

Lisburn Orientation & Walkability strategy

Developed concepts

Rev. C September 2023

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Introduction



Lisburn & Castlereagh City Council have appointed the Paul Hogarth Company to develop proposals to reveal Lisburn's potential as 'A Walkable City'. The regeneration of the City Centre is a priority for the Council, and a City Centre Masterplan was released in 2010 and updated in 2019. While understanding the reliance of local people and visitors on cars and public transport, these documents identified the need to examine the existing network of pedestrian and cycle friendly routes in the city, and to consider how they could be expanded and barriers to access could be removed.

This was reinforced by research by the Institute for Transportation and Development Policy, identifying the walkability of cities as a key means to improve health and reduce climate-heating emissions, while building a stronger local community and economy. The pressure for a walkability strategy was reinforced by COVID and the increased importance of outdoor space for businesses, as well as the opportunity to promote or create connections between the city centre and existing key green assets like Wallace Park, Castle Gardens and the Lagan Valley Regional Park for the health and wellbeing of local people.

This document sets out an initial strategy to reveal Lisburn's potential as 'A Walkable City'. The strategy focusses on the city centre, while being mindful of key routes and connections from surrounding residential areas and the wider context of Lisburn. Proposals focus on orientation and measures to improve the experience of walking in Lisburn.

To inform proposals, a robust analysis of the existing fabric of the city, and the experience of moving around it has been carried out, accompanied by a review of relevant local and national policy documents. This includes not just the city centre, but an understanding of how it connects to its periphery and longer, strategic scale routes to Belfast. As well as the experience of navigating Lisburn, the strategy also considers legibility, access points, sense of arrival and welcome, and how to encourage exploration. A 12 week internet consultation on the proposals has also been undertaken, and has fed into this iteration of the strategy.

Introduction

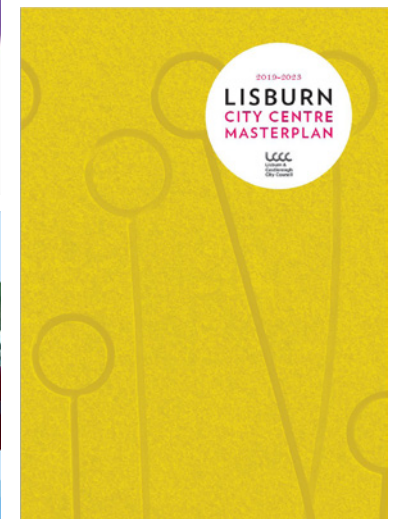
Guidance, policy and existing strategies

This orientation and walkability strategy has considered a number of documents and strategies from Lisburn & Castlereagh City Council, and others. The main documents informing the report include:

- The emerging Local Development Plan - setting out the strategy for sustainable growth and the direction of development in the Lisburn & Castlereagh City Council Area until 2032. This includes three objectives (D, E and F) which inform policies to make Lisburn
 - An Attractive Place by Promoting Sustainable Tourism, Open Space, Sport and Outdoor Recreation
 - A Green Place by Protecting and Enhancing the Historic and Natural Environment
 - A Connected Place by Supporting Sustainable Transport and Other Infrastructure
- The Lisburn City Centre Masterplan 2019-2023 was prepared pre-COVID but has informed the preparation of LCCC Development Plan documents. It sets out a vision for future development and regeneration in the city centre, and has been vital to understand where development will take place, and key future linkages across the city centre.
- Lisburn's Lagan Corridor sets out the strategy for the regeneration of the Lagan Corridor involving the Council working in partnership with statutory bodies, businesses and local residents to maximise the many economic, social and environmental opportunities presented by regenerating the waterway and bringing the river back to life.
- The Lagan Bank Quarter Development scheme provides additional information on proposals for one of these sites, and the boundary includes much of the land between the city centre and the River Lagan.

- The Car Park Strategy for Lisburn has also been considered. Its objectives include the provision of an appropriate level of parking to support economic vitality whilst encouraging use of more sustainable transport options.
- LCCC's Open Space Strategy 2020-2025 was prepared to feed into an action plan to deliver priorities and projects to enhance open space in Lisburn, and to deliver a network of multi-functional open spaces, delivering environmental, economic and social benefits for local communities. This strategy is part of the Council's commitment to creating a healthy, active and accessible environment connecting places and people, where biodiversity, conservation and adapting to climate change are key.
- Documents covering the wider area such as the 2016 Northern Ireland Greenways Strategy, and the 2015 Belfast Metropolitan Area Plan (Developed by the Department for Infrastructure) have also been considered.

Other documents consulted are included in the bibliography.



Introduction

Defining the audience

Lisburn and Castlereagh City Council have commissioned this strategy in order to inform the implementation of plans to promote Lisburn as 'A Walkable City'. From the proposals set out, the city should derive the benefits already mentioned: improved health, reduced emissions and a stronger local community and economy. This will be through helping to improve the experience for tourists and visitors, as well as local people and businesses.

This document is to be used as the basis of consultation with stakeholders to test these proposals, as well as to set out for LCCC proposals that can help to deliver a more welcoming, legible and walkable city. Extracts from the document have formed the basis for a 12 week internet consultation on the strategy, and comments incorporated into it.

Wider consultation will include:

Externally:

- the Department for Infrastructure
- the Department for Communities (Historic Environment Division)
- Translink
- City Centre Partnership/Lisburn Chamber
- IMTAC

Internally:

- Corporate Management Team
- Regeneration & Growth Committee
- Planning
- Councillors

The DfC, DfI and LCCC own land within the study/proposals area, as well as being consultees in their own right, and this will be reflected in the consultation.

Considering activity

In preparing the strategy, we have considered different uses of the city to ensure all needs are met. By reviewing plans and strategies, this included future, as well as current uses. User groups overlap within the city centre; residents, tourists, people on business might be involved in a number of activities.

These potential different activities, not the users, have therefore been considered to understand how the orientation and walkability strategy could encourage activity.

Business and day to day

People in the city for their work or to carry out errands, daily shopping, or for appointments for services or healthcare.

Commute and school run

People moving back and forward to school or work at the start and end of the day.

Shopping and visitor attractions

People visiting Lisburn for a day's leisurely browsing in shops, museums and attractions, or for an event like the Light Festival.

Hospitality

People coming into the city centre to eat and drink. Lisburn has a growing number of restaurants and bars, and a growing evening economy in addition to cafés and daytime hospitality venues. Easier walking routes to these businesses could increase customer numbers and dwell time.

Recreation and exercise

People moving through Lisburn for the sole purpose of moving - for fresh air and exercise, in support of health and wellness. These people might be walking or cycling within the city, or making use of connections to parks and regional assets like the Lagan Valley Regional Park.

Considering needs

The strategy also considers the different needs of user groups, to ensure that people with visual, mobility and other impairments have been considered. The needs of people with learning disabilities should also be considered, as well as the way neurodiversity could affect the outputs. This is important for both the orientation and walkability strands.

People with physical difficulties, for example, find steep streets and uneven surfaces more difficult to navigate than able bodied users. People in wheelchairs, or of restricted growth might also, however, need wayfinding signage at lower levels or with text at a larger size to ensure its visibility. Equally, people with a visual impairment would have difficulty with visual signage, but might also be particularly susceptible to road noise or narrow pavements and find streets less walkable as a result.

This report factors these needs into the baseline analysis and proposals for consultation with these groups.

Introduction

Defining “walkability”

“Walkability” is a popular term in discussions of the planning of cities and assessments of how well they function. Definitions differ, and studies often include assessments of densities of buildings and people, the mix of functions and attractions and the porosity of the city and networks to travel across them. The scope of this project compliments existing work on masterplanning and development on the city centre. It analyses how people move around Lisburn and what it is currently like to do so, in order to determine how people can be encouraged to use more active forms of transport, spend longer in the city and build the economy while improving the city’s identity.

Our analysis focusses on the qualitative (what’s it like to walk or cycle this way?) over the quantitative (how quick is it to walk or cycle this way?) as something that can be influenced quickly with the scope of outputs suggested in LCCC’s brief for the project. Existing permeability and walking times have also been considered. For the purpose of this study, then;

Walkability is how practical and pleasant it is to walk, wheel or cycle through a place, and has been assessed by how well supported the needs of pedestrians, wheelchair, mobility scooter, pram and buggy users, and cyclists are.

It has been tested through desk study and observation on site in terms of:

- active frontages, spill out
- presence of people
- noise
- vegetation
- seating
- vehicle speed
- architecture
- shelter
- number of vehicles
- lighting
- pavement width
- gradient

This assessment of walkability is a general, overall measure. Some audience groups will be more or less influenced by individual characteristics of streets and spaces: those visiting the city for hospitality or shopping and visitor attractions, for example, might be more sensitive to townscape and a street’s architectural character, for example, than commuters to work and school. Equally, less mobile users, including wheelchair users will find steep gradients or the presence of steps more of an obstacle than able bodied people. Walkable places should be safe, equitable and accessible for all, and give users an incentive to move by foot or by bike.

