



February 27th, 2026

**Chairperson:** Councillor C Kemp

**Vice Chairperson:** Councillor J Harpur

**Aldermen:** J Baird, A G Ewart MBE, M Gregg and A McIntyre

**Councillors:** K Dickson, J Gallen, A Gowan, J Lavery BEM, D Lynch, U Mackin, A Martin, C McCready and T Mitchell

**Ex-Officio:** The Right Worshipful the Mayor, Alderman A Grehan  
Deputy Mayor, Alderman H Legge

**Notice Of Meeting**

A meeting of the Regeneration and Growth Committee will take place on **Thursday, 5th March 2026 at 6:00 pm** in the **Council Chamber and Remote Locations** for the transaction of business on the undernoted agenda.

**DAVID BURNS**  
**Chief Executive**  
**Lisburn & Castlereagh City Council**

# Agenda

## 1.0 APOLOGIES

## 2.0 DECLARATION OF MEMBERS' INTERESTS

- (i) conflict of interest on any matter before the meeting (Members to confirm the specific item)
- (ii) pecuniary or non-pecuniary interest (Member to complete disclosure of interest form)

📎 *Disclosure of Interests form Sept 24.pdf*

*Page 1*

## 3.0 DEPUTATIONS

## 4.0 REPORT FROM HEAD OF ECONOMIC DEVELOPMENT

### 4.1 Dfl Speed Limit Review – Draft Consultation Response

*For Decision*

📎 *1. Dfl Speed limit review consultation response v2.pdf*

*Page 3*

📎 *Appendix 1 Proposed response to Dfl Speed Limits Consultation.pdf*

*Page 5*

### 4.2 NI-NL Dinner 2026 (EU Trade)

*For Decision*

📎 *2. NI-NL Trade Networking Event Update - Mar26 v2.pdf*

*Page 8*

## 5.0 REPORT FROM HEAD OF ASSETS

### 5.1 Planned Preventative Maintenance, Tender Evaluation Criteria Request – Building Energy Management Systems

*For Decision*

📎 *3. PPM RM 12 - Building Energy Management Systems (BEMS).pdf*

*Page 10*

## 6.0 CONFIDENTIAL BUSINESS

### 6.1 Progress on Public Realm CCTV integration

*For Decision*

Confidential due to:

a) information relating to the financial or business affairs of any particular person (including the Council holding that information).

b) information relating to any consultations or negotiations, or contemplated consultations or

negotiations, in connection with any labour relations matter arising between the Council or a Government Department and employees of, or office holders under, the Council.

📄 *1Confd Update on progress on CCTV integration - NOTING.pdf*

*Not included*

📄

## **6.2 Hillsborough Car Park Access Gate, Ballynahinch Street**

*For Decision*

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

📄 *2Confd Ballynahinch Rd Access Gate Committee March 2026.pdf*

*Not included*

## **7.0 ANY OTHER BUSINESS**

LISBURN & CASTLEREAGH CITY COUNCIL  
MEMBERS DISCLOSURE OF INTERESTS

1. Pecuniary Interests

The Northern Ireland Local Government Code of Conduct for Councillors under Section 6 requires you to declare at the relevant meeting any pecuniary interest that you may have in any matter coming before any meeting of your Council.

Pecuniary (or financial) interests are those where the decision to be taken could financially benefit or financially disadvantage either you or a member of your close family. A member of your close family is defined as at least your spouse, live-in partner, parent, child, brother, sister and the spouses of any of these. Members may wish to be more prudent by extending that list to include grandparents, uncles, aunts, nephews, nieces or even close friends.

This information will be recorded in a Statutory Register. On such matters **you must not speak or vote**. Subject to the provisions of Sections 6.5 to 6.11 of the Code, if such a matter is to be discussed by your Council, **you must withdraw from the meeting whilst that matter is being discussed**.

2. Private or Personal Non-Pecuniary Interests

In addition you must also declare any significant private or personal non-pecuniary interest in a matter arising at a Council meeting (please see also Sections 5.2 and 5.6 and 5.8 of the Code).

Significant private or personal non-pecuniary (membership) interests are those which do not financially benefit or financially disadvantage you or a member of your close family directly, but nonetheless, so significant that could be considered as being likely to influence your decision.

Subject to the provisions of Sections 6.5 to 6.11 of the Code, you must declare this interest as soon as it becomes apparent and **you must withdraw from any Council meeting (including committee or sub-committee meetings) when this matter is being discussed**.

In respect of each of these, please complete the form below as necessary.

