Figure 3-7 shows that Derry City is a very walkable city with high levels of accessibility from all of the commercial core within 10 minutes and the majority of the central zone within 30 minutes walk. This also includes the bus station and the North West Transport Hub, currently being upgraded.

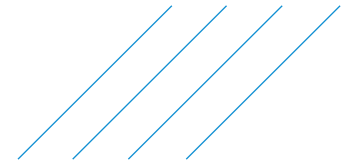
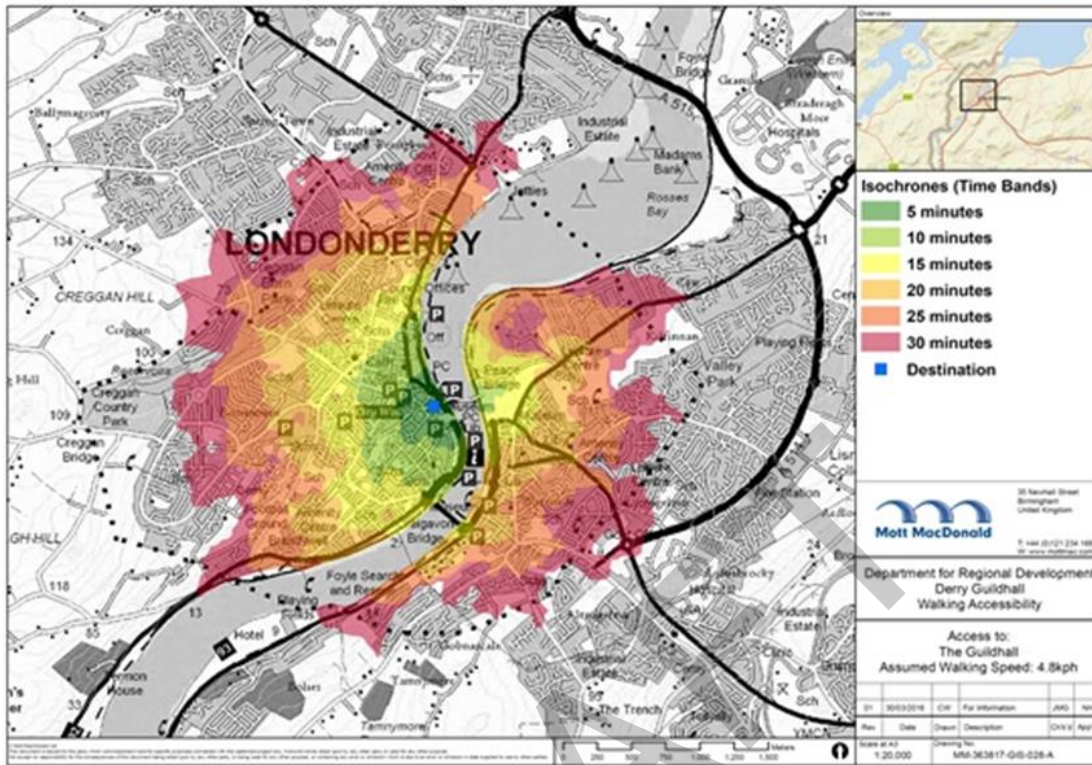


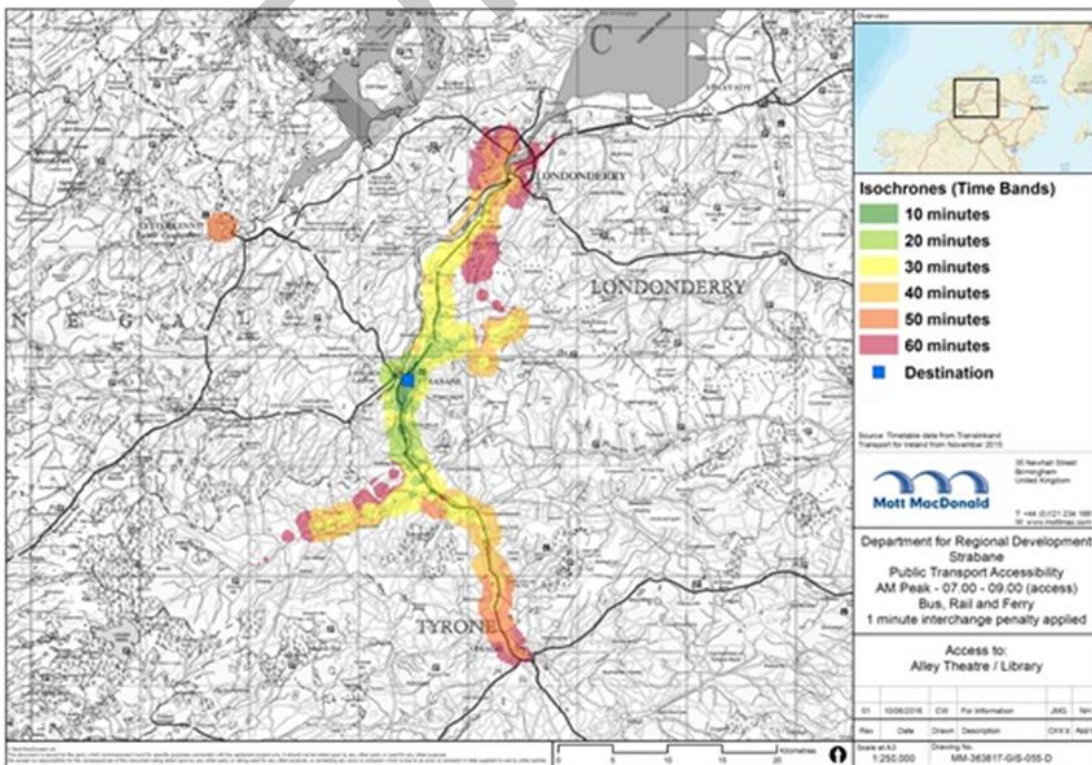
Figure 3-7 - Derry City 30 Minute Walk Isochrones



3.4.2. Strabane Town

The TEB developed isochrones to identify the accessibility of Strabane Town by public transport walking and cycling. These are shown in Figure 3-8 and Figure 3-9.

Figure 3-8 – Strabane Town Public Transport AM Peak Travel Time Isochrones



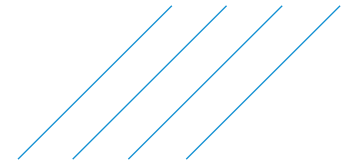


Figure 3-8 illustrates AM peak accessibility to Strabane by Public Transport and shows that Strabane is very accessible from Derry City and along the A5. Outside of this main route there is limited public transport availability.

Figure 3-9 presents a 30 minute walking accessibility to Strabane Town Centre.

Figure 3-9 - Strabane Town 30 Minute Walk Isochrones

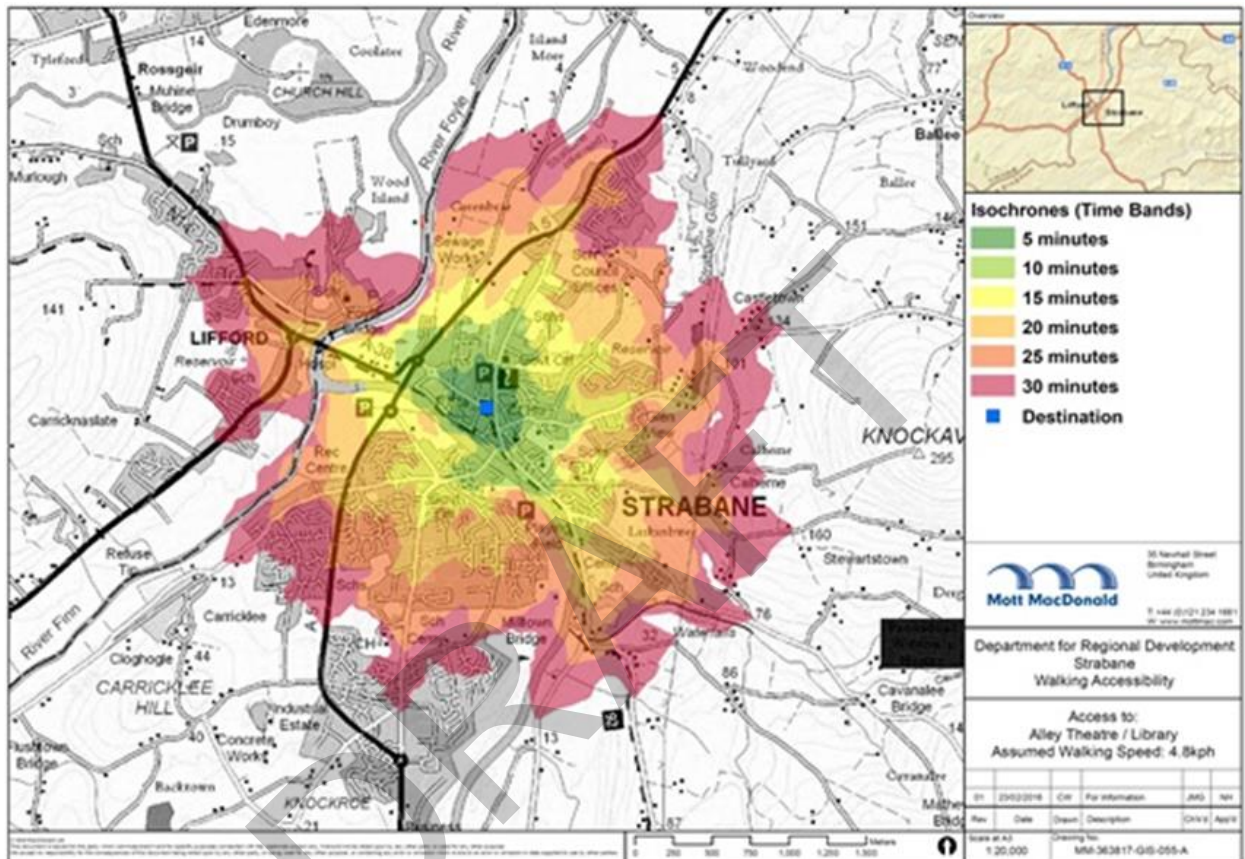
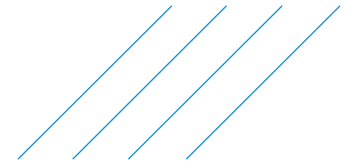


Figure 3-9 shows that Strabane is a very walkable town with majority of the town being able to reach the town centre within a 30 minutes walk (approximately 2km).



4. Benchmarking

4.1. Introduction

This chapter sets out a summary of the benchmarking exercise which was undertaken to compare the parking provision in Derry City’s Commercial Core and Strabane’s Town Centre Boundary with other similar towns and cities across Northern Ireland, the Republic of Ireland and the United Kingdom.

The selection criteria used to identify the different cities and towns included:

- Population size;
- General location;
- Heritage;
- Volumes of tourists per year;
- Condensed retail core;
- River crossing through or proximate; and
- Urban settlement generally surrounded by countryside.

4.2. Benchmarking for Derry City

Derry City was compared to similar cities as set out in the selection criteria and a number of trends were identified in relation to the level of car parking provision. Figure 4-1 shows a comparison between the number of car parking spaces and the total population of the selected cities.

Figure 4-1 - Benchmarking Derry City number of car parking spaces

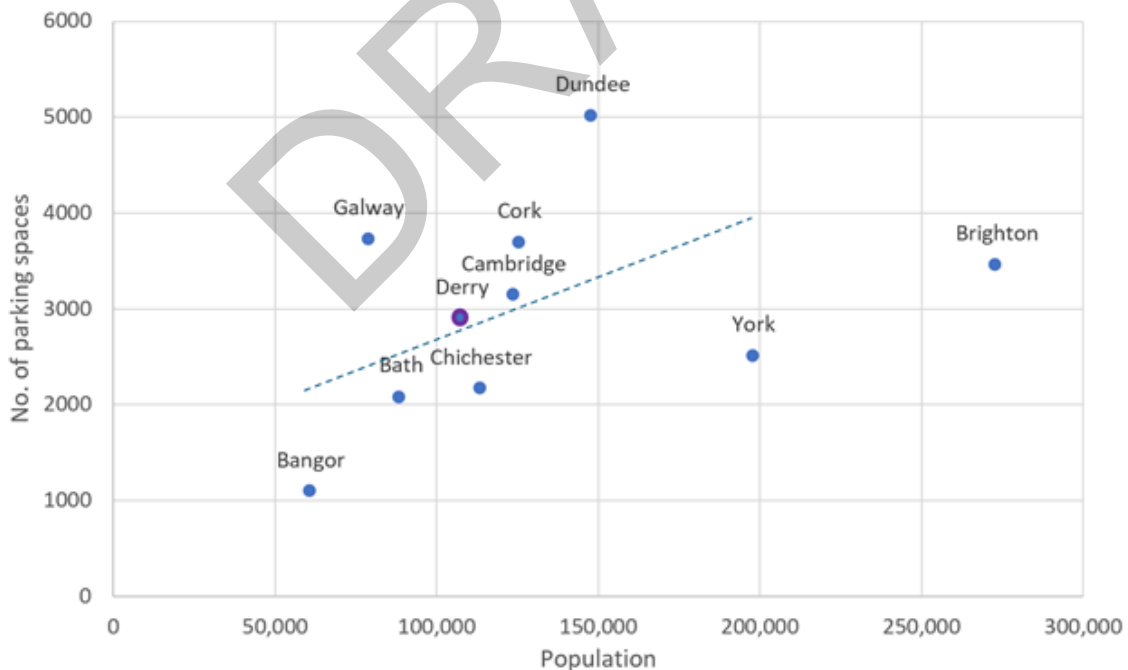
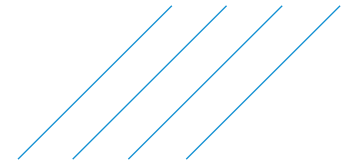


Figure 4-1 shows:

- There appears to be a general correlation between population level and number of car parking spaces;
- Derry City has an average number of spaces for its population;
- Relative to the Cities in the Republic of Ireland (ROI), Derry City has less car parking spaces for its population when compared with Galway and Cork;



- Relative to the UK Cities, Derry City has more spaces than Bath, Chichester and York but a similar level to Cambridge.