Distances that can be walked in 10 minutes or less are considered “walkable” in the “Manual for Streets” guidance. This time can be extended depending on the environment. Distances and average times taken to walk them are set out for reference below, and shown overlaid on a plan of Lisburn.

Walkable distances-	400m	5 minute walk
	800m	10 minute walk
	1600m	20 minute walk
	Further: people are inclined to drive	



Walkable distances from the centre of Lisburn

Introduction

Developed aims and objectives

Through discussion with Lisburn and Castlereagh City Council aims of the orientation and walkability strategy were agreed. These are to:

- support the regeneration of the city centre
- improve the health of the local population by providing and promoting active travel
- cut climate-heating transport emissions
- build stronger local communities and economies
- contribute to a stronger and more distinct sense of place
- encourage visitors to stay longer and explore the city and its surroundings

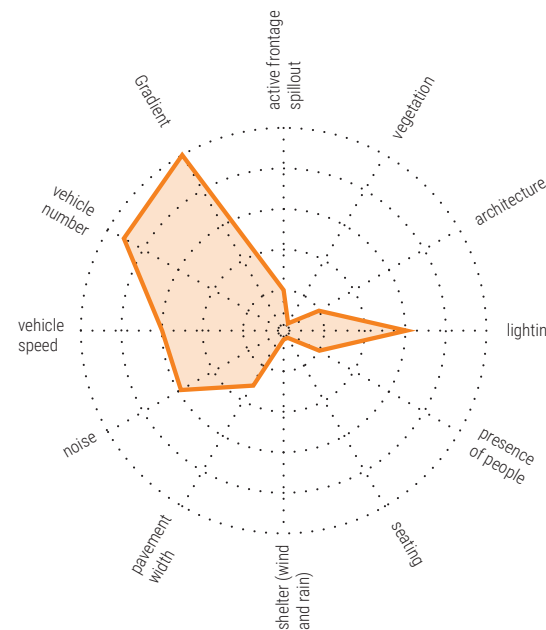
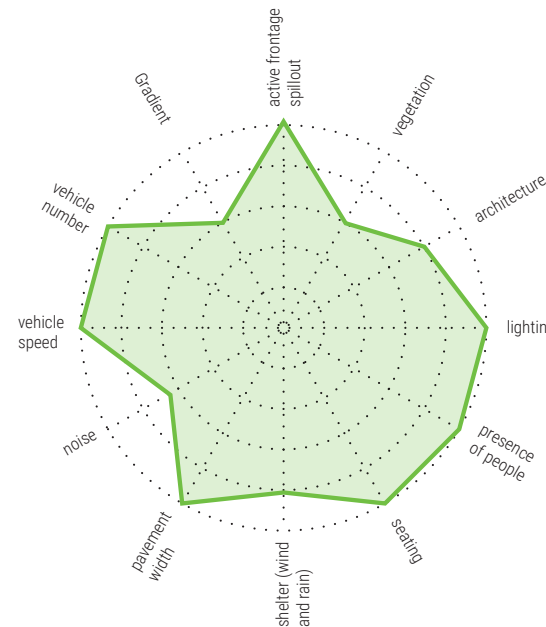
It was agreed that these aims would be achieved by:

- analysing the existing network and considering opportunities to make citywide and regional connections
- considering what infrastructure is needed to create areas and routes where people feel welcome, comfortable and safe to socialise
- improving orientation signage to connect key outdoor assets and points of interest, and strengthening identity and sense of place
- looking at onward connections to the wider city, the region and nationally to plug Lisburn into wider existing routes and strategies

The opportunities presented by the existing network, and the ambitions detailed in the guidance, strategies and plans consulted were analysed carefully to understand Lisburn's current and potential walkability. The qualitative analysis of walkability explained opposite was compiled and mapped to identify patterns, and to help target proposals.

Example plots showing the assessment of two streets (Market Square Public Realm and Graham Gardens) are illustrated (see right). Elements which made streets more or less comfortable and appealing were scored and then plotted. Market Square Public Realm scored highly for vehicle numbers and speed (it is pedestrianised), as well as the availability of seating, the activity and aesthetics. Graham Gardens scored less well as it lacks active frontages, vegetation or seating, and has narrow pavements.

Larger plot areas indicate a more walkable street, and were assigned a greener colour. Smaller plots indicate a less walkable street, and were assigned a redder colour. This allowed a map to be developed, colour coding all streets in the city centre by qualitative walkability.



Market Square Public Realm

The centre of the city benefits from a high proportion of active frontages, and is provided with seating, planting and high quality of lighting. As it is pedestrianised, there were no vehicles present. The slope of the square means it scored slightly lower on gradient.

Graham Gardens

Level, with small amounts of traffic. The pavements are narrow, with little active frontage, and no seating or trees. There were few people on the street, and the architecture is not of the same quality as elsewhere in the city.

Introduction - analysis summary

Walkability versus actual use

The walkability of all the streets in the city centre was mapped according to the qualitative analysis described on the preceding page. Streets on the plan opposite have been coloured according to their walkability.



least walkable ----- **most walkable**

In order to determine which streets and spaces saw the highest actual use, geolocated smartphone data was used to create a "heat map" of the city centre. This shows the areas of highest and lowest footfall in Lisburn.

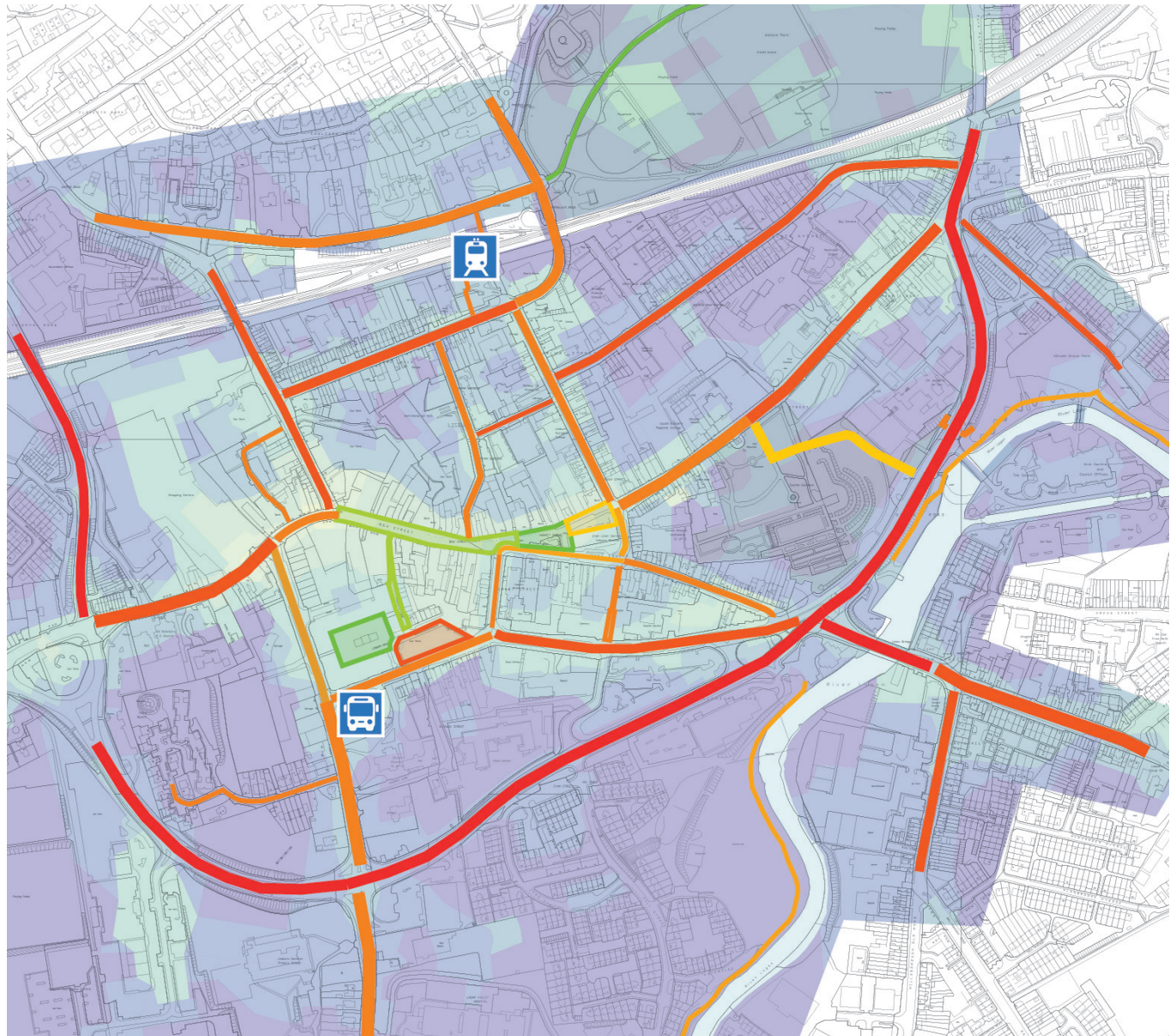


lowest use ----- **highest use**

The plan opposite overlays this heat map of pedestrian traffic with the findings of the qualitative walkability assessment.