Pecuniary Interests

Meeting (Council or Committee - please specify and name):

\_\_\_\_\_

Date of Meeting: \_\_\_\_\_

Item(s) in which you must declare an interest (please specify item number from report):

\_\_\_\_\_

Nature of Pecuniary Interest:

**Private or Personal Non-Pecuniary Interests**

Meeting (Council or Committee - please specify and name):

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Date of Meeting: \_\_\_\_\_

Item(s) in which you must declare an interest (please specify item number from report):

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Nature of Private or Personal Non-Pecuniary Interest:

Name:

Address:

Signed:

Date:

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*If you have any queries please contact David Burns, Chief Executive,  
Lisburn & Castlereagh City Council*

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| <b>Committee:</b>   | Regeneration and Growth Committee |
| <b>Date:</b>        | 5 March 2026                      |
| <b>Report from:</b> | Head of Economic Development      |

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| <b>Item for:</b> | Decision   |
| <b>Subject:</b>  | DfI Speed Limit Review – Draft Consultation Response |

## 1.0 **Background**

1. The Department for Infrastructure (DfI) has launched a fourteen week public consultation on a review of speed limits with the purpose of improving road safety across Northern Ireland. The consultation will close on 22 April 2026.
2. DfI seek public views on speed limits as their evidence shows that excessive speed remains one of the most significant factors in the severity of collisions and fatalities on our roads.
3. The consultation can be found on the NI Direct website with the following link <https://consultations2.nidirect.gov.uk/dfi-1/922be239> if Members would like more information or wish to make a separate personal response.

### **Key Issues**

1. The options being considered by DfI include a review of:
  - The increased use of 20mph Speed Limits: DfI indicate that the introduction of further 20mph speed limits would improve road safety and that communities report feeling more comfortable and connected when traffic moves at slower speeds, contributing to a stronger sense of place.
  - Lowering National Speed Limits on Single Rural and Dual Carriageway Roads: DfI advise that there is a correlation between road deaths on rural roads and excessive speeds, and that a reduction in speed limits on rural roads would improve road safety. DfI also suggest that lower speeds can help protect all road users and improve survivability in the event of a crash. They advise that this applies to a lesser extent on dual carriageways, but lower speeds can reduce the likelihood and severity of collisions.
  - Increasing HGV Speed Limits: DfI advise by increasing HGV speed limits this can lead to smoother traffic flow, reduced overtaking risks, and improved journey times for HGV drivers. Increasing HGV speed limits, would also be aligned with speed limits in other regions.
2. Attached (**see Appendix**) for the consideration of Members is a draft response to the consultation which has been prepared with advice from Communities/PCSP.

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| 2.0 | <p><b><u>Recommendation</u></b></p> <p>It is recommended that Members agree the draft response subject to any comments, revisions and additions.</p>   |    |
| 3.0 | <p><b><u>Finance and Resource Implications</u></b></p> <p>N/A</p>  |    |
| 4.0 | <p><b><u>Equality/Good Relations and Rural Needs Impact Assessments</u></b></p>  |    |
| 4.1 | Has an equality and good relations screening been carried out?   | No |
| 4.2 | <p>Brief summary of the key issues identified and proposed mitigating actions <b>or</b> rationale why the screening was not carried out</p> <p>It is not required for a consultation response</p>  |    |
| 4.3 | Has a Rural Needs Impact Assessment (RNIA) been completed?   | No |
| 4.4 | <p>Brief summary of the key issues identified and proposed mitigating actions <b>or</b> rationale why the screening was not carried out.</p> <p>It is not required for a consultation response</p> |    |

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| <b>Appendices:</b> | Appendix 1 – Proposed response to the Dfl consultation on the review of speed limits |
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## **Lisburn and Castlereagh City Council - Draft Consultation response**

### **DfI Speed Limits Consultation**

Lisburn and Castlereagh City Council welcomes the Department for Infrastructure's (DfI) comprehensive review of speed limits across Northern Ireland. Speed management is central to improving road safety, enhancing the quality of life within our communities, and supporting place-making objectives.

Our comments reflect concerns raised by residents, community groups, Elected Members and local businesses through public consultation events held over the last number of years. Community feedback continually highlights concerns regarding pedestrian safety, particularly for children, older residents and those with mobility impairments

The Council has recently delivered a number of environmental improvement schemes in rural villages where the speed of the traffic travelling through the village has been raised as a concern. As a result, we have recently provided a new pedestrian crossing in Annahilt, traffic calming measures in Glenavy and Aghalee, and there are plans to include pedestrian crossings in Glenavy and Hillsborough to address residents' concerns.