A trend was also identified between the number of car parks and the population, this is illustrated in Figure 4-2.

Figure 4-2 - Benchmarking of Derry City number of Car Parks

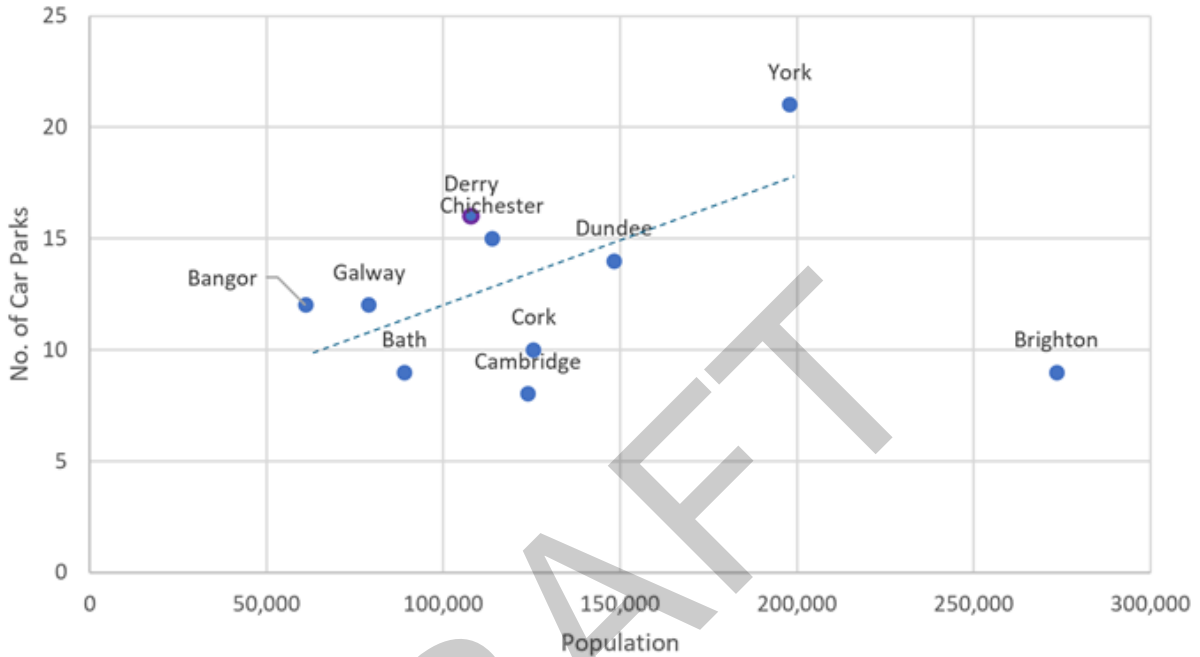
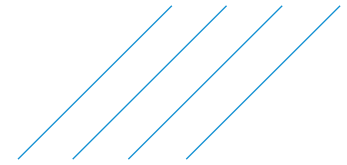


Figure 4-2 shows that:

- There appears to be a general correlation between population level and number of car parks;
- Derry City has a higher than average number of car parks;
- Relative to the Cities in the Republic of Ireland (ROI) Derry City has more car parks when comparing against Galway and Cork; and
- Relative to other UK Cities, Derry City has the second highest number of car parks with only York having more car parks, although York has almost twice the population.

In summary the benchmarking identified that Derry City consists of a similar number of car parking spaces to other comparable cities, however these spaces are provided in a greater number of car parks.



4.3. Benchmarking for Strabane Town

Strabane Town was compared to similar towns as set out in the selection criteria, a number of trends were identified in relation to the level of car parking. Figure 4-3 shows the comparison between the number of car parking spaces and the population of Strabane Town.

Figure 4-3 - Benchmarking Strabane Town number of car parking spaces

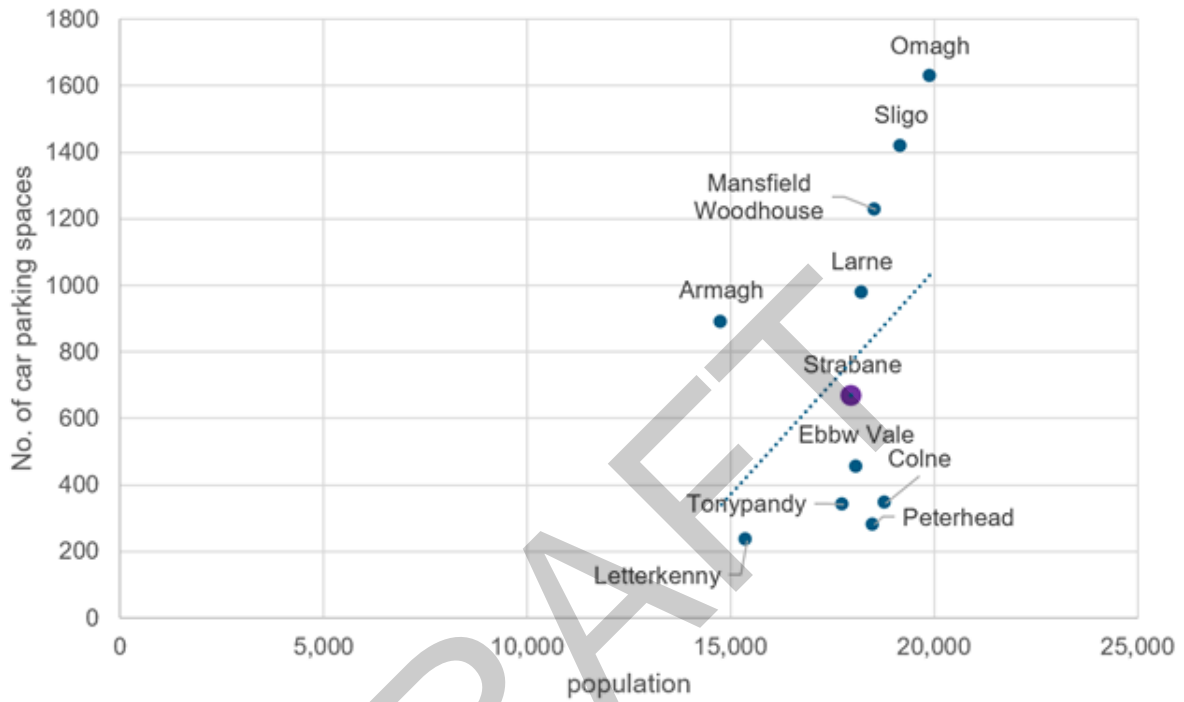
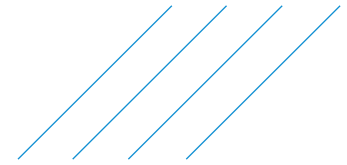


Figure 4-3 shows that:

- There appears to be a general correlation between population level and number of car parking spaces;
- Strabane has an average car parking provision compared to population;
- Relative to the UK towns Strabane has a higher number of parking spaces; and
- Compared to Northern Irish and ROI towns has a relatively lower level of car parking spaces.



A trend was also identified between the number of car parks and the population, this is illustrated in Figure 4-4.

Figure 4-4 - Benchmarking Strabane Town of number car parks

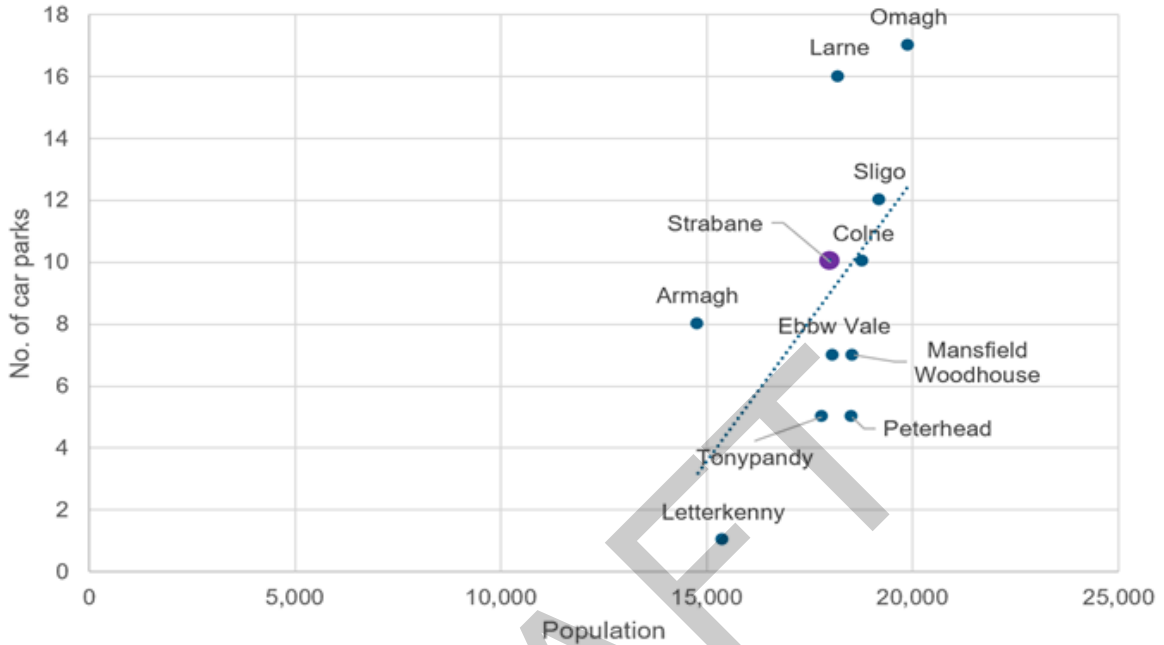
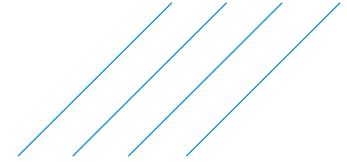


Figure 4-4 shows:

- There appears to be a general correlation between population level and number of car parks;
- Strabane has an average number of car parks compared to population; and
- The data shows that relative to the UK towns, the Northern Irish and ROI towns has a higher number of car parks.

In summary the benchmarking identified that Strabane town consists of a level of car parking provision in line with similar towns, although does appear to have a slightly higher number of car parks in relation to the number of spaces provided. Therefore, like Derry City the number of car parking spaces could be consolidated into fewer car parks.



5. Stakeholder Consultation

5.1. Introduction

A series of engagements with a range of key stakeholders as identified by DCSDC was undertaken to supplement the evidence base stage of the study and gain a local understanding of parking issues, collate any know or potential schemes associated with the Council's car parks and finally to explore any potential opportunities that the car parks could facilitate. The stakeholders consisted of a wide range of organisations and included:

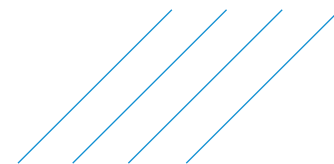
- DCSDC – Strategic Finance
- DCSDC – Environment and Regeneration
- DCSDC – Tourism
- DCSDC – Business & Culture Directorate
- Strategic Investment Board
- Derry City Centre Stakeholders
- Department for Communities
- Chamber of Commerce
- Translink
- Department for Infrastructure
- Inner City Trust
- City Centre Initiative
- Donegal County Council

5.2. Key Themes and Comments

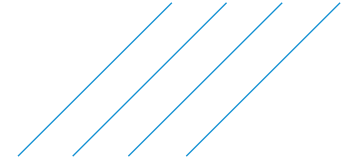
Table 5-1 sets out a summary of the key themes and comments which emerged as part of the stakeholder engagement process.