The plan shows that walkability and level of use do not correlate consistently. Although in many places the least walkable streets show the lowest level of use, there are areas of low walkability and high use, and vice versa. This suggests that there are obstacles to the use of the more walkable places, and a desire to use some of the less walkable routes.

This means that there are some routes which are used by many people which are uncomfortable for pedestrians. By improving these streets, a large number of people would have a better experience travelling round Lisburn by active transport. Equally, signage could direct people to alternative, more pleasant routes that are already walkable. Opportunities to address this are covered in the following strategic aims.



Strategic aims

Strategic Aim 1

Improve connections to link up areas of high footfall

The analysis phase identified that the city centre includes some areas of high footfall, separated by areas of lower footfall.

This suggests pedestrian circulation within the "hot spots" that could be extended if the routes between the were improved and made more walkable.

This would strengthen and augment the pedestrian network and walkability of Lisburn. The key connections are:

Lisburn Leisure Park - city centre

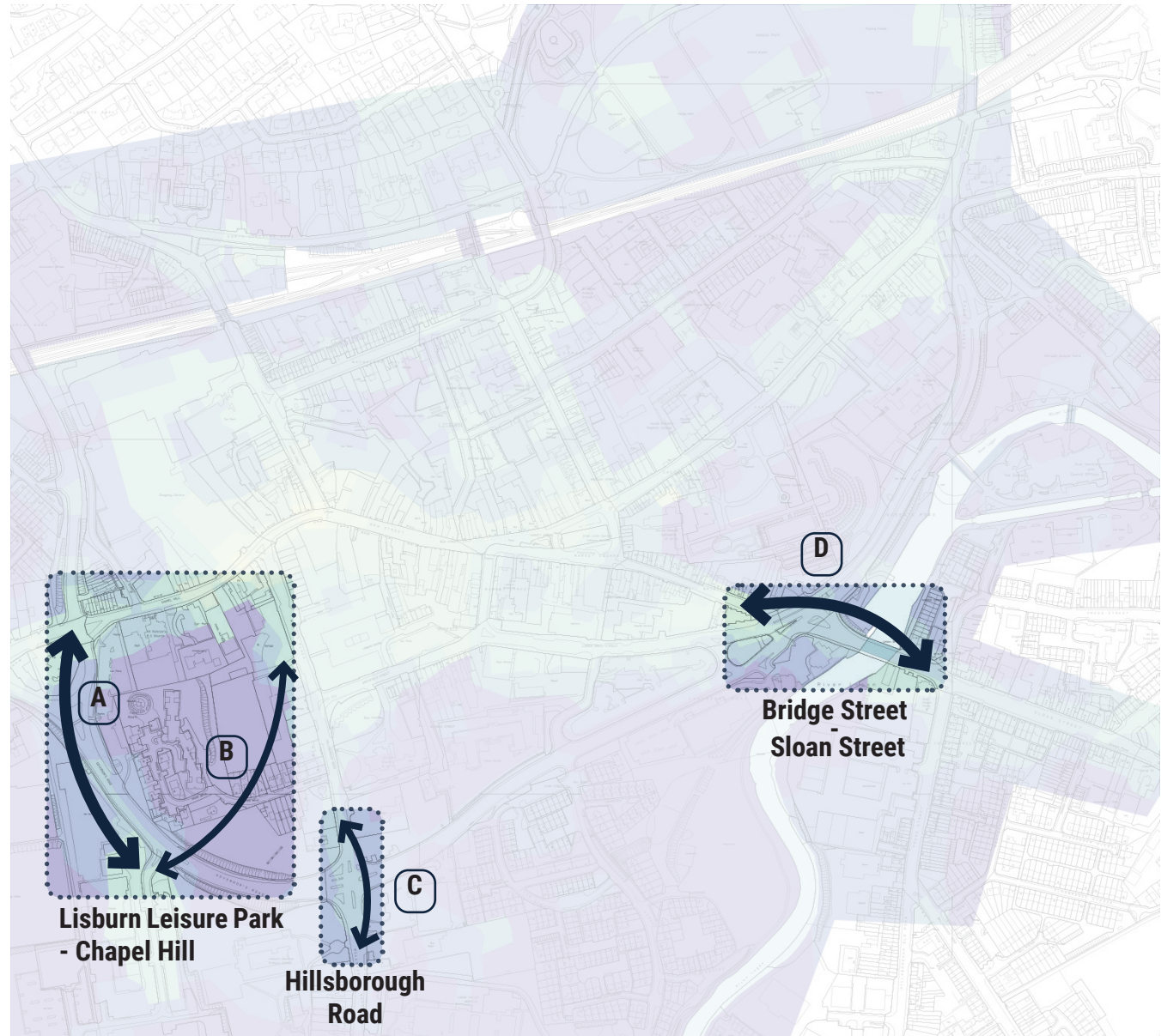
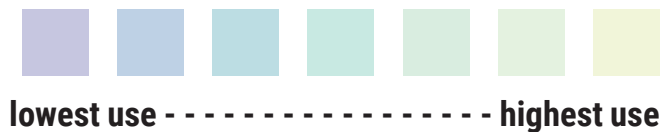
- A. to Chapel Hill
- B. via Hillsborough Road

Hillsborough Road

- C. Laganbank Road junction

Union Bridge

- D. Bridge Street to Sloan Street



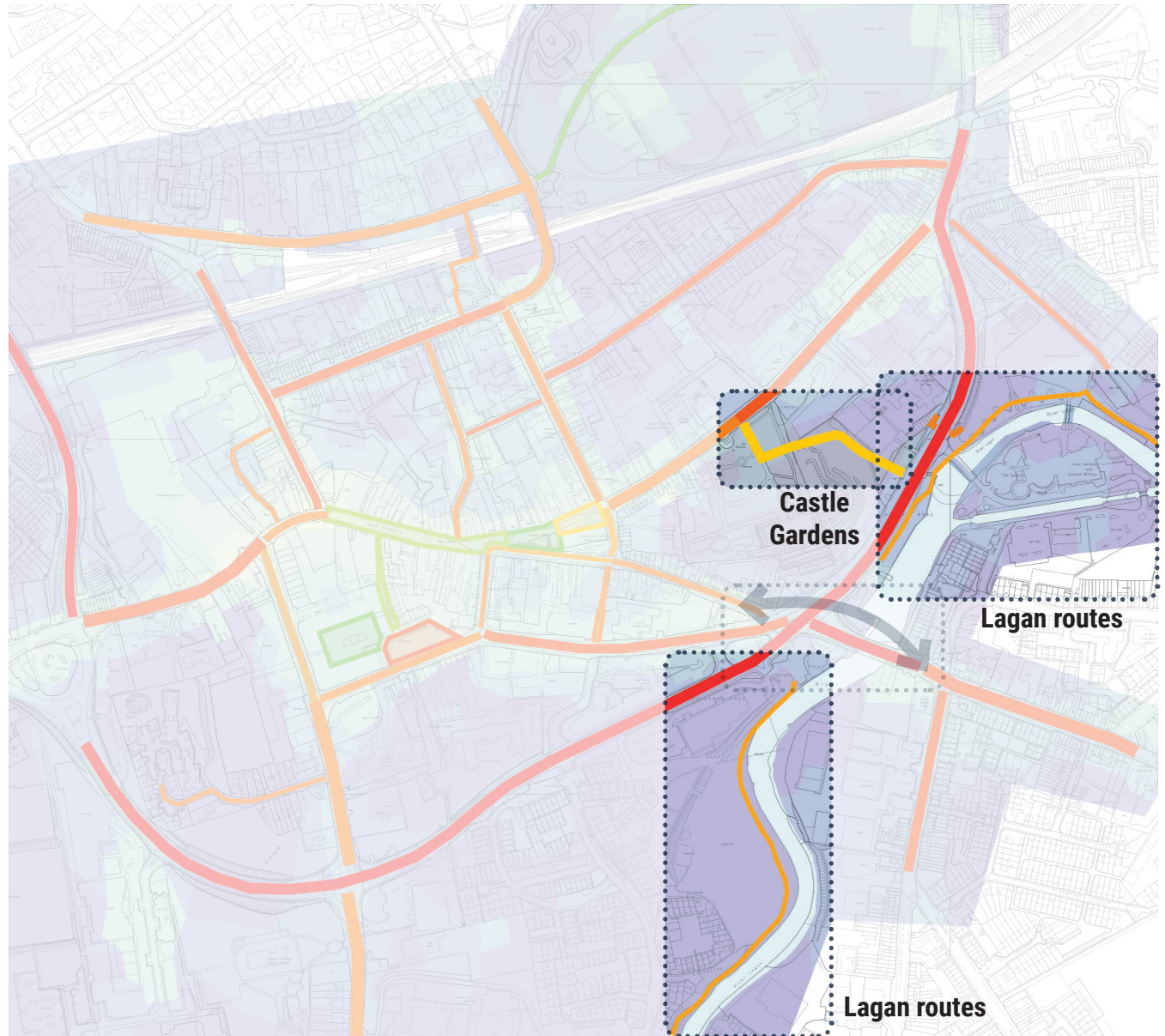
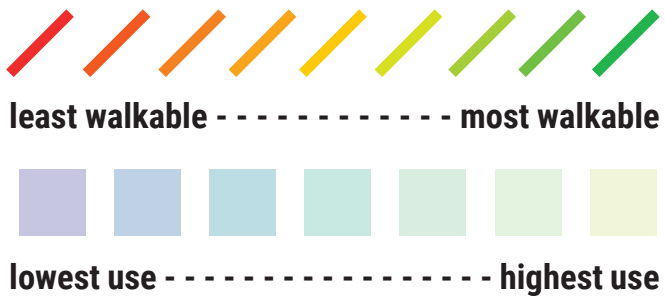
Strategic Aim 2