Many of our towns and villages experience disproportionately high vehicle speeds particularly on main roads often directly traveling through residential areas with high pedestrian footfall.

Road safety is a core Policing and Community Safety Partnership (PCSP) priority within the draft PCSP Action Plan 2026–27, supported by ongoing work through the PCSP Road Safety Subgroup, including community engagement, Speed Indicator Device (SID) monitoring, and school-based road safety activity

### **20mph Speed Limits – Urban Roads**

The Council supports the implementation of 20mph speed limits where they will provide meaningful safety and community benefits, particularly in areas with high pedestrian activity. This would include in the immediate vicinity of schools, where possible. Evidence gathered through public consultation events would support this approach.

The PCSP is supportive of introducing 20mph limits where there is a clear safety rationale. Significant consultation and engagement would be required where this is considered.

Strongest support would be for targeted 20mph limits in:

- the immediate vicinity of schools (where safe to do so)
- traffic-calmed residential streets

- areas with high pedestrian activity, including village centres, shopping streets, and locations near health facilities

The placement of Speed Indicator Devices (SIDs) currently support this speed limit rationale. However, there should be careful consideration for the retention of all existing 30mph limits, as this is not considered to adequately reflect evidence on collision severity and community safety. Equally, there may be caution around applying 20mph limits universally to all 30mph roads, particularly where roads serve a distributor or arterial function.

Perceived benefits include reduced collision severity, greater protection for vulnerable road users, improved perceived safety in residential areas and support for walking and active travel, alongside wider quality-of-life benefits such as reduced noise.

Potential drawbacks - such as driver frustration, uneven compliance, and enforcement challenges - are recognised. However, PCSP members may believe these can be mitigated through clear public communication, visible enforcement, use of SIDs (a finite resource), community engagement and associated resourcing to ensure the financial viability of these initiatives

### **Rural Single and Dual Carriageway Roads**

The Council recognises that excessive speeds on rural single and dual carriageway roads is an issue, with many roads not designed for modern traffic volumes and vehicle sizes. The condition of many of the carriageways, such as increased potholes, may contribute to the risk of accidents. Introducing a reduced speed limit on roads that fail to meet modern design standards may be beneficial following a risk assessment and/or mitigation on roads in poor condition. The Council would support prioritised reductions on rural roads connecting villages, were high speeds impact community safety.

Dual carriageways play a critical role in regional connectivity, and any speed limit reduction should be informed by clear evidence of need. Reductions should be considered on roads that don't meet modern standards.

For rural single carriageways, the PCSP supports targeted reduction in speed limits at high-risk locations, informed by collision data, road layout and local conditions. There would be concerns regarding viability for a universal reduction across all rural roads, due to considerations around proportionality and road function. Any journey time impacts would expect to be modest and generally acceptable where safety benefits are clear.

For dual carriageways, a cautious approach should be considered. Targeted reductions should be implemented only where evidence indicates a clear safety need, such as known collision hotspots.

## **HGV Speed Limits**

The Council has received representations from residents in Royal Hillsborough in relation to road safety concerns associated with the amount and speed of HGV travel through the village. Any changes to the current speed limits would require robust evidence-based data, consultation with local communities and engagement with the Council.

It is recognised that there is a need to balance road safety with the operational needs of the freight and logistics sector, however community safety must continue to remain a priority.

This Council recommends adopting a cautious stance in relation to any suggested increase of HGV speed limits. Without sufficient evidence there remains uncertainty regarding road safety impacts and potential effects on community confidence, particularly in rural and mixed-use areas, though the recommendations of the consultation seem to focus more on dual-carriageway speeds.

If any increase were to be considered, it should most likely be limited, trial-based, and strictly conditional on additional safety measures, including mandatory speed-limiting technology, enhanced driver training, and stronger enforcement. Without such safeguards, there would be concern that increased HGV speeds could negatively affect road safety – for example, brake distances in poor weather.

The Council and PCSP remain committed to supporting DfI in developing a balanced, evidence-driven approach to speed management across Northern Ireland.