Table 5-1 - Summary of Key themes and comments

Theme	Comments
Parking as a Policy Instrument to reduce dependency on private car	<ul style="list-style-type: none"> • Parking has to be a policy instrument to deliver a reduction in car dependency. • Needs to be supported by a multi-agency approach to ensure that there is a coordinated provision for transport in the Council area. • Need to recognise that a more detailed overarching Parking Strategy is required for the City to include both on-street and off-street car parks and the Transport Plan.
Current parking charges	<ul style="list-style-type: none"> • Current charging regime is too cheap. • Economic profile of residents is important when considering changes to parking charges. • Changes in parking charges is likely to displace commuter parking.

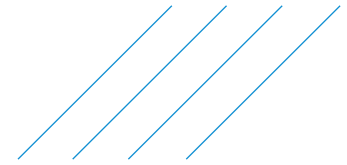


Theme	Comments
Location and number of car parks	<ul style="list-style-type: none"> • Some are positioned on key development land. • Parking should be rationalised to open up streetscape. • Riverfront development plans important consideration. • Businesses will be opposed to the reduction in the number of spaces. • Businesses believe there is insufficient short stay spaces for customers. • Parking should remain outside of the City Walls. • Car parking location should take into consideration Park & Stride (preference would be for locating car parks at the edge of the Commercial Core for Park & Stride). • Onward access from car parks is an important consideration. • Overall volumes of parking spaces should be managed downward.
Role of the private sector	<ul style="list-style-type: none"> • Private sector multi-storey car parks may have a role to play as they are currently underutilised.
On-street parking	<ul style="list-style-type: none"> • On-street and Off-street car parking needs to be considered together.
Park & Ride	<ul style="list-style-type: none"> • Policies around Park & Ride are very important • A2 Buncrana Road (adjacent Skeoge Link) would be a good location for a P&R to cater for cross border movements. • Park & Ride and enhancing Public Transport is part of a 'carrot and stick' approach. If serious about removing/reducing congestion then need to be serious about reducing car parking provision in the city centre. • Area Plan should include provision for Park & Ride sites. • Provision of Park & Ride is key.
Displaced parking	<ul style="list-style-type: none"> • The displacement of parking into local residential areas is an important consideration. • Changes in parking charges is likely to displace commuter parking.
Coach Parking	<ul style="list-style-type: none"> • The City needs modern dedicated coach parking provision.
Developer contributions	<ul style="list-style-type: none"> • Can parking polices act as a lever for developer contributions?
Electrical charging points	<ul style="list-style-type: none"> • Need to consider how the Council will cater for Electric Vehicles in the future
Accessibility spaces	<ul style="list-style-type: none"> • Need to ensure provision for blue badge holders is considered.
Mode Shift	<ul style="list-style-type: none"> • Cultural change required to encourage modal shift away from private car. • Provision of parking should align with SPPS and PfG which seeks to encourage sustainable transport.



Theme	Comments
Current parking polices	<ul style="list-style-type: none"> • Current polices appear reasonable for Commercial Core. • Outside of the Commercial Core the policies should be flexible so that each development is considered on its own merits i.e. what are the objectives of the development? What do new developments require to achieve a modal shift? • Central zone around City Centre should continue to only provide for operational parking. • Council should prohibit refuse collection and servicing in the City Centre to early morning. • Restrict car access in City Walls after 10am.
Residents Parking Schemes	<ul style="list-style-type: none"> • Dfl has tried to introduce Residents Parking Schemes but these were rejected by local communities. • The benefits of residents parking schemes not effectively communicated.

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6. Public Off-Street Car Parking

6.1. Introduction

This chapter sets out a review of the existing operation of the public off-street car parks. The review consisted of using existing available information for the public off-street car parks to understand their operational characteristics as well as environmental conditions of each of the sites.

Derry City and Strabane Town have been reviewed separately and a summary of the findings are set out in the remainder of this chapter.

6.2. Derry City

6.2.1. Public off-street car parks

The car parks that were included in the review are set out Table 6-1.

Table 6-1 - Car park locations Derry City

Car Park Name	Number of Spaces	Free or Paid
Derry City		
William Street	146	Paid
Bishop St	174	Paid
Victoria Market	81	Paid
Carlisle Rd	22	Paid
Society/Palace Street	24	Paid
Foyle Street	54	Paid
Queen's Quay	62	Paid
Simpsons Brae	14	Free
Strand Road	70	Paid
Foyle Road	89	Paid
Foyle Valley Railway	59	Paid
Waterside Railway Station	42	Free
Spencer Road	49	Paid

6.2.2. Public Off-street Parking Accessibility

An accessibility analysis of the car parks was undertaken to better understand how the existing provision for car parking served the commercial core of Derry City. This analysis consisted of the following:

- Developing walking isochrones of 200m (approx.. 3 mins walk) and 400m (approx.. 5-6 mins walk);
- Plotting key location attractions to include:
 - Bus Station
 - Recreation areas
 - Rail Station
 - Shopping Centres (retails areas)
 - Education facilities
 - Tourist attractions
 - Entertainment facilities

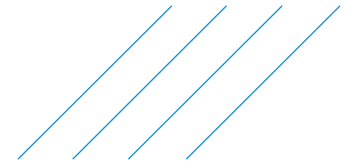
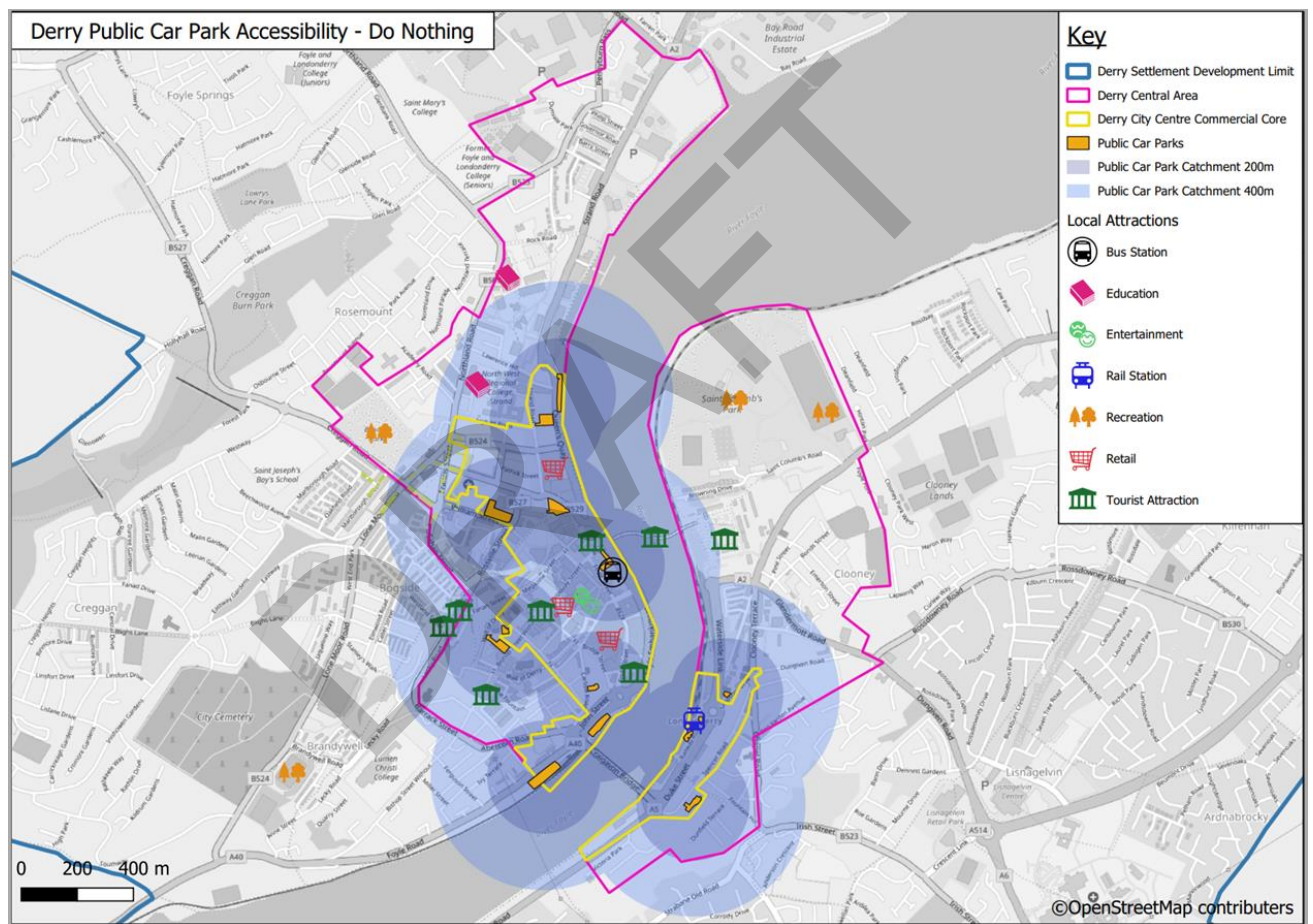
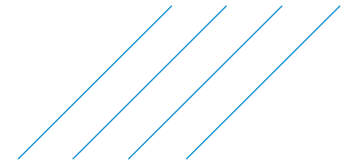


Figure 6-1 presents this accessibility analysis and shows that:

- The vast majority of the commercial core is accessible by a 200m walk from at least one car park;
- When the onward walking accessibility distance is increased to 400m, then all of the commercial core is accessible from a car park; and
- At 400m onward walking accessibility, large parts of the Derry Central Area are also served by the current off-street public car parking provision.

Figure 6-1 - Derry Public Car Park Accessibility





6.2.3. Environmental Review

A desktop site specific review of the car parks to identify any environmental constraints surrounding the car parks was undertaken. This review was carried out for each car park and a proforma highlighting the key constraints was developed – see example shown in Figure 6-2.

Figure 6-2 – Example Proforma

Environmental Constraints		
Noise Sensitive Receptors (within 300m)	Approximate no. of residential properties within 300m	1,010
Air Quality	Within an AQMA	No
	General characteristics	<ul style="list-style-type: none"> Located opposite residential properties and in an area with some commercial properties.
Landscape and Townscape	Landscape Character Area (LCA)	<ul style="list-style-type: none"> Within the 'Derry Slopes' LCA
	Within or near an AONB	No
Historic Environment	Within an Area of Archaeological Potential (AAP)	No. The closest AAP is located approximately 80m to the north
	Sites and Monument Records (SMRs) near the Site	The closest noted SMR is The Ecclesiastical Site (St. Dominic's Priory) which is located approximately 80m to the west
	Nearest Listed Building	<ul style="list-style-type: none"> HB01/21/009 a Presbyterian Church (the walling, pillars, gates and railings are also listed) which is located approximately 15m to the north
	Nearest Historic Park and Garden	<ul style="list-style-type: none"> Brooke Park, located approximately 270m to the north west
	Industrial Heritage Feature	<ul style="list-style-type: none"> Paragon Factory (shirt & collar) was noted within the Site. In addition, the Tan yard, is located approximately 4m to the north and the Model Bakery, approximately 10m to the east
Biodiversity	Near to any Natura 2000 sites (SAC and SPA), Ramsar sites, NNR NR and ASSI	No
Water Environment	Within a Flood Risk area	No
	General characteristics	<ul style="list-style-type: none"> River Foyle is approximately 270m to the east

The review identified:

- The nearest Areas of Archaeological Potential (AAP), Industrial Heritage Records (IHR), Sites and Monuments Records (SMR), Listed Buildings and Historic parks and gardens;
- Confirmed that no sites were located in close proximity to any Natura 2000 sites;
- That two of the car parks, Foyle Valley and Simpsons Brae were situated within a flood risk area;
- That no sites were within a registered Air Quality Management Area.

6.2.4. Baseline Data Collation and Collection

Data Collection

Atkins undertook a series of snap shot parking beat surveys across all car parks in the Derry City commercial core. These occupancy surveys were undertaken on:

- Saturday 15th June 2019;
- Wednesday 19th June 2019 – Morning;
- Wednesday 19th June 2019 – Afternoon.

The occupancy results are illustrated in Figure 6-3 to Figure 6-5.