Increase the footfall in current low use, but walkable areas

During the analysis phase, the overlay of pedestrian footfall and pedestrian comfort also identified some more walkable streets that see low footfall.

These include routes along the Lagan, including the Lagan towpath, and Castle Gardens. These green spaces offer potential for connectivity, as well as easily accessible green space that could benefit the health and wellbeing of residents and visitors to Lisburn.

By encouraging the use of these routes, they will become part of Lisburn's pedestrian network, and increase everyday access to high quality greenspace.



Addressing the strategic aims

This document sets out a range of measures to address these strategic aims and thereby promote active transport in Lisburn. These ideas have been grouped under proposals for orientation and proposals for walkability, and the strategic aim they will address is highlighted at the bottom of each page.

These proposals recognise other strategies and future development in Lisburn. These include:

- proposed tourist signs (tendered January 2022)
- Draft Local Development Plan
- Laganbank Quarter Development Plan
- approved and forthcoming planning consents

Orientation proposals

Successful orientation is not limited to directional signage. It should provide an overview of what a place has to offer and how long it will take to get there, as well as how to get there.

Orientation proposals in this report therefore aim to provide a sense of welcome for visitors, as well as encouraging locals and visitors alike to make the most of Lisburn's assets by means of active transport.

Within these proposals, the strategic aims identified by the analysis have been considered to ensure that new hardware will help meet them.

Walkability proposals

The walkability of the city was considered during the analysis phase. Key areas where improvements can help to meet the strategic aims have been considered. In these areas, a range of possible measures to promote pedestrian and cycle connectivity have been suggested. These measures are intended to address both the qualitative walkability of the areas, but also the physical connection and ease of navigation.

These proposals align with Lisburn and Castlereagh City Council's Open Spaces Strategy, in its aim to

- protect and enhance the natural environment, helping to mitigate and adapt to climate change
- promote opportunities for sustainable travel through greater connectivity of open spaces

The proposals also align with the draft Plan Strategy for LCCC's Local Development Plan 2032, specifically its objectives to:

- increase active travel
- protect and enhance open space recognising its value in promoting health and well-being
- support and encourage accessibility to open space including the Lagan Valley Regional Park and Lagan Navigation as key assets within the Council area
- support and promote the development of strategic and community greenways

Greenways in Lisburn and Northern Ireland aim to link the countryside and urban areas of open space (parks, playing fields and natural areas such as river edges or woodland) to create a network of linked urban open spaces. Community greenways are local scale and provide visually attractive pedestrian and cycle links through an urban area, as well as an ecological and environmental connection. Strategic greenways are at a larger scale and offer traffic free connections between urban areas for those travelling by foot or bike. They also offer strong green infrastructure connectivity for wildlife and ecology.

All greenways offer opportunities to reduce use of private cars, reduce pollution and congestion and increase access and awareness of the natural and historic environment, improving wellbeing and creating tourism opportunities. These benefits are derived while connecting people with facilities, services, schools and places of work. This strand has been developed in the walkability proposals, as well as in route choice and the selection of locations for orientation measures.

Orientation proposals

Orientation proposals: locations

Destinations

Key locations around the city centre have been marked to help establish the primary network of pedestrian routes.

Network of routes

A network of routes around the city connect up these key points of interest.



For easy wayfinding and orientation, routes should:

- Be direct
- Use landmarks and sightlines
- Limit user choice

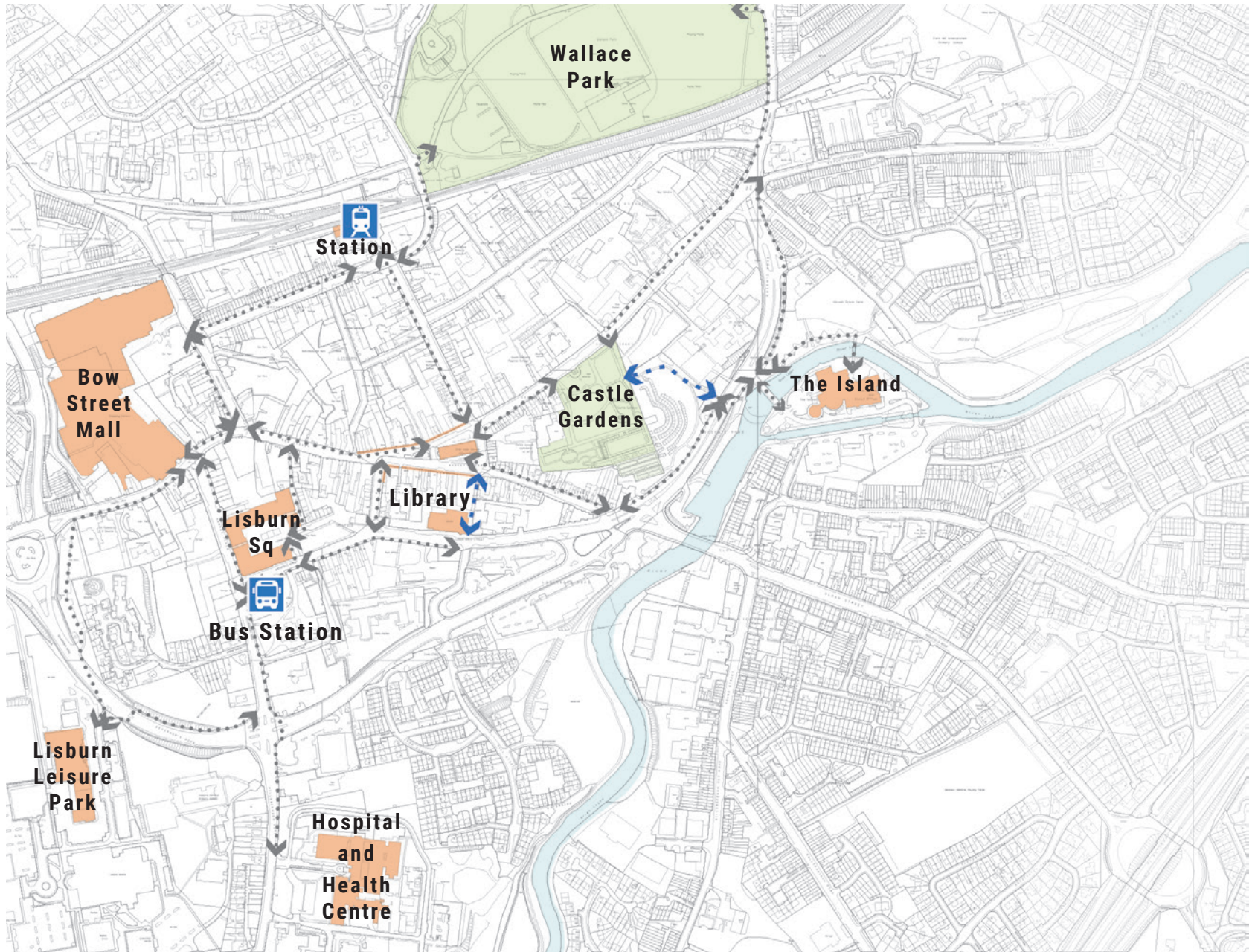
and for the most enjoyable experience, encouraging active transport, routes should

- Pass through the most walkable streets

KEY

-  Main pedestrian network
-  Direct, but steeply sloping route within the network

Addresses strategic aim 1 - Improve connections to link up areas of high footfall



Orientation proposals: locations




Nodes on the network

Signs should:

- occur at decision points, where people may be unsure which way to go, or need reassurance.