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| <b>Committee:</b>   | Regeneration & Growth Committee |
| <b>Date:</b>        | 5 March 2026                    |
| <b>Report from:</b> | Head of Economic Development    |

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| <b>Item for:</b> | Decision                     |
| <b>Subject:</b>  | NI-NL Dinner 2026 (EU Trade) |

1.0

### **Background**

1. As previously reported to the Committee in January 2026, the Council approved the development of the EU Trade Programme and the reactivation of the NI-NL society to support local businesses in accessing opportunities in the Dutch market.
2. The NI-NL society was established to support trade and export activity between businesses in Northern Ireland and the Netherlands. It was originally developed by the Council and Invest NI, with in-kind support from NI Trade Consultants in the Dutch market, to encourage bilateral trade between the two regions, with a particular focus on opportunities for Lisburn and Castlereagh businesses. On an annual basis, a series of networking events were delivered in both countries on an alternating basis, the largest of which was a New Year NI-NL Trade Dinner for companies and their customers, typically held towards the end of January.

### **Key Issues**

1. The NI-NL Trade Dinner will be the first major event of the reactivated Society and will coincide with the launch of the EU Trade Programme. While the event was initially planned for the end of March 2026, it has been rescheduled to ensure time for adequate preparation and the avoidance of key holiday periods in both markets. To effectively re-establish the initiative will involve co-ordination with key stakeholders and funders, ongoing company recruitment and alignment with the launch of the EU Trade Programme. It is now anticipated that the NI-NL Trade Dinner will therefore take place in September 2026.
2. It was proposed at January's Committee that a cross-party delegation of Elected Members attends the NI-NL Trade Dinner and associated engagements to formally represent the Council and support participating businesses. Member attendance provides civic leadership and enhances the Council area's profile as a forward and outward looking region. It will help to strengthen relationships with Dutch officials, business networks and potential partners.
3. Members will be able to focus on promoting Lisburn and Castlereagh as a place in which to do business, supporting introductions for local companies, and demonstrating the Council's commitment to reactivating the NI-NL Society and developing bilateral trade links. It should be noted that the detailed itinerary for the re-launch is currently under development by the three partners (the Council, Invest NI and NITC).

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|            | <p>4. Members agreed at the January Committee meeting that a report on the costs of the cross-party delegation attending the event be brought back to a future Committee meeting for consideration. While the detailed itinerary is still being worked on, it is anticipated that Members would be required to stay two nights in the Dutch market. The costs are broken down in the Finance and Resource section below. It should be noted that these are indicative maximum limits and subject to final booking confirmation.</p> |            |
| <p>2.0</p> | <p><b><u>Recommendation</u></b></p> <p>It is recommended that the Committee agrees to the attendance of Members at NI-NL Dinner for a cross political party delegation as outlined in the report.</p>   |            |
| <p>3.0</p> | <p><b><u>Finance and Resource Implications</u></b></p> <p>Cost of one Elected Member (up to) £1,250<br/>                 Cost of five Elected Members (up to) £6,250</p> <p>The Economic Development budget estimates includes provision to cover the above amounts.</p> <p>Funding from the Local Economic Partnership (LEP) Action Plan and the Council will cover the cost of both the EU Trade Programme and the Northern Ireland-Netherlands (NI-NL) Society with regard to company participation.</p>                         |            |
| <p>4.0</p> | <p><b><u>Equality/Good Relations and Rural Needs Impact Assessments</u></b></p>   |            |
| <p>4.1</p> | <p>Has an equality and good relations screening been carried out?</p>   | <p>Yes</p> |
| <p>4.2</p> | <p>Brief summary of the key issues identified and proposed mitigating actions <b><u>or</u></b> rationale why the screening was not carried out</p> <p>Equality and good relations screening carried out under the international trade programme 2025-2026 – No key issues identified.</p>   |            |
| <p>4.3</p> | <p>Has a Rural Needs Impact Assessment (RNIA) been completed?</p>   | <p>Yes</p> |
| <p>4.4</p> | <p>Brief summary of the key issues identified and proposed mitigating actions <b><u>or</u></b> rationale why the screening was not carried out.</p> <p>RNIA carried out under the international trade programme 2025-2026 – No key issues identified.</p>   |            |

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| <p><b>Appendices:</b></p> |  |
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| <b>Committee:</b>   | Regeneration and Growth |
| <b>Date:</b>        | 5 March 2026            |
| <b>Report from:</b> | Head of Assets          |

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| <b>Item for:</b> | Decision  |
| <b>Subject:</b>  | Planned Preventative Maintenance, Tender Evaluation Criteria Request – Building Energy Management Systems |