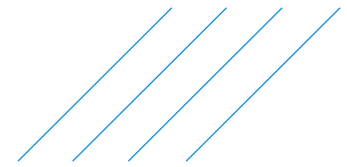
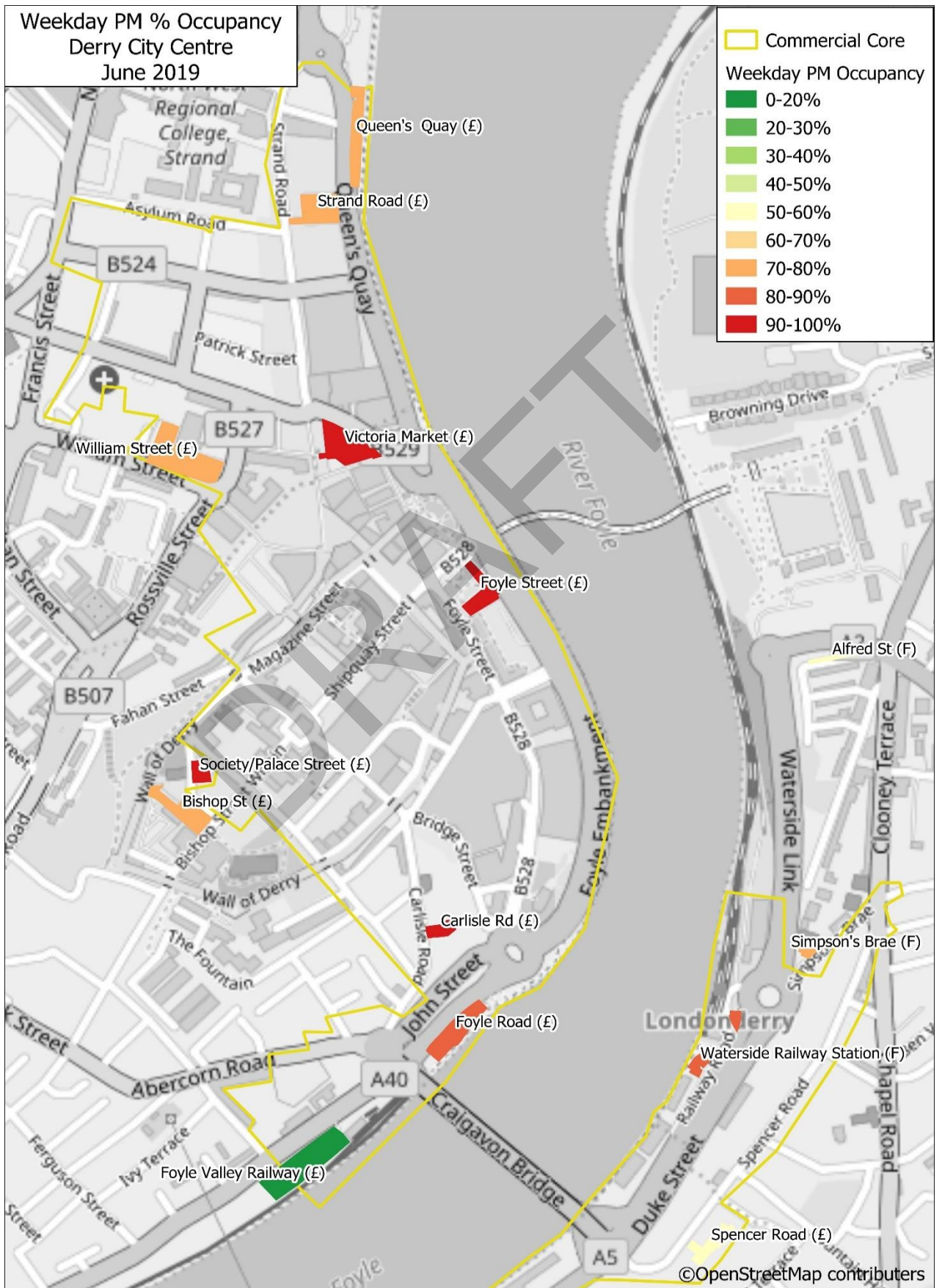


Figure 6-4 – Derry City Centre: Weekday PM Car Park Occupancy



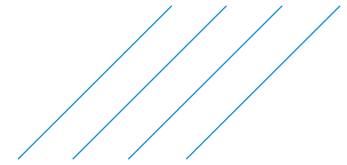
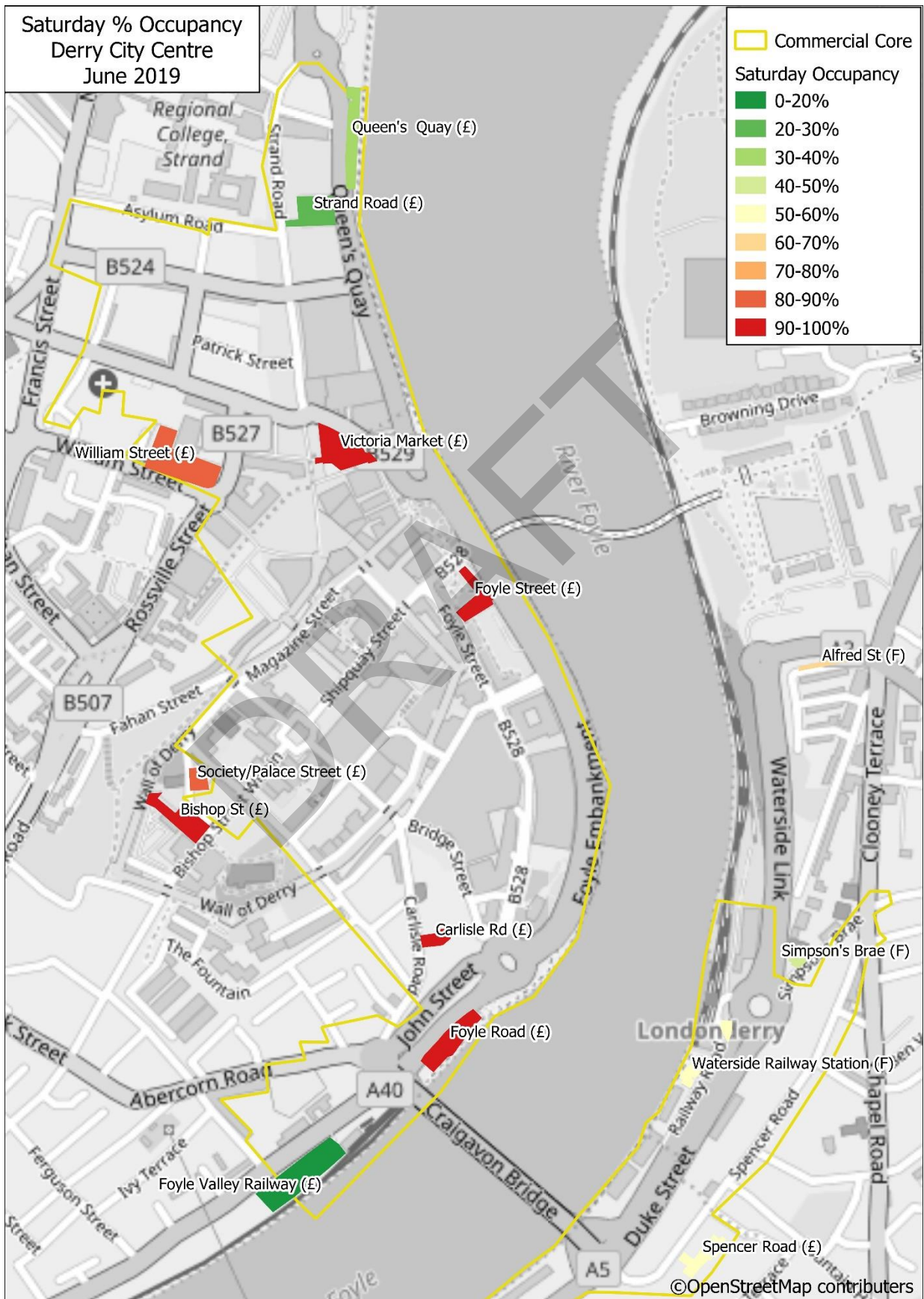
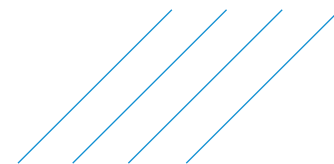


Figure 6-5 – Derry City Centre: Saturday Car Park Occupancy





The parking occupancy results are summarised in Table 6-2.

Table 6-2 – Derry City– Summary of Parking Survey

Car Park	Town/City	Number of Spaces	Weekday AM % Occupancy	Weekday PM % Occupancy	Saturday % Occupancy
Bishop St	Derry	174	83%	76%	91%
Carlisle Rd	Derry	22	100%	91%	95%
Foyle Road	Derry	89	87%	82%	99%
Foyle Street	Derry	51	96%	96%	96%
Queen's Quay	Derry	62	26%	77%	35%
Society/Palace Street	Derry	24	96%	100%	88%
Spencer Road	Derry	49	47%	55%	53%
Strand Road	Derry	70	51%	77%	21%
Victoria Market	Derry	81	94%	98%	95%
William Street	Derry	146	59%	76%	82%
Simpson's Brae	Derry	14	100%	79%	43%
Waterside Railway Station	Derry	42	95%	90%	55%
Foyle Valley Railway	Derry	59	15%	15%	3%

Table 6-2 shows:

- The following car parks recorded occupancy levels in excess of 80% occupied:
 - Carlisle Road;
 - Foyle Road;
 - Foyle Street;
 - Society Place;
 - Victoria Market;
- The results show that the car parks closest to the city centre generally have a higher occupancy; and
- Car parks located close to the railway station have a high occupancy during the weekday but a reduced occupancy on a Saturday, suggesting these are used by general commuters.

Data Collation

Existing datasets were provided by DCSDC to gain an understanding of how the paid car parks operated. The datasets analysed include:

- Parkmobile;
- My ParkFolio;
- Monthly income reports; and
- Ticket Pulls.

Table 6-3 presents a summary of the how each dataset was used and what information was derived with respect to each paid car park.

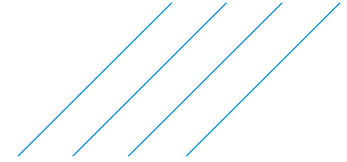


Table 6-3 - Summary of used datasets

Extracted Information	Description	Dataset
Daily Arrival Departure Profile	This shows the volume of cars arriving and departing across and average weekday	ParkMobile
Monthly Duration of Stay	This shows how the average duration of stay varies across a year	ParkMobile
Daily Duration of Stay	This is the average paid duration of stay for each weekday;	My Parkfolio
Duration of Stay (Grouped)	This shows the total number of cars saying for the following durations: <ul style="list-style-type: none"> - 0-2 hours; - 2-4 hours; - 4-6 hours; - 6-8 hours; - 8-10 hours; - 10+ hours 	ParkMobile
June v Annual Income	This compares the average June income to all other months in order to validate the snap shot surveys undertaken by Atkins	Monthly income reports; ParkMobile
Weekly Profile	This compares the cash income each week between 2015 and 2019	Ticket Pulls

This analysis was undertaken for the paid car parks across Derry City commercial core and where existing data was available. A summary of the results showed:

- The more central car parks have a shorter duration of stay suggesting that the majority of cars parking in this car parks are visitors or tourists. Car parks to the south have a significant percentage of users that park for longer than 4 hours which suggest they are used by commuters / workers;
- The car parks located to the north have a longer duration of stay which would again suggest that these car parks are generally used by commuters / workers; and
- Generally, all car parks experience the highest average duration of stay in November/ December, which would coincide with the busiest shopping months.



6.3. Strabane Town

6.3.1. Public off-street car parks

The town centre car parks that were included in the review are set out in Table 6-4.

Table 6-4 - Car park locations Strabane town

Car Park Name	Number of Spaces	Free or Paid
Strabane Town		
Canal Basin North	123	Free
Canal Basin	161	Free
Butcher Street	72	Paid
Railway Street	86	Paid
Upper Main Street South	53	Paid
Upper Main Street North	37	Free
Bowling Green	39	Free
Lower Main Street Nth	12	Paid
Lower Main Street Sth	46	Paid
Mill St	37	Free

6.3.2. Public Off-street Parking Accessibility

An accessibility analysis of the car parks was undertaken to better understand how the existing provision for car parking served the town centre of Strabane. This analysis consisted of the following:

- Developing walking isochrones of 200m (approx.. 3 mins walk) and 400m (approx.. 5-6 mins walk);
- Plotting key location attractions to include:
 - Bus Station
 - Rail Station
 - Education facilities
 - Entertainment facilities
 - Recreation areas
 - Shopping Centres (retails areas)
 - Tourist attractions

Figures 6-6 presents this accessibility analysis and shows that:

- The vast majority of the town centre boundary is accessible by a 200m walk from at least one car park; and
- At 400m onward walking accessibility, all of the town centre boundary and beyond is served by the current off-street public car parking provision.