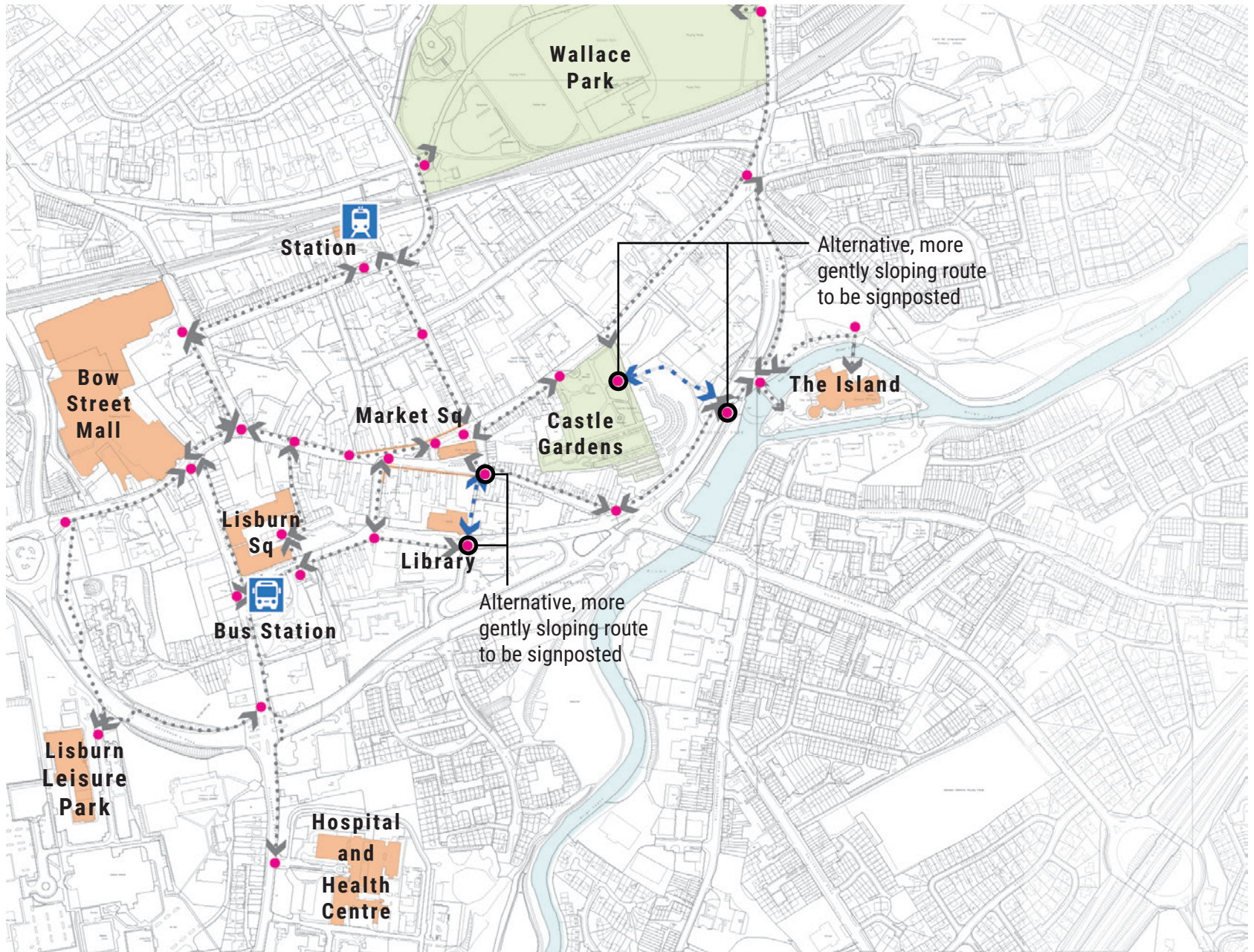
The plan opposite marks these decision and reassurance points within the established network of pedestrian routes.

KEY

-  Main pedestrian network
-  Direct, but steeply sloping route within the network
-  Decision point within pedestrian network

Addresses:

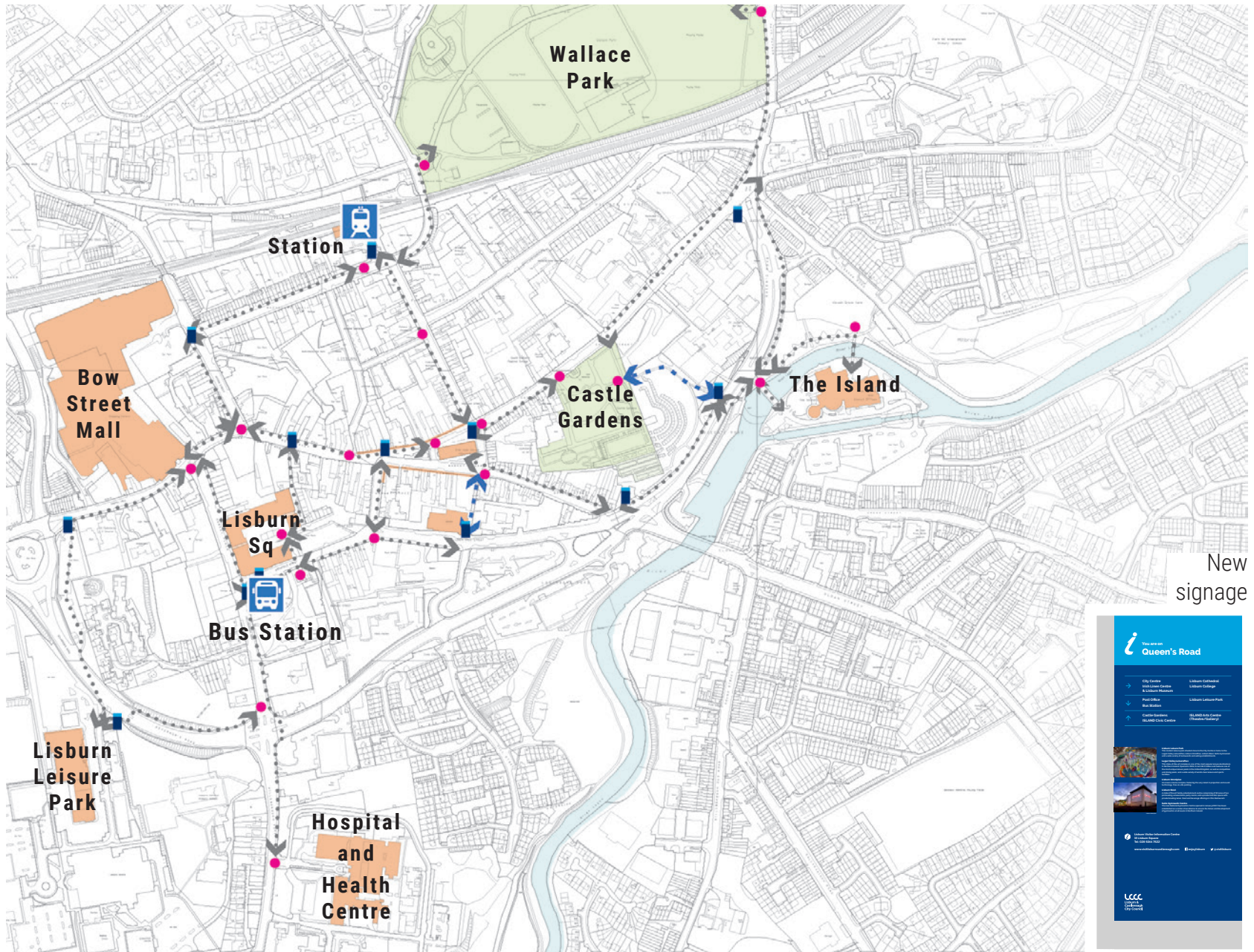
- Strategic aim 1 - Improve connections to link up areas of high footfall and**
- Strategic aim 2 - Increase the footfall in current low use, but walkable areas**



Orientation proposals: locations

LCCC has installed tourist signs for the city centre, with proposed locations at many of the nodes on the network.

The plan opposite shows these proposed locations, and the remaining locations where additional signage is required to direct and reassure.



- New 'blade' signage (design and locations by others)
- Locations for additional signage of other types (this strategy)

Orientation proposals: hardware

Hardware proposed under tourist signage scheme (by others)

The signage already commissioned will:

- Be recognisable
- Be comprehensible
- Fit in with broader identities and branding
- Allow visitors to understand what Lisburn has to offer as well as how to get there

Potential additional benefits

In addition to these benefits, signage could:

- incorporate maps (in heads-up format for ease of navigation)
- include tactile information for the visually impaired
- include distances or time to walk to the destinations mentioned
- promote walking through iconography
- include QR links linking to more information about the city, historic figures or buildings for those interested

Including distances on signage would help locals and visitors to understand how compact and walkable Lisburn's city centre is.