## 1.0 **Background**

1. This procurement establishes a new contractual framework for the inspection, testing, maintenance, reactive response and reporting of Building Energy Management Systems (BEMS) across the Council's estate.
2. The contract is intended to cover centrally supervised and engineered BEMS installations, including networked controllers, supervisory software, alarms, trending, optimisation and associated field devices, primarily within larger leisure facilities and administrative buildings.
3. Building Energy Management Systems are critical to the safe, efficient and reliable operation of heating, ventilation and associated plant, supporting energy efficiency, occupant comfort, service continuity and compliance with operational and statutory requirements.
4. The specification reflects relevant guidance and standards including:
  - BS EN ISO 16484 (Parts 1–6) – Building automation and control systems
  - BS EN 15232 – Energy performance of buildings (impact of automation and controls)
  - CIBSE Guide H – Building Control Systems
  - CIBSE Guide F – Energy Efficiency in Buildings
  - SFG20 – Planned Maintenance for Building Controls Systems
  - Manufacturer guidance for systems including (but not limited to) Trend, Siemens, Priva, Schneider Electric, Cylon and Sigma
5. The strategic objectives of this contract are to:
  - Ensure the safe, resilient and effective operation of centrally supervised BEMS
  - Support energy efficiency, optimisation and performance monitoring
  - Provide clarity of responsibility and demarcation between BEMS and mechanical plant maintenance
  - Deliver accurate asset data, condition reporting and audit-ready records
  - Reduce the risk of control system failures through specialist maintenance
  - Support capital planning, lifecycle management and future decarbonisation initiatives

6. In line with the Accounting Manual, this procurement does not require a business case as it represents an annual recurrent revenue spend supporting the effective operation of the Council's built estate.

### **Consideration**

7. The Head of Assets presented a report to Corporate Services Committee in February 2025, outlining the impact and introduction of the new Procurement Statute which came into effect on 24 February 2025. As part of a new process, business cases for 'covered' procurements will now contain the tender evaluation award criteria. Business cases will be presented to Committee and, in the absence of a need for a business case in tenders such as this, a paper will be presented to Committee for approval on breakdown of evaluation criteria.
8. The purpose of this report is to seek approval for the proposed tender evaluation award criteria.
9. The tender evaluation award criteria for the procurement of PPM 12 – Building Energy Management Systems is now set out below for Members' consideration.

|                |            |
|----------------|------------|
| <b>Quality</b> | <b>30%</b> |
| <b>Cost</b>    | <b>70%</b> |

This tender will be awarded on the basis of the Most Advantageous Tender (MAT).

10. These criteria are designed to ensure that the successful tenderer demonstrates:
- Technical competence in fire door and emergency exit compliance
  - Robust systems for asset management, reporting and statutory assurance
  - A delivery model capable of supporting 24/7 compliance-critical services
  - A commitment to social value aligned with Council priorities

11. Quality Criteria will be further sub-categorised as:

| <b>Question Ref No</b> | <b>Quality Questions including sub-criteria</b> | <b>Quality Weighting (out of 30%)</b> |
|------------------------|---|---------------------------------------|
| <b>1</b>               | <b>Compliance</b>                               | <b>10%</b>                            |
| <b>2</b>               | <b>Delivery Method</b>                          | <b>15%</b>                            |
| <b>3</b>               | <b>Social Value</b>                             | <b>5%</b>                             |

### **2.0 Recommendation**

It is recommended that Members approve the tender evaluation award criteria as outlined.

### **3.0 Finance and Resource Implications**

A financial appraisal has been carried out to determine the Contract Value, the funding for the services will be provided via the Relevant Directorate Budgets

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|     | <p>The estimated costs are based on the previous spends associated with the relevant contracts since 2019.</p> <p>Contract Period: 3+2</p> <p>Total Estimated Cost for 5 years: £260,000.00</p>  |    |
| 4.0 | <b><u>Equality/Good Relations and Rural Needs Impact Assessments</u></b>   |    |
| 4.1 | Has an equality and good relations screening been carried out?   | No |
| 4.2 | Brief summary of the key issues identified and proposed mitigating actions <b>or</b> rationale why the screening was not carried out;  |    |
|     | This contract relates to the technical maintenance of building systems. It does not involve policy development, service access, or changes that would differentially impact equality groups. The contract maintains systems that serve all building users equally. |    |
| 4.3 | Has a Rural Needs Impact Assessment (RNIA) been completed?   | No |
| 4.4 | Brief summary of the key issues identified and proposed mitigating actions <b>or</b> rationale why the screening was not carried out.  |    |
|     | The contract concerns internal building infrastructure and maintenance activities. There is no differential rural or urban impact arising from the operation of BEMS maintenance arrangements.   |    |

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| <b>Appendices:</b> | N/A |
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