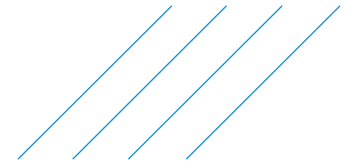
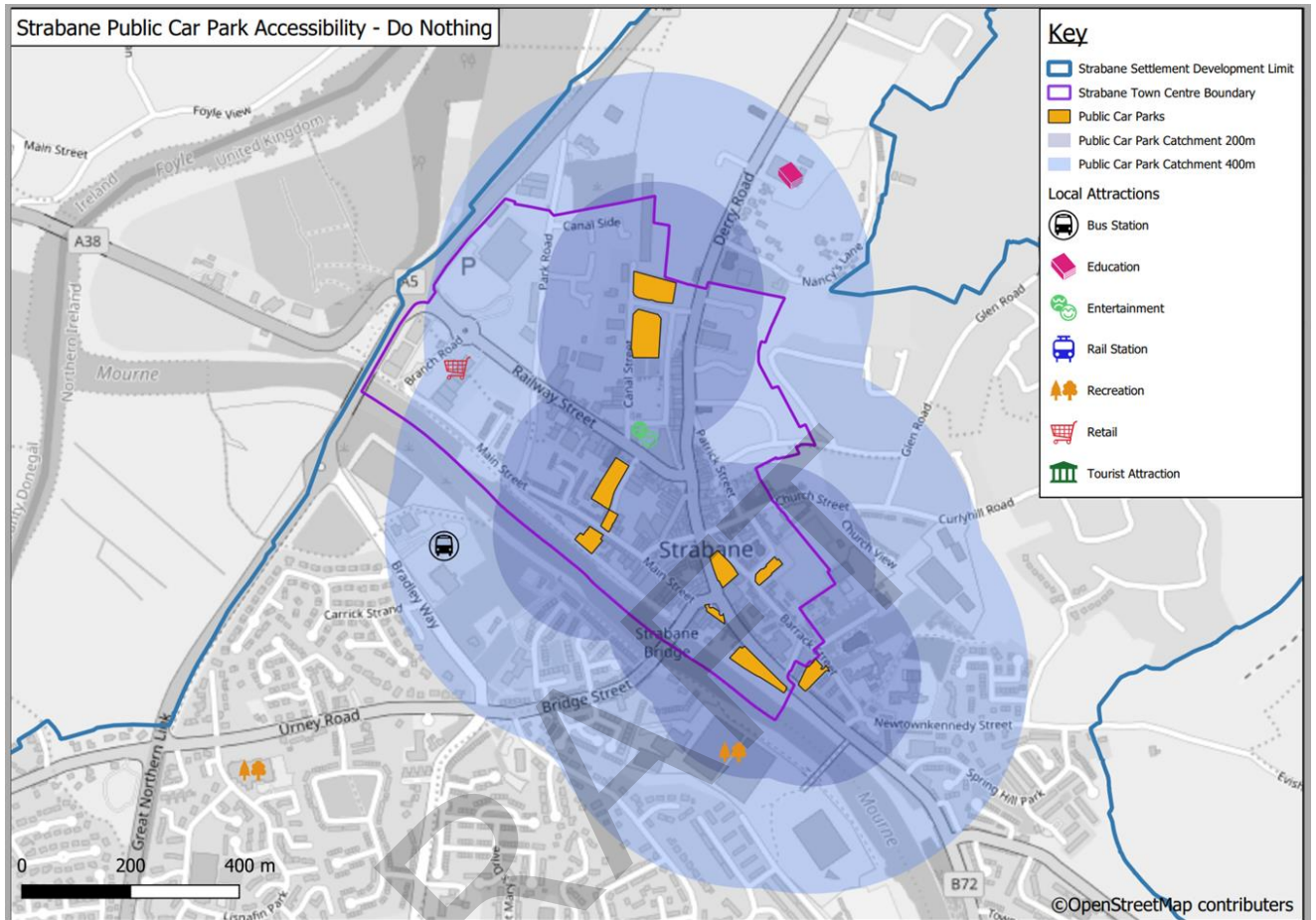


Figure 6-6 - Strabane Public Car Park Accessibility

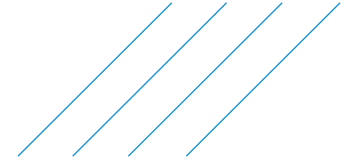


6.3.3. Environmental Review

A desktop site specific review of the car parks to identify any environmental constraints surrounding the car parks was undertaken. This review was carried out for each car park and a proforma highlighting the key constraints was developed (see example illustrated in Figure 6-2).

The main environmental constraints identified were:

- The nearest Areas of Archaeological Potential (AAP), Industrial Heritage Records (IHR), Sites and Monuments Records (SMR), Listed Buildings and Historic parks and gardens;
- No sites were located in close proximity to any Natura 2000 sites;
- No sites were identified to be within a flood risk area;
- No sites were within a registered Air Quality Management Area.



6.3.4. Baseline Data Collation and Collection

Data Collection

Atkins undertook a series of snap shot parking beat surveys across all car parks in Strabane town centre. These occupancy surveys were undertaken on:

- Saturday 15th June 2019;
- Wednesday 19th June 2019 – Morning;
- Wednesday 19th June 2019 – Afternoon.

It should be noted that an event (Summer Jamm) took place in the Butcher Street car park from the 14th – 16th June which was during the Saturday survey and so was closed to the public. This has impacted on the results in the surrounding car parks during the Saturday Survey and therefore these should be treated with caution. The results of the occupancy surveys are shown in Figure 6-7 to Figure 6-9.

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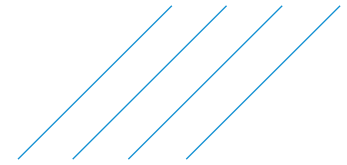
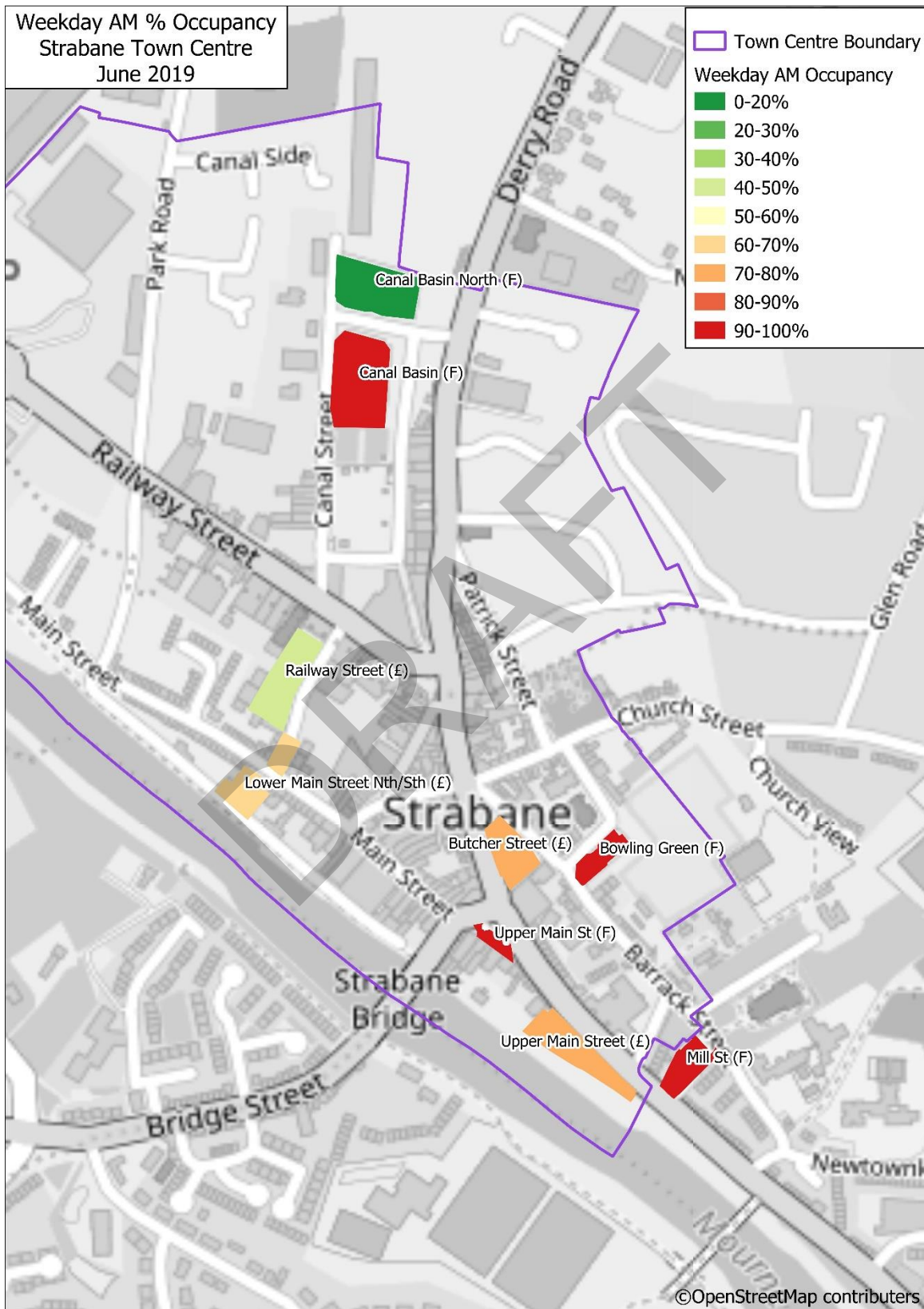


Figure 6-7 – Strabane Town Centre: Weekday AM Car Park Occupancy



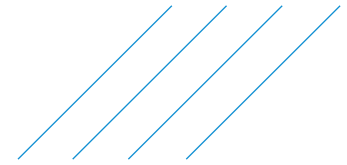
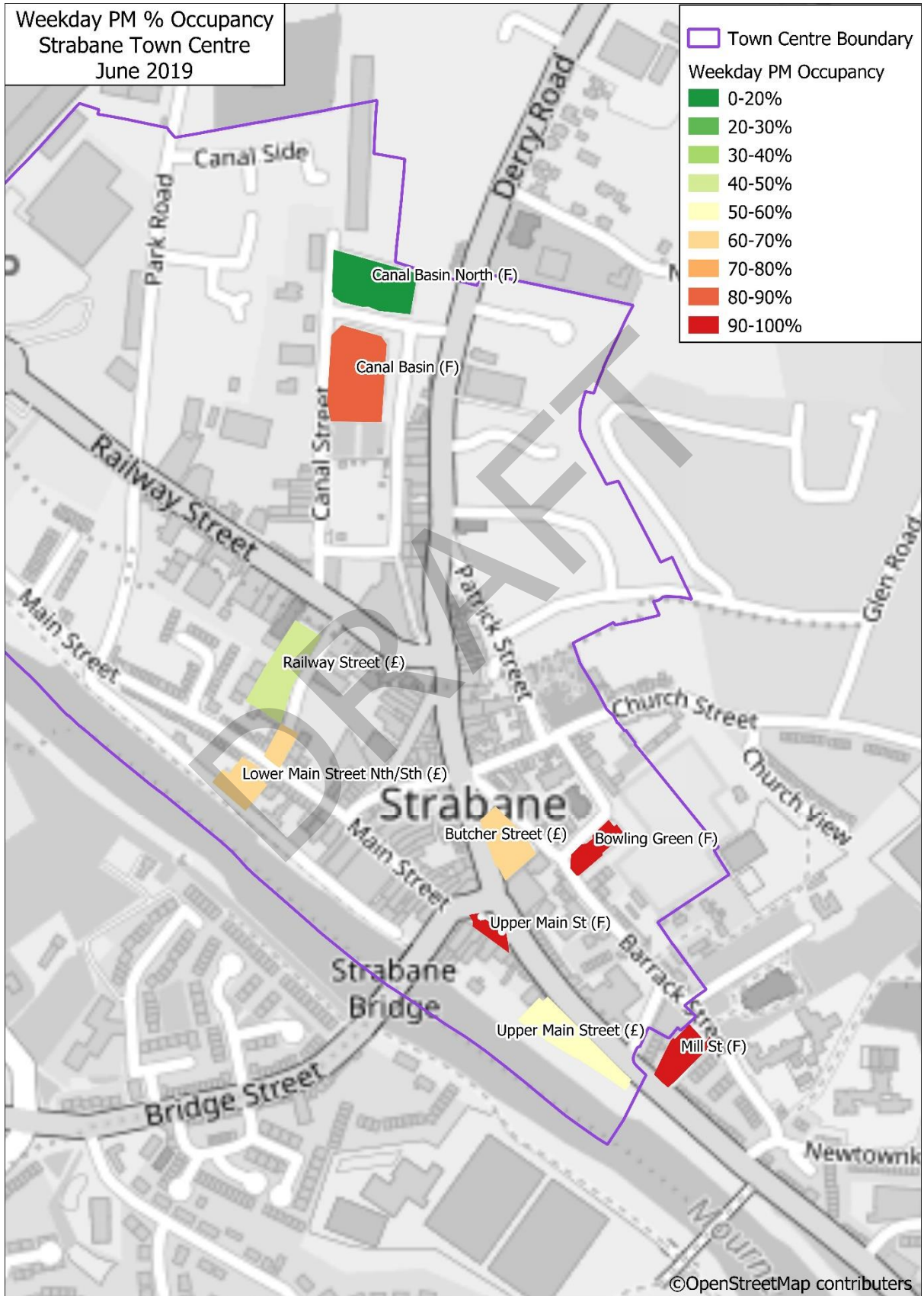