Addresses:

Strategic aim 1 - Improve connections to link up areas of high footfall and

Strategic aim 2 - Increase the footfall in current low use, but walkable areas



Newly installed signage

Orientation proposals: hardware - city centre signage



At nodes on the network where tourist blade signage has not been installed, additional signage will be needed.

Newly installed signage

Proposed signage delivered as part of Lisburn's Orientation and Walkability strategy will meet all the objectives for signage listed on the previous page, and align with the signs already installed.

New totem (this strategy)

A totem including a heads-up format map is proposed at select locations where this information is needed.

New fingerpost (this strategy)

Elsewhere, fingerposts are proposed to reassure and direct. These additional signs have been designed to co-ordinate with the existing signage.

Addresses:

Strategic aim 1 - Improve connections to link up areas of high footfall and

Strategic aim 2 - Increase the footfall in current low use, but walkable areas

Pictogram aids those who are less able to read

Text height sufficient to ensure visibility for wheelchair users



Newly installed signage



Additional "family members" for city centre signage suite



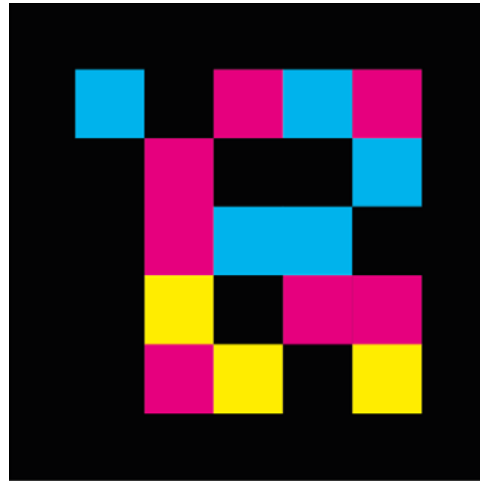
Orientation proposals: inclusive orientation

Apps like BlindSquare or Be My Eyes operate independently of standard signage, and allow blind and partially sighted people to navigate around cities. However, adding some extra features to signage would allow these residents and visitors to be included in the information available to others.

Systems like NaviLens allow users to scan a code similar to a QR code, and hear information on destinations and direction. This could include:

- which way to go
- how long it will take to walk
- descriptions of what destinations in Lisburn offer
- descriptions of the surrounding area
- alerts to nearby obstacles
- crossing points

The codes can be read from further away than standard QR codes. There is no need to focus the camera, and codes can be read from side angles.



NaviLens code



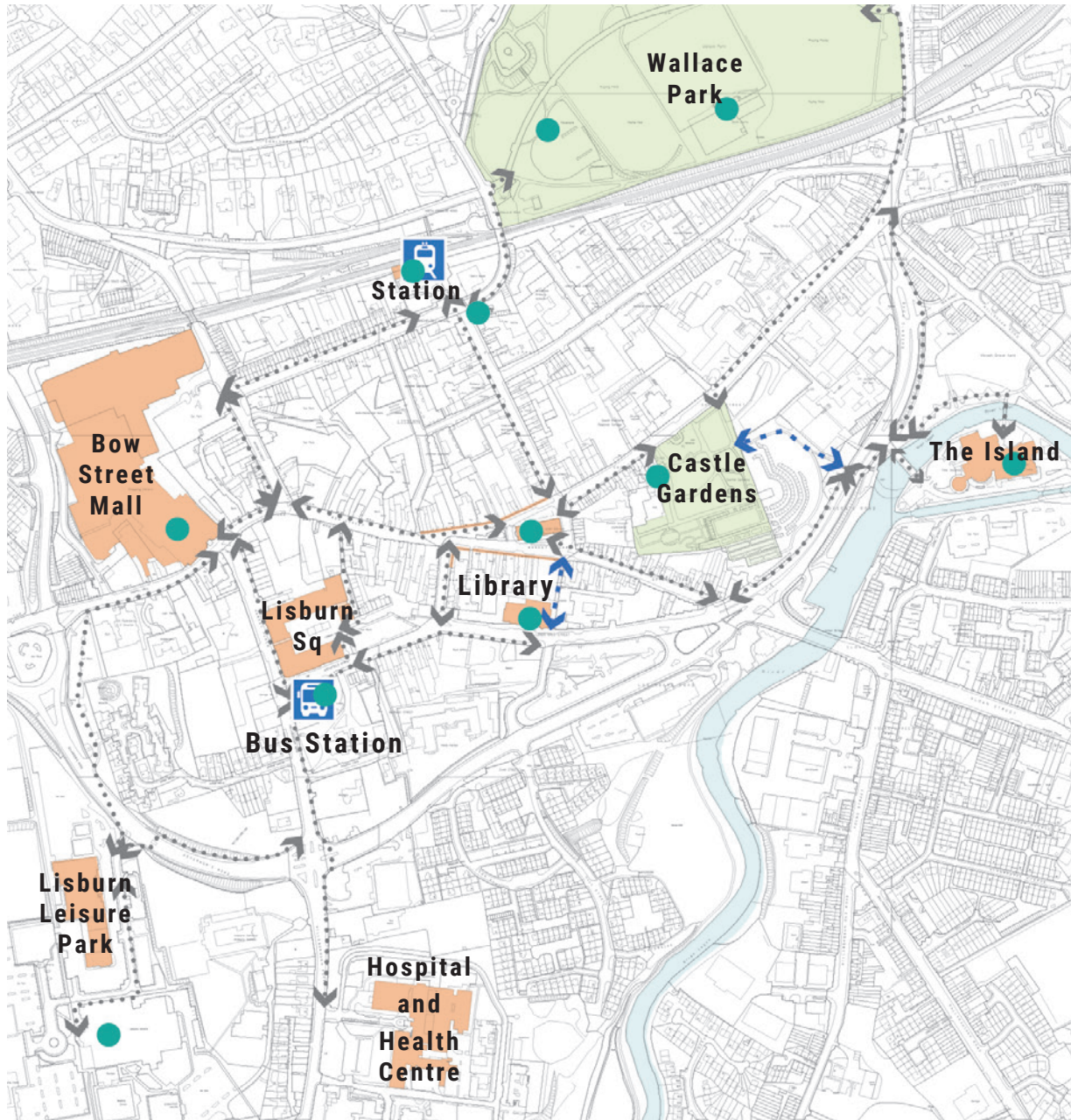
NaviLens in signage

Aim:
Include everyone in the orientation system

Orientation proposals: public toilets

Public consultation emphasised the importance of access to public toilets to enable people to spend time in the city centre. It also revealed that some respondents were unclear about where toilets were located.

In order to highlight the availability of public WCs, icons can be added to signage to highlight locations where toilets are available. The locations marked include male, female and accessible toilets.



- KEY**
- Main pedestrian network
 - Direct, but steeply sloping route within the network
 - Public WCs (opening times vary)