Figure 6-8 – Strabane Town Centre: Weekday PM Car Park Occupancy



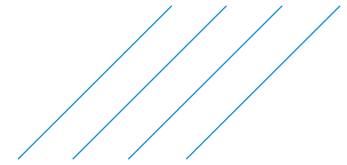
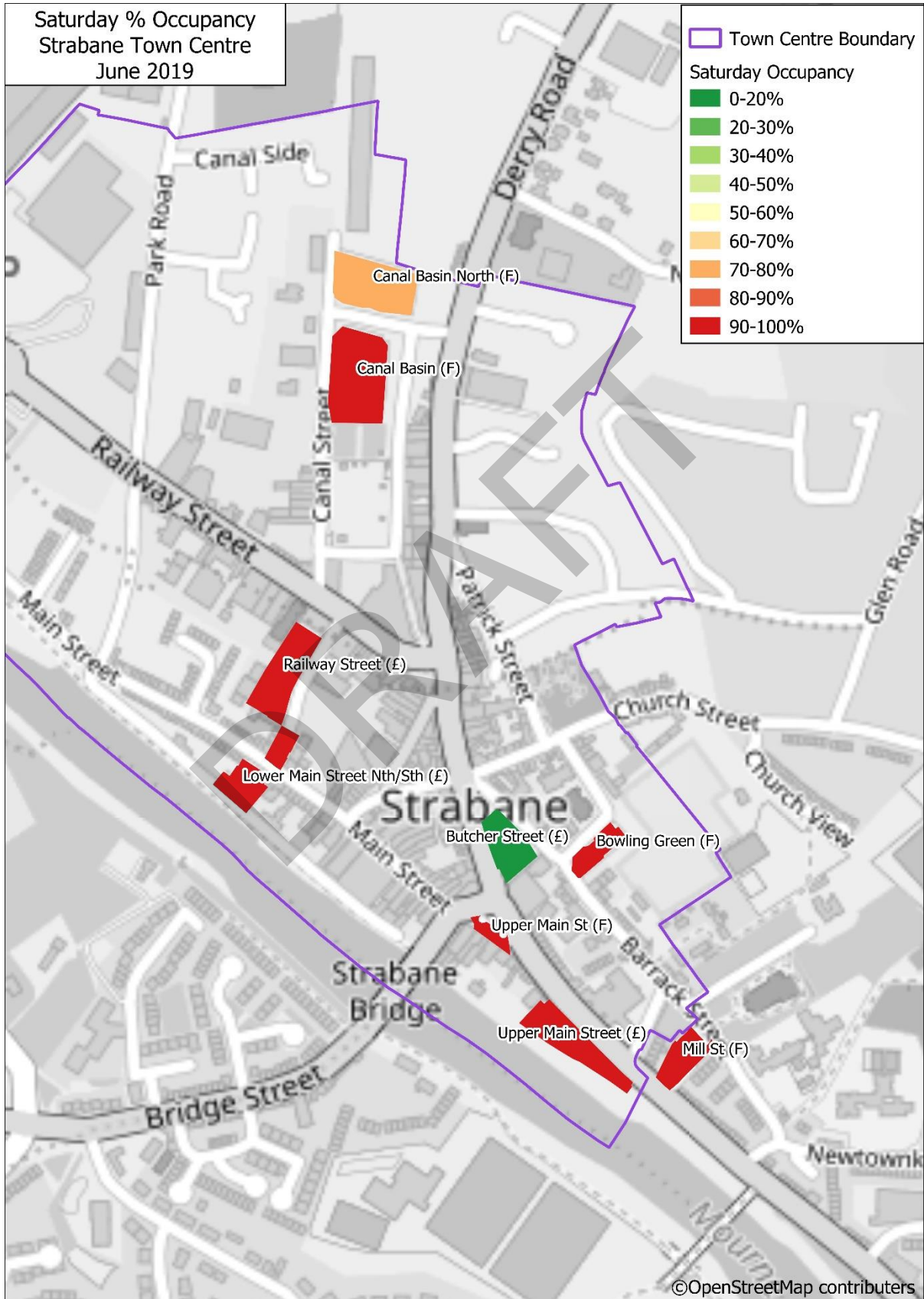
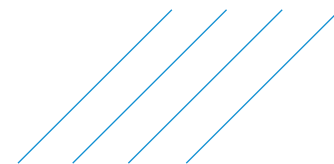


Figure 6-9 – Strabane Town Centre: Saturday Car Park Occupancy





A summary of the occupancy survey results is provided in Table 6-5.

Table 6-5 –Strabane Town Centre – Summary of Parking Survey

Car Park	Town/City	Number of Spaces	Weekday AM % Occupancy	Weekday PM % Occupancy	Saturday % Occupancy
Butcher Street	Strabane	72	74%	61%	0%
Railway Street	Strabane	86	42%	42%	100%
Upper Main Street South	Strabane	53	75%	55%	100%
Upper Main Street North	Strabane	37	97%	92%	100%
Bowling Green	Strabane	39	100%	100%	97%
Mill St	Strabane	37	100%	100%	100%
Canal Basin North	Strabane	123	13%	12%	76%
Canal Basin	Strabane	161	94%	89%	96%
Lower Main Street Nth/Sth	Strabane	58	68%	63%	100%

Table 6-5 shows:

- The highest car park occupancy in Strabane is on a Saturday however as previously outlined, the Summer Jamm event was taking place at the Butcher Street Carpark which has impacted on the occupancy at the other car parks. This however does provide an indication of parking availability on a Saturday when a car park is closed;
- The following car parks were recorded as more than 80% occupied:
 - Upper Main Street North;
 - Bowling Green;
 - Mill Street;
 - Canal Basin.
- The results show that the car parks closest to the town centre generally have a higher occupancy.

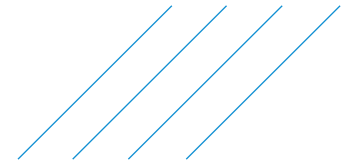
Data Collection

Existing datasets were provided by DCSDC to gain an understanding of how the paid car parks operated. The datasets analysed include:

- DfI Roads – Annual Traffic Census;
- Tourist information and local attractions in Strabane town centre;
- Parkmobile;
- My ParkFolio;
- Monthly income reports; and
- Ticket Pulls.

A summary of the results from this review were:

- December and March are generally the months with the highest average income;
- The car parks have a significant percentage of users for longer than 4 hours which suggest they are used by commuters / workers; and
- Generally, all car parks experience the highest average duration of stay in November and December which would coincide with the busiest shopping months.



7. Assessment of Need

7.1. Introduction

This section presents the assessment of need and considers forecast population growth, specific relevant schemes and assesses these against the current and future baseline parking occupancies. The purpose of this assessment was to understand the impact on public off-street parking supply.

7.2. Approach

Table 7-1 and Figure 7-1 presents an overview of the approach to the assessment of need.

Figure 7-1 – Overview of approach to assessment of need

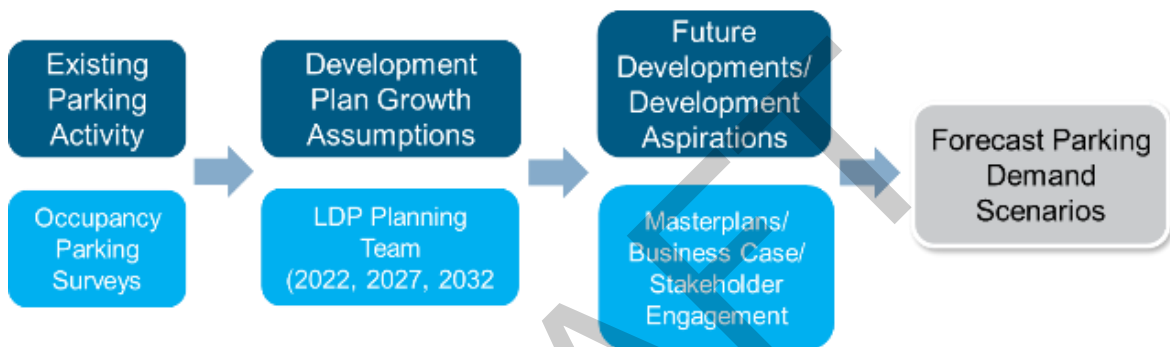


Table 7-1 – Approach to assessment

Stage	Description
Existing Parking Activity	Established with reference to the parking occupancy surveys and is used as a baseline.
Development Plan Growth Assumptions	Extracted from the Council’s Local Development Plan
Future Developments	Informed by the Council as well as further collation of detail from the Stakeholder engagement exercise.
Forecast Parking Demand Scenarios	A number of specific forecast demand scenarios have been considered.

7.3. Forecast Review

To understand the future growth forecast for the DCSDC area up to 2032 DCSDC provided growth estimates which have informed the Local Development Plan (LDP) process. Chapter 5 of the plan sets out the proposed growth to 2032 and provides three potential options for growth in the region, as illustrated in Figure 7-2

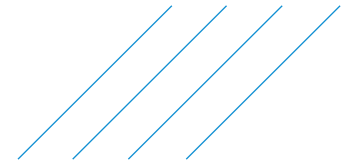


Figure 7-2 – LDP Growth Strategy

Overall Growth Strategy for Derry City & Strabane District	Option 1 - Current Projections	Option 2 - Planned Growth	Option 3- Potential Optimum as a City Region
Population	149 -152k	155 - 160k	160 - 170k
Jobs	+ 4k	+ 8-15k	+ 16-18k
Homes	+ 6.5k	+ 7-12k	+12-16k

Following consultation with the Council, it was confirmed that Option 2 is the LDP preferred option which has a target of 10,000 additional people by 2032.

For the purposes of this assessment the following population increases have been extrapolated:

- Baseline 2017: 149,500;
- 2022 Assessment year: 152,500 (2.0% growth);
- 2027 Assessment year: 156,500 (4.7% growth); and
- 2032 Assessment year: 159,500 (6.7% growth)

7.4. Forecast Demand Scenarios

Parking supply and demand is likely to be impacted by development proposals in Derry City and Strabane Town. In accordance with WebTAG Unit M4 – Forecasting and Methodology, a certainty log has been developed. Inclusion within this log does not infer that any developments mentioned will receive planning permission or that the development in its current form will be constructed.

The developments considered fall under the following criteria:

- Committed Development – those which have planning approval
- Development Masterplans – those which have been set out in Masterplan or Business Case
- Other proposals – those which were discussed as part of the stakeholder engagement exercise.

Committed Developments

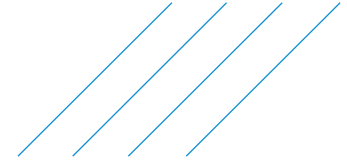
DCSDC advised that the following developments are to be included as committed developments:

- The redevelopment of Society Street car park to create a new urban park (Planning Ref: LA11/2018/0702/F)
- Community centre, Foyle Valley Railway;
- Tillie & Henderson Site, Abercorn Road: Mixed Use Development incorporating 139 bed hotel, 2 retail units and 15 apartments;
- Strand Hotel, recently constructed 116 bed hotel with approval for an additional 39 bedrooms;
- Ebrington, Mixed Use Development;
- Fort George, Mixed Use Development; and
- Arntz, Springfield Road, Supermarket and large medical centre.

Development Masterplans

A number of masterplans have been developed for the Derry City area and these are outlined as follows:

- Central riverfront development – The redevelopment of the riverfront from Queens Quay, Strand Road to Foyle Road;
- Proposed redevelopment and relocation of DCSDC Council Offices to Foyle Street carpark;
- Waterside car parks transferred to Translink as part of the North West transport hub;



- The Derry Area Plan 2011 sets out William Street as a potential location for a multi-storey car park to satisfy any over demand (estimate of 154 space additional capacity to bring the total to 300 parking spaces); and
- Canal Basin Regeneration Project, Strabane.

Other Carpark proposals

A number of proposals are currently being considered on a conceptual basis in relation to potential uses for the car parks. These are outlined as follows

- Foyle Valley Car park potential to convert to coach parking only;
- Carlisle Road Car park as a potential gap development opportunity site; and
- Simpsons Brae Car park as a potential gap development opportunity site.

Certainty Log

The above ‘development masterplans’ and ‘other car park proposals’ have been considered in relation to the certainty log which categorises the schemes/ developments in terms of the likelihood of them proceeding.

The majority of ‘committed developments’ were not included in the certainty log as they will be required to provide parking to satisfy the associated demand of the development and are assumed therefore not to be made available for general public use.

Table 7-2 presents the certainty log.

Table 7-2 – Certainty Log

Probability of the Input	Status	Specific developments
Near Certain – The Outcome will happen	Intent announced by proponent to regulatory agencies, Planning approved, projects under construction	<ul style="list-style-type: none"> • Society Street Public Realm • Waterside Railway carpark transferred to Translink
More than Likely to Happen	Submission of planning or imminent, Development application within the consent process	<ul style="list-style-type: none"> • Canal Basin Regeneration Masterplan, Strabane
Reasonably foreseeable	Identified in development plan, not directly associated with strategy but may occur if scheme is implemented, Development conditional upon strategy proceeding	<ul style="list-style-type: none"> • William St multi-storey • Foyle Street Council office • Queens Quay, Foyle Road Central Riverfront Development
Hypothetical	Discussed on a conceptual basis, Initial consultation process, policy aspiration	<ul style="list-style-type: none"> • Foyle Valley Car park – coach parking only • Carlisle Road GAP site • Simpsons Brae GAP site



Forecast Parking Demand Scenarios

With the use of the certainty log, the proposals were categorised into the following parking demand scenarios as set out in Table 7-3.

Table 7-3 – Development of Scenarios

Scenario	Description	Effect on parking supply
Do Nothing	As per 2017 baseline	No change
Do Minimum	Near certain + More than likely probability	Society Street Public Realm Waterside Railway carpark transferred to Translink as part of NW Transport Hub Canal Basin Strabane Leisure Centre
Do Something 1	DM + Reasonably foreseeable (excluding William St)	Council office relocation (Foyle Street) Central Riverfront Development (Queens Quay, Foyle Road, Strand Road)
Do Something 2	DS 1 + William St	DS plus William Street car park redeveloped as a MSCP (additional 350 spaces to give a total of c.500 spaces)
Do Something 3	DS2 + Hypothetical	Potential coach parking (Foyle Valley) Existing GAP Sites (Carlisle Road, Simpsons Brae)
Do Something 4	DS1 + 50% reduction in commuter parking	Proxy test to understand the effects if 50% of 4+ hour parking demand (assumed to be long stay commuter activity) transfers to Active and Sustainable Transport modes

7.5. Assessment of parking supply and demand

The scenarios set out in Table 7-3 were assessed to understand the impact on the parking provision in Derry City and Strabane Town. The changes in parking numbers were assessed against the population growth factors for the assessment years of:

- 2017 Baseline;
- 2022 Assessment;
- 2027 Assessment; and
- 2032 Assessment.

It should also be noted that for the purposes of this analysis, the existing parking behaviour was assumed to remain constant for each assessment year i.e. there was no allowance applied to the growth rates to reflect any changes in travel behaviour which may be brought about by wider transportation interventions.

CIHT Parking Strategies & Management (2005) sets out that peak demand for an off-street car park should not exceed 85%. Therefore, the following criteria has been used:

- Less than 85%: Green
- Between 85% - 100%: Yellow; and
- Over 100%: Red



Do Nothing

The Do Nothing Scenario assumes:

- No Change to baseline provision
- Parking acts growthed in line with LDP projections.

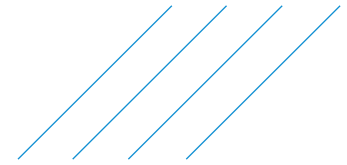
The Do Nothing summary results are provided in Table 7-4.

Table 7-4 – Do Nothing growth assessment

Town /City	Total number of spaces	AM Demand	Occupancy	PM Demand	Occupancy	Saturday Demand	Occupancy
2017 Baseline							
Derry	886	618	70%	641	72%	631	71%
Strabane	666	445	67%	409	61%	556	83%
2022 Assessment (2.0% growth)							
Derry	886	630	71%	654	74%	644	73%
Strabane	666	454	68%	417	63%	567	85%
2027 Assessment (4.7% growth)							
Derry	886	647	73%	671	76%	661	75%
Strabane	666	466	70%	428	64%	582	87%
2032 Assessment (6.7% growth)							
Derry	886	659	74%	684	77%	673	76%
Strabane	666	475	71%	436	66%	593	89%

Table 7-4 shows:

- Derry City will have sufficient parking capacity in a Do Nothing scenario in the weekday AM, PM and Saturday; and
- Strabane Town, similar to Derry City, will have sufficient parking capacity to accommodate a Do Nothing in the weekday AM and PM peaks however, on a Saturday the parking level will surpass the 85% occupancy threshold. However, it should be noted that the Saturday surveys in Strabane Town were undertaken during the ‘Summer Jamm’ event which will have influenced typical Saturday parking activity.



Do Minimum

The Do Minimum Scenario assumes:

- Parking acts growthed in line with LDP projections
- Near certain + More than likely probability schemes are in place which include:
 - Society Street Public Realm
 - Waterside Railway carpark transferred to Translink as part of NW Transport Hub
 - Canal Basin Strabane Leisure Centre

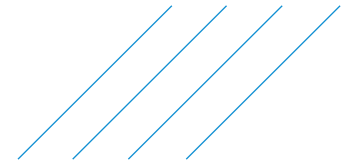
The Do minimum summary results are provided in Table 7-5.

Table 7-5 – Do Minimum growth assessment

Town /City	Total number of spaces	AM Demand	Occupancy	PM Demand	Occupancy	SAT Demand	Occupancy
2022 Assessment (2.0% growth)							
Derry	820	630	77%	654	80%	644	78%
Strabane	678	454	67%	417	62%	567	84%
2027 Assessment (4.7% growth)							
Derry	820	647	79%	671	82%	661	81%
Strabane	678	466	69%	428	63%	582	86%
2032 Assessment (6.7% growth)							
Derry	820	659	80%	684	83%	673	82%
Strabane	678	475	70%	436	64%	593	88%

Table 7-5 shows:

- Derry City will have sufficient parking capacity to accommodate Do Minimum in the weekday AM and PM peaks and a Saturday;
- Strabane Town, similar to Derry City, will have sufficient parking capacity to accommodate a Do Minimum in the weekday AM and PM peaks however, on a Saturday the parking level will surpass the 85% occupancy threshold. However, it should be noted that the Saturday surveys in Strabane Town were undertaken during the ‘Summer Jamm’ event which will have influenced typical Saturday parking activity.



Do Something 1

The Do Something 1 Scenario assumes:

- Parking acts growthed in line with LDP projections
- Near certain + More than likely probability schemes are in place which include:
 - Society Street Public Realm
 - Waterside Railway carpark transferred to Translink as part of NW Transport Hub
 - Canal Basin Strabane Leisure Centre
- Reasonably foreseeable schemes are in place which include:
 - Council office relocation (Foyle Street)
 - Central Riverfront Development (Queens Quay, Foyle Road, Strand Road)

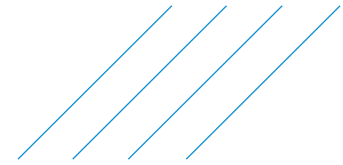
The Do Something 1 summary results are provided in Table 7-6

Table 7-6 – Do Something 1 growth assessment

Town /City	Total number of spaces	AM Demand	Occupancy	PM Demand	Occupancy	SAT Demand	Occupancy
2022 Assessment (2.0% growth)							
Derry	548	630	115%	654	119%	644	117%
Strabane	678	454	67%	417	62%	567	84%
2027 Assessment (4.7% growth)							
Derry	548	647	118%	671	122%	661	121%
Strabane	678	466	69%	428	63%	582	86%
2032 Assessment (6.7% growth)							
Derry	548	659	120%	684	125%	673	123%
Strabane	678	475	70%	436	64%	593	88%

Table 7-6 shows:

- Derry City will not have sufficient public parking capacity to satisfy demand in Do Something 1 scenario in the weekday AM, PM and Saturday peaks with the parking demand exceeding supply;
- Strabane Town, similar to Derry City, will have sufficient parking capacity to accommodate Do Something 1 in the weekday AM and PM peaks however, on a Saturday the parking level will surpass the 85% occupancy threshold. However, it should be noted that the Saturday surveys in Strabane Town were undertaken during the ‘Summer Jamm’ event which will have influenced typical Saturday parking activity.



Do Something 2

The Do Something 2 Scenario assumes:

- Parking acts growthed in line with LDP projections
- Near certain + More than likely probability schemes are in place which include:
 - Society Street Public Realm
 - Waterside Railway carpark transferred to Translink as part of NW Transport Hub
 - Canal Basin Strabane Leisure Centre
- Reasonably foreseeable schemes are in place which include:
 - Council office relocation (Foyle Street)
 - Central Riverfront Development (Queens Quay, Foyle Road, Strand Road)
 - William Street Car Park Development (Mixed Use with additional 154 spaces)

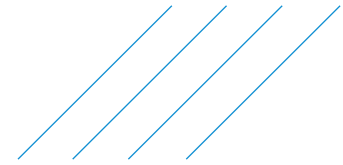
The Do Something 2 summary results are provided in Table 7-7

Table 7-7 – Do Something 2 growth assessment

Town /City	Total number of spaces	AM Demand	Occupancy	PM Demand	Occupancy	SAT Demand	Occupancy
2022 Assessment (2.0% growth)							
Derry	702	630	90%	654	93%	644	92%
Strabane	678	454	67%	417	62%	567	84%
2027 Assessment (4.7% growth)							
Derry	702	647	92%	671	96%	661	94%
Strabane	678	466	69%	428	63%	582	86%
2032 Assessment (6.7% growth)							
Derry	702	659	94%	684	97%	673	96%
Strabane	678	475	70%	436	64%	593	88%

Table 7-7 shows:

- Derry City will not have sufficient parking capacity to accommodate Do Something 2 in the weekday AM, PM peaks and a Saturday with the parking level surpassing the 85% occupancy threshold set out by CIHT. It is noted that the demand does not exceed 100%;
- Strabane Town, similar to Derry City, will have sufficient parking capacity to accommodate Do Something 2 in the weekday AM and PM peaks however, on a Saturday the parking level will surpass the 85% occupancy threshold. However, it should be noted that the Saturday surveys in Strabane Town were undertaken during the ‘Summer Jamm’ event which will have influenced typical Saturday parking activity.



Do Something 3

The Do Something 3 Scenario assumes:

- Parking acts growthed in line with LDP projections
- Near certain + More than likely probability schemes are in place which include:
 - Society Street Public Realm
 - Waterside Railway carpark transferred to Translink as part of NW Transport Hub
 - Canal Basin Strabane Leisure Centre
- Reasonably foreseeable schemes are in place which include:
 - Council office relocation (Foyle Street)
 - Central Riverfront Development (Queens Quay, Foyle Road, Strand Road)
 - William Street Car Park Development (Mixed Use with additional 154 spaces)
- Hypothetical schemes are in place which include:
 - Potential coach parking (Foyle Valley)
 - Existing gap Sites (Carlisle Road, Simpsons Brae)

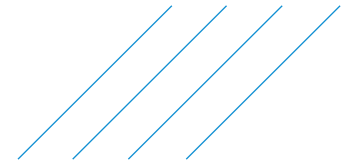
The Do Something 3 summary results are provided in Table 7-8.

Table 7-8 – Do Something 3 growth assessment

Town /City	Total number of spaces	AM Demand	Occupancy	PM Demand	Occupancy	SAT Demand	Occupancy
2022 Assessment (2.0% growth)							
Derry	607	630	104%	654	108%	644	106%
Strabane	678	454	67%	417	62%	567	84%
2027 Assessment (4.7% growth)							
Derry	607	647	107%	671	111%	661	109%
Strabane	678	466	69%	428	63%	582	86%
2032 Assessment (6.7% growth)							
Derry	607	659	109%	684	113%	673	111%
Strabane	678	475	70%	436	64%	593	88%

Table 7-8 shows:

- Derry City will not have sufficient parking capacity to accommodate Do Something 3 scenario in the weekday AM, PM and on a Saturday as the parking demand will exceed 100% of parking supply;
- Strabane Town, similar to Derry City, will have sufficient parking capacity to accommodate Do Something 3 in the weekday AM and PM peaks however, on a Saturday the parking level will surpass the 85% occupancy threshold. However, it should be noted that the Saturday surveys in Strabane Town were undertaken during the ‘Summer Jamm’ event which will have influenced typical Saturday parking activity.