**Addresses strategic aim
Strategic aim 2 - Increase
the footfall in current low
use, but walkable areas**

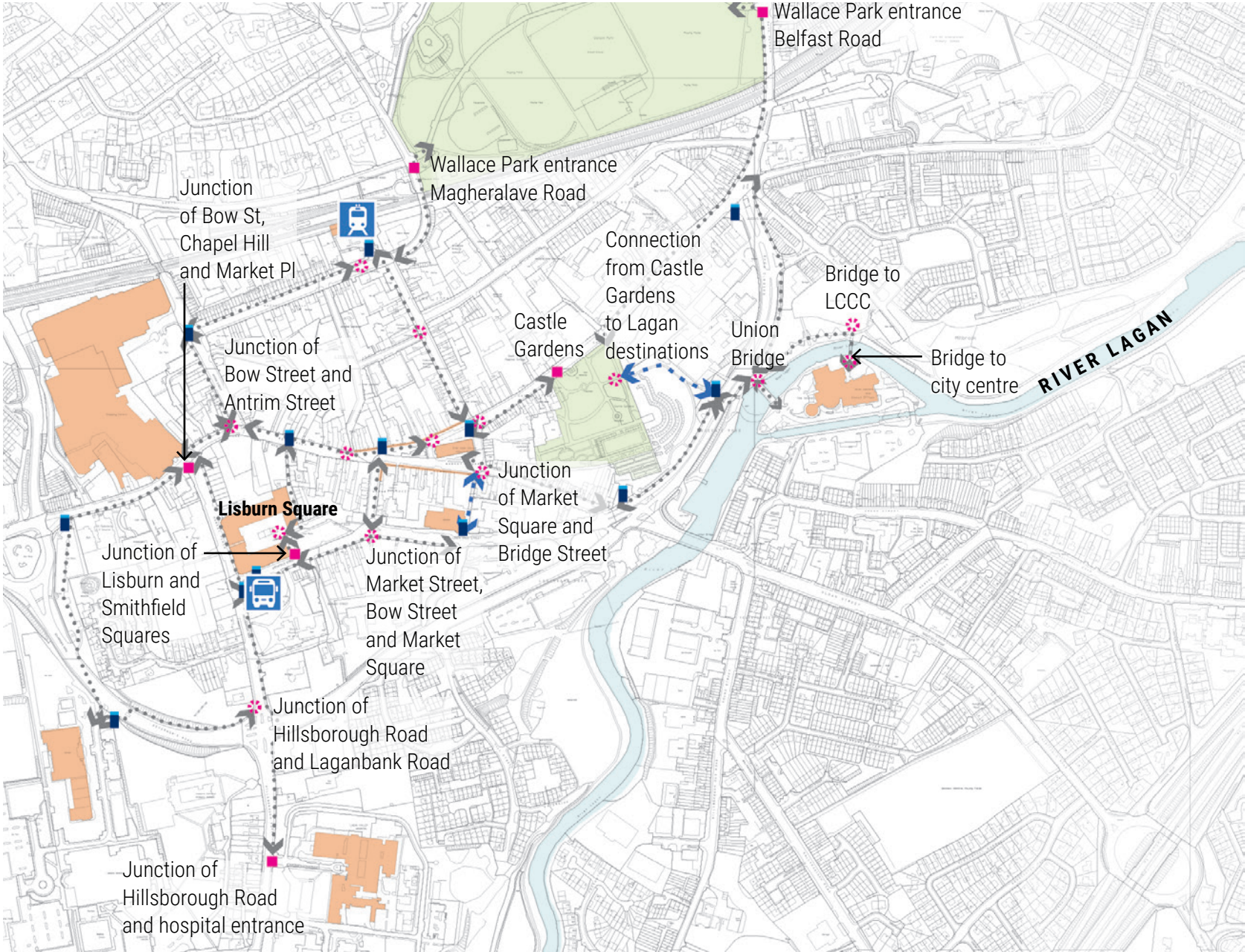
Library 600m
← 7½ minutes



Fingerpost showing WC symbol

Orientation proposals: locations for city centre signage

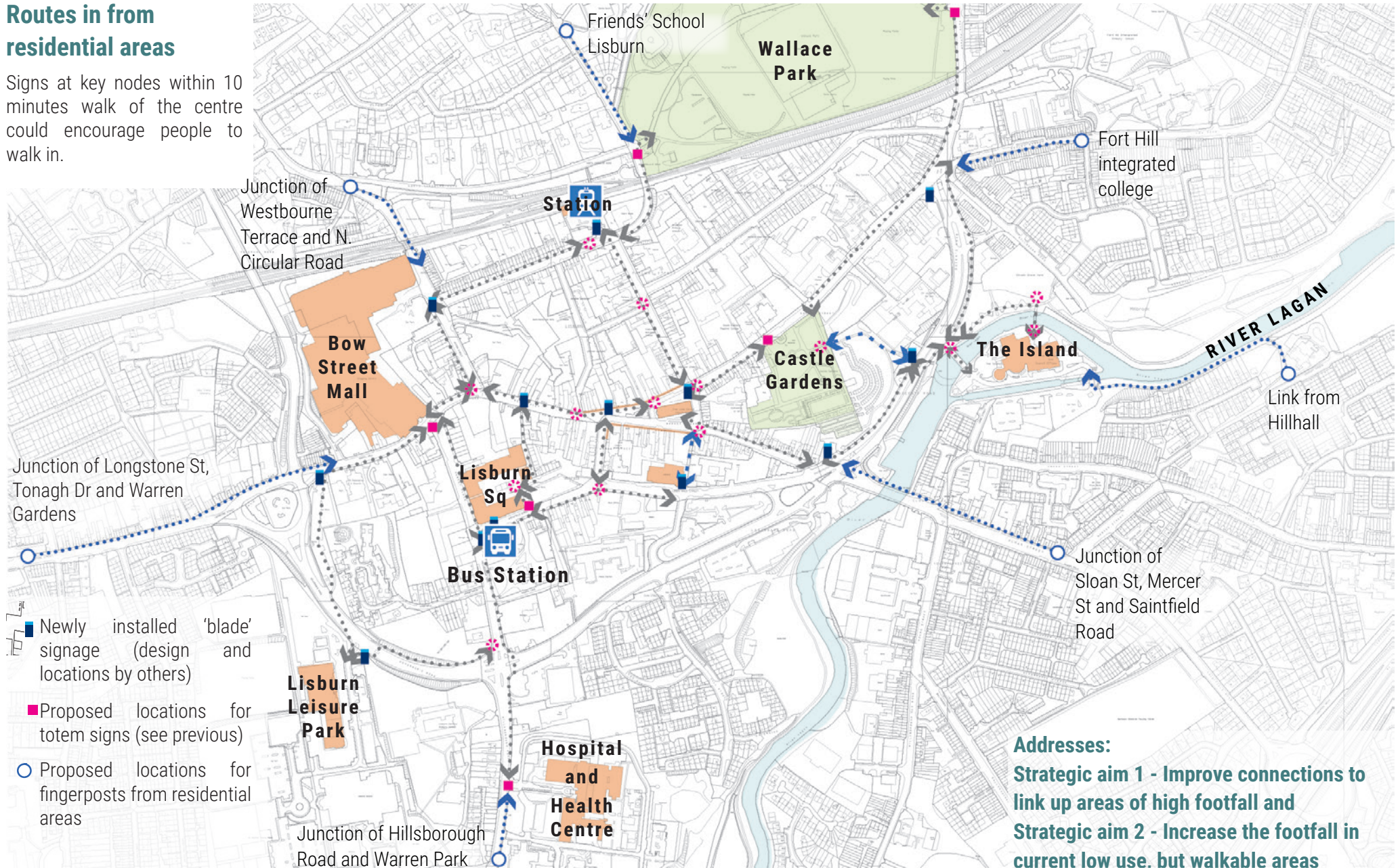
The plan opposite shows proposed locations for additional totems and fingerposts, as well as locations of the proposed "blade" signage already commissioned.



Orientation proposals: locations for additional signage from residential areas

Routes in from residential areas

Signs at key nodes within 10 minutes walk of the centre could encourage people to walk in.



Orientation proposals: hardware - signs from residential areas



Proposed signage from residential areas

Signage into the city centre from residential areas would meet the same goals as signage elsewhere. It will be recognisable, comprehensible, and fit with the identity of the rest of the proposed suite.

The primary purpose of these signs is to encourage residents to walk into the city centre; they will know where they are going and what they want to do, but signs will highlight the proximity of their destination, and how quickly they can get there. Signage for this purpose is therefore restricted to fingerposts pointing to the city centre, stating the distance and duration of the walk.

Addresses:

Strategic aim 1 - Improve connections to link up areas of high footfall and

Strategic aim 2 - Increase the footfall in current low use, but walkable areas



Orientation proposals: locations - signage to the Lagan towpath and Lagan Valley Regional Park

Lagan towpath and Lagan Valley Regional Park signage locations

The River Lagan runs east of Lisburn's city centre, and through a corridor of greenspace. In 1967 the Lagan Valley Regional Park was established, linking Lisburn and Belfast, and covering over 2000 ha of countryside, urban parks, heritage sites, nature reserves and riverside trails. Lisburn benefits from several access points to this green corridor to Belfast.

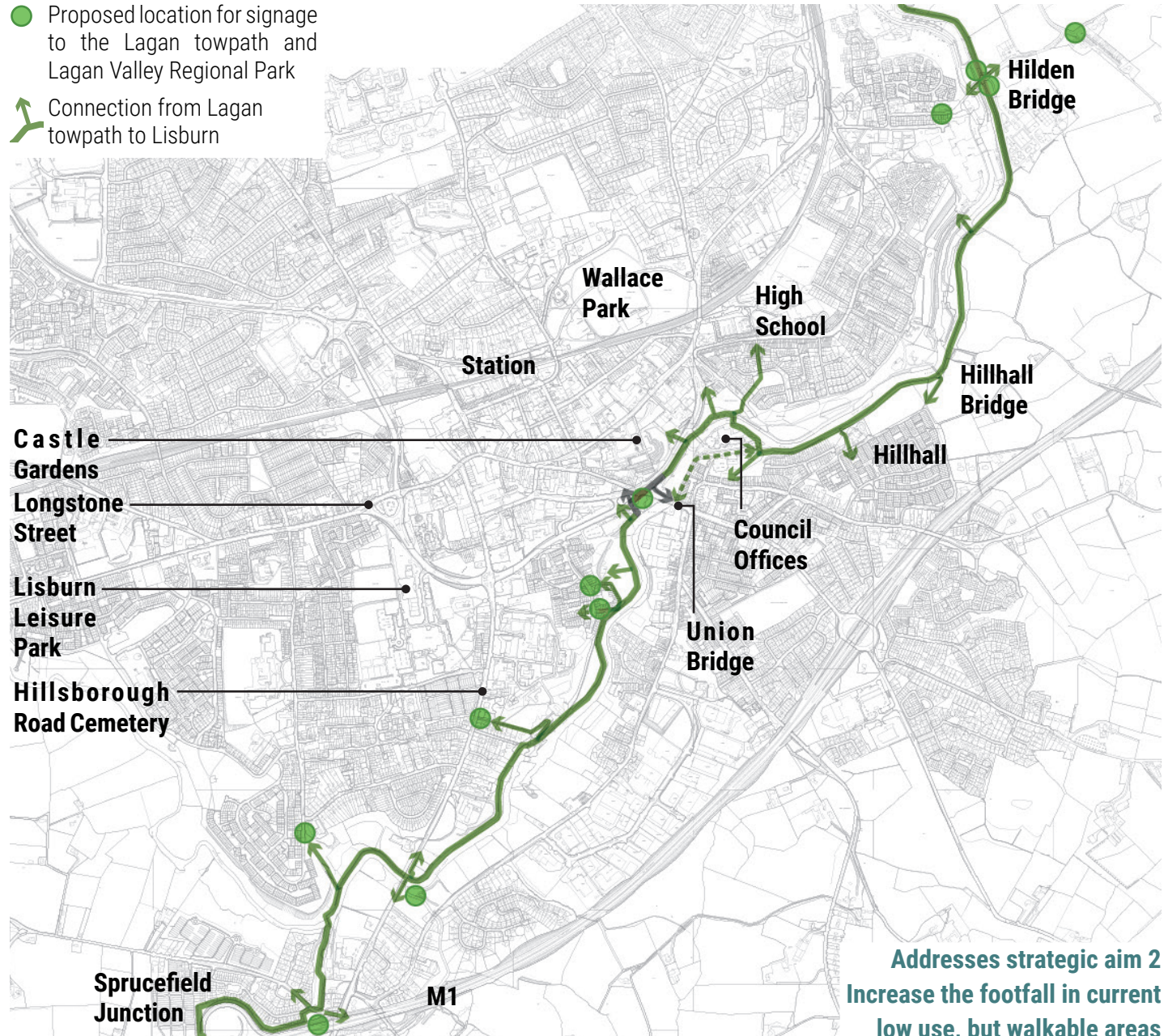
The primary land route through the regional park is the towpath, used historically as a means to navigate the river, but now used to travel by means of walking or wheeling. Travel by water is beyond the scope of this strategy, but the Lagan navigation is destined to become Northern Ireland's first bluweway, and is a key route in its own right.

Signage within Lisburn and this strategy could also be used to promote access to the Lagan. Footfall data used during the analysis phase demonstrated that the towpath is underused both as a means of connection into the city centre, and as open space.

Existing signage to the Lagan is concentrated around Union Bridge and the Island Centre, with no signage from residential areas or at other connection points. Signage through residential areas would inform local and visitors how close they are to the Lagan, and what destinations they can reach by walking or cycling along it.

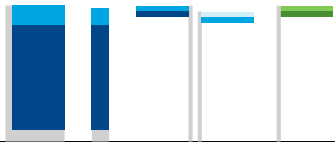
Proposed locations for signs to the River Lagan are shown on the plan opposite.

- Proposed location for signage to the Lagan towpath and Lagan Valley Regional Park
- Connection from Lagan towpath to Lisburn



**Addresses strategic aim 2
Increase the footfall in current
low use, but walkable areas**

Orientation proposals: hardware - signage to the Lagan towpath and Lagan Valley Regional Park



Proposed signage to the Lagan Valley Regional Park and Lagan towpath

Signage should fit in with the general palette, but offer a point of difference to emphasise the character of the Lagan corridor and its status and quality as green, natural space close to the city centre.

The Lagan Valley Regional Park has an existing signage suite, using a black and green colour palette. Green has therefore been chosen for signs directing people towards the Lagan towpath and Lagan Valley Regional Park, and signs will not be added where there is existing signage, to avoid confusion.

Green signs could also be used to direct people to Wallace Park and Castle Gardens so that people wanting to spend time in nature or open green space have an instant visual clue.

Signs further out of town could direct people to the city centre via the River Lagan towpath, perhaps indicating how quick it is to cycle this short distance.

Addresses strategic aim 2

Increase the footfall in current low use, but walkable areas

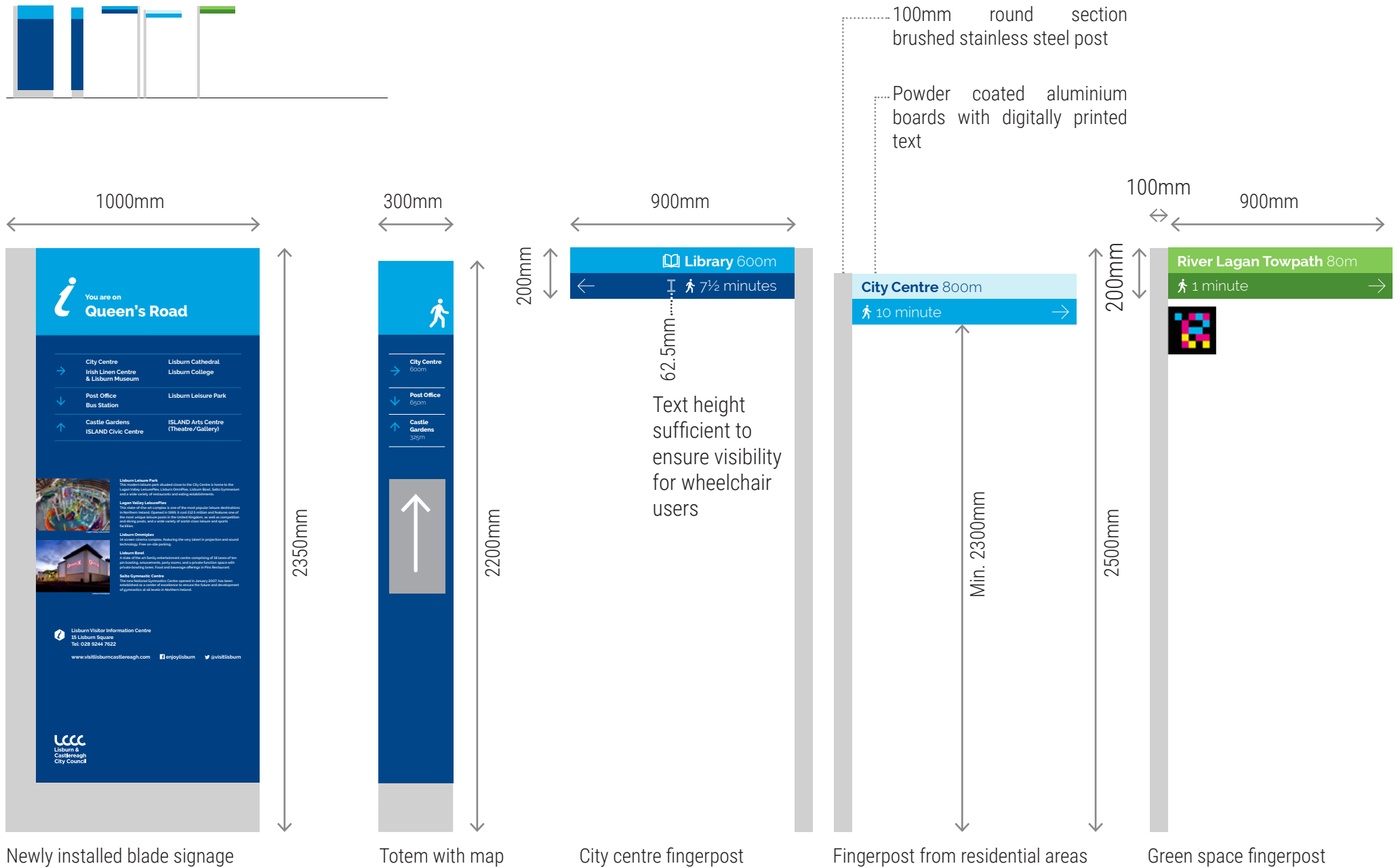


Lagan Valley Regional Park signage suite



River Lagan Towpath 80m	
🚶 1 minute	→
City Centre 1.5km	
🚲 5 minutes	→

Orientation proposals: hardware suite



Orientation proposals: streamlining signage

Existing signage