Do Something 4

The Do Something 4 Scenario assumes:

- Parking acts growthed in line with LDP projections
- Near certain + More than likely probability schemes are in place which include:
 - Society Street Public Realm
 - Waterside Railway carpark transferred to Translink as part of NW Transport Hub
 - Canal Basin Strabane Leisure Centre
- Reasonably foreseeable schemes are in place which include:
 - Council office relocation (Foyle Street)
 - Central Riverfront Development (Queens Quay, Foyle Road, Strand Road)
- Hypothetical schemes are in place which include:
 - Proxy test of reducing commuter parking (parking acts greater than +4 hours) by 50%.

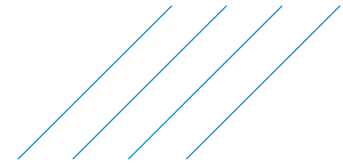
The Do Something 4 summary results are provided in Table 7-9.

Table 7-9 – Do Something 4 growth assessment

Town /City	Total number of spaces	AM Demand	Occupancy	PM Demand	Occupancy	SAT Demand	Occupancy
2022 Assessment (2.0% growth)							
Derry	642	630	98%	654	102%	644	100%
Strabane	678	454	67%	417	62%	567	84%
2027 Assessment (4.7% growth)							
Derry	642	647	101%	671	105%	661	103%
Strabane	678	466	69%	428	63%	582	86%
2032 Assessment (6.7% growth)							
Derry	642	659	103%	684	107%	673	105%
Strabane	678	475	70%	436	64%	593	88%

Table 7-9 shows:

- Derry City will not have sufficient public parking capacity to satisfy demand in Do Something 4 scenario in the weekday PM and Saturday peaks with the parking demand exceeding 100% of supply;
- Strabane Town, similar to Derry City, will have sufficient parking capacity to accommodate Do Something 3 in the weekday AM and PM peaks however, on a Saturday the parking level will surpass the 85% occupancy threshold. However, it should be noted that the Saturday surveys in Strabane Town were undertaken during the ‘Summer Jamm’ event which will have influenced typical Saturday parking activity.



8. Development of Strategic Options

8.1. Introduction

Having undertaken a review of current transport policy, the benchmarking exercise, stakeholder consultation and the assessment of need, this chapter sets out the strategic options for the provision of off-street car parking in the urban centres of Derry and Strabane.

8.2. Approach to development of Strategic Options

In developing the proposed strategic options for the future provision of public off-street car parking within the Commercial Core of Derry City and the Town Centre Boundary of Strabane, the following approach has been applied:

- **Stage 1**
Consideration of the existing Planning Policy documents summarised at Chapter 2;
- **Stage 2**
Consideration of the Evidence Base Review and Assessment of Need as summarised at Chapters 3 to 7.

8.3. Proposed Strategic Options

Figure 8-1 presents the proposed strategic options for Derry City whilst Figure 8-2 presents the proposed strategic options for Strabane Town.

The figures present the strategic options as well as the actions required under each of the following categories:

- Number of parking spaces
- Location of parking spaces
- Pricing regime
- Provision of accessible parking spaces
- Provision of electronic charging points
- Further commentary

Three options have been considered for each location which are:

- Do Minimum – this requires little intervention and is essentially a maintenance review of the existing assets;
- Do Something – this provides commentary on the level of parking supply and location of car parks. It also introduces a tiered charging regime; and
- Do Maximum – this represents the highest level of intervention.



Figure 8-1 - Derry City – Commercial Core – Strategic Parking Options







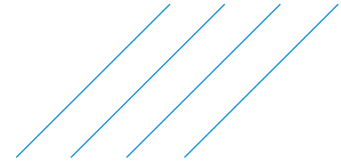
Option	No. of Parking Spaces	Location of Parking Spaces	Pricing Regime	Provision of accessible parking spaces	Provision of electronic vehicle charging points	Further Commentary	Timeline
Do Minimum	Maintain existing parking levels	Maintain location of existing car parks	Maintain existing pricing regime	Provide minimum number of accessible parking spaces in line with DCAN 11	Review current electric charging infrastructure and quantify Council's future needs	Level of intervention required is low. Improvements to number of accessible parking spaces to bring all car parks in line with the provisions set out DCAN 11. Undertake existing conditions survey and assessment of need with regards to EV charging points to understand issues/ opportunities. Continuous monitoring of car park usage required.	
Do Something	Reduce the parking supply in the Commercial Core	Rationalise the number of car parks in the Commercial Core to facilitate development opportunities	Implement a tiered parking regime which discourages long stay commuter parking	Review the number and location of accessible parking spaces to ensure there is sufficient supply to meet demand	Implement recommendations from the Council's review of need for electric charging infrastructure	Level of intervention required increased. Rationalisation of car parks will be dependent on the provision of alternative transport arrangements including but not limited to improvements to Public Transport (including Park & Ride) and Active Travel infrastructure. Releases land for development and regeneration. Pricing regime will need to strike the balance between discouraging long term commuter parking whilst not deterring short term parking acts for shopping, leisure and business use. Continuous monitoring of car park usage required.	
Do Maximum	Minimise the parking supply in the Commercial Core	Replace car parks in the Commercial Core with multi-storey car park at the edge of Commercial Core	Review pricing regime to reduce overall parking demand	Review the number and location of accessible parking spaces to ensure there is sufficient supply to meet demand	Review the operation and usage of electric charging infrastructure to ensure that it is meeting the needs of users	Level of intervention required increased further. Parking demand to be accommodated through the provision of a multistorey car park or through the provision of parking spaces within an acceptable walking distance of the Commercial Core. Releases land for development and regeneration. Continuous monitoring of car park usage required.	



Figure 8-2 - Strabane – Town Centre Boundary – Strategic Parking Options

Option	No. of Parking Spaces	Location of Parking Spaces	Pricing Regime	Provision of accessible parking spaces	Provision of electronic vehicle charging points	Commentary	Timeline
Do Minimum	Maintain existing parking levels	Maintain location of existing car parks	Maintain existing pricing regime	Provide minimum number of accessible parking spaces in line with DCAN 11	Review current electric charging infrastructure and quantify Council's future needs	Level of intervention required is low. Improvements to number of accessible parking spaces to bring all car parks in line with the provisions set out DCAN 11. Undertake existing conditions survey and assessment of need with regards to EV charging points to understand issues/ opportunities. Continuous monitoring of car park usage required.	
Do Something	Review existing parking levels.	Review location of existing car parks.	Implement a tiered parking regime to all car parks which discourages long term commuter parking	Review the number and location of accessible parking spaces to ensure there is sufficient supply to meet demand	Implement recommendations from the Council's review of need for electric charging infrastructure	Level of intervention required increased. New car parks within the Town Centre will only be permitted where they replace existing spaces or were, supported by a robust assessment of need, are considered necessary to facilitate development. Pricing regime will need to strike the balance between discouraging long term commuter parking whilst not deterring short term parking acts for shopping, leisure and business use. Continuous monitoring of car park usage required.	
Do Maximum	Review existing parking levels.	Review location of existing car parks.	Review pricing regime to ensure that it is continuing to discourage long term commuter parking	Review the number and location of accessible parking spaces to ensure there is sufficient supply to meet demand	Review the operation and usage of electric charging infrastructure to ensure that it is meeting the needs of users	Level of intervention required increased further. New car parks within the Town Centre will only be permitted where they replace existing spaces or were, supported by a robust assessment of need, are considered necessary to facilitate development. Continuous monitoring of car park usage required.	



9. Summary

9.1. Overview

To support Derry City and Strabane District Council's (DCSDC) investment and place-making strategies and to facilitate the regeneration of its urban centres, the Council has commissioned Atkins to undertake a parking study for the urban centres of Derry City and Strabane Town.

The main objectives of the study were:

Objective 1

"To inform and advise the best course of action in relation to the management and development of the off-street car parks that are under the control of the Council."

and

Objective 2

"To support the Council with its consideration of local Parking Policy Zones and identify parking initiatives or measures for inclusion in the LDP"

The study is being undertaken in four core stages as follows:

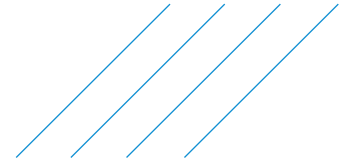
- Stage 1 Data Collation, Review and Gap Analysis of the existing public and larger private off-street car parks
- Stage 2 Evidence Base and Existing Conditions Review
- Stage 3 Development of Strategic Options for off-street public car parking
- Stage 4 Preparation of Final Parking Strategy Report

A number of technical assessments have been undertaken to inform the preparation of this final report.

9.2. Planning Policy Summary

A review of the planning policy context with respect to a number of documents which were considered to be of material was undertaken. A summary of the key documents and their content with respect to transport and parking is provided below:

- Strategic Planning Policy Statement (SPPS)
 - LDPs should recognise the role of car parking in influencing modal choice between private car and public transport, and 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.
 - Parking policies will be promoted that will assist in reducing reliance on the private car and help tackle growing congestion.
- Regional Development Strategy 2035
 - SPG TRAN 2: To extend travel choice for all sections of the community by enhancing public transport
- Regional Transportation Strategy 2015
 - Encourage the use of Travel Plans where appropriate in relation to new development and their use by major employers at existing sites
- Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation
 - The Strategy recognises that high level of car dependency is no longer sustainable. Encouraging individuals to use public transport or car share for longer journeys and to walk or cycle for shorter journeys, can reduce the number of journeys made by car.
- Derry City and Strabane District Inclusive Strategic Growth Plan 2017-2032



- The vision of the Inclusive Strategic Growth Plan is a thriving, prosperous and sustainable City and District with equal opportunities for all. This will be achieved by improving social, economic and environmental wellbeing in a sustainable way. This includes a modal shift from the reliance on the private car and reducing carbon emissions.
- A well-connected place with integrated, sustainable and accessible travel
- One City, One Plan, One Voice – Regeneration Plan for Derry-Londonderry
 - The Integrated Transport Strategy proposals are inter-related in that the levels of car parking restraint, improvement in bus services (and other sustainable modes) and readjustment of traffic capacity must work together to rebalance demands by mode of transport to meet the needs of the City as it grows.

9.3. Evidence Base Summary

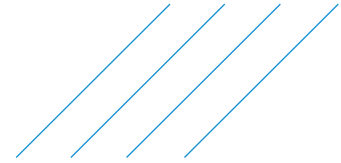
The key findings from the evidence base review are set out below:

- Public off-street car parks encourage long stay commuter parking activity;
- Derry City has a proportionate level of parking spaces when benchmarked against other similar cities. However, it provides these parking spaces in too many locations;
- Coach parking is seen as an important factor when marketing the attractiveness of Derry City;
- Derry City & Strabane town have lower pricing tariffs when benchmarked against other similar cities;
- There are no fundamental planning / environmental constraints associated with the potential redevelopment of the car parks (with the exception of Victoria Market);
- The combined off-street car parking supply in Derry City and Strabane town is typically c.70% occupied;
- The free car parks are generally busier than the paid carparks
- Approximately 60% of the off-street carparks do not meet DCAN 11 parking space provision to provide access for people with disabilities;
- The assessment of needs has demonstrated that should the majority of development aspiration come to fruition, then there is forecast to be insufficient off-street public parking supply in Derry City .

9.4. Proposed Strategic Options

Having considered the findings of the transport policy and evidence base review the following three strategic options were identified for each location:

- **Do Minimum** – this requires little intervention and is essentially a maintenance review of the existing assets;
- **Do Something** – this provides commentary on the level of parking supply and location of car parks. It also introduces a tiered charging regime; and
- **Do Maximum** – this represents the highest level of intervention.



10. Proposed Next Steps

10.1. Overview

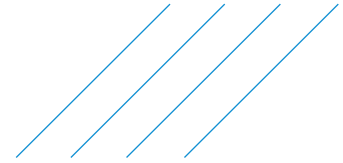
This study has been undertaken proportionately using best available information and has presented a general overview of parking provision within Derry City and Strabane Town. The study has focused specifically on the assets which the Council has control over which is the existing off-street public car parks. It has also considered a range of development scenarios to understand what impact they might have on the Council's ability to meet the future parking needs of Derry City and Strabane Town.

In terms of the required next steps, and as acknowledged through the stakeholder consultation exercise, wider integration with Dfl parking provision now needs to be undertaken to ensure there is a coherent and consistent approach in the pricing and supply of parking in the DCSDC area. It is anticipated through the Local Development Plan and Local Transport Plan processes that a wider analysis with regards to the provision of parking within Derry City and Strabane Town which should consider holistically the current and future provision of:

- Off-street Public car parks
- Off-street Private car parks
- On-street parking
- Off-street parking for developments
- Residential parking schemes where a local community need has been identified
- Park & Ride and Park & Stride

The above approach will require close coordination between all stakeholders and in particular the Department for Infrastructure to ensure a strategy is established, which aligns to the Local Development Plan, to set out the role that car parking has to play to meet the future needs of the citizens of Derry City and Strabane District Council.

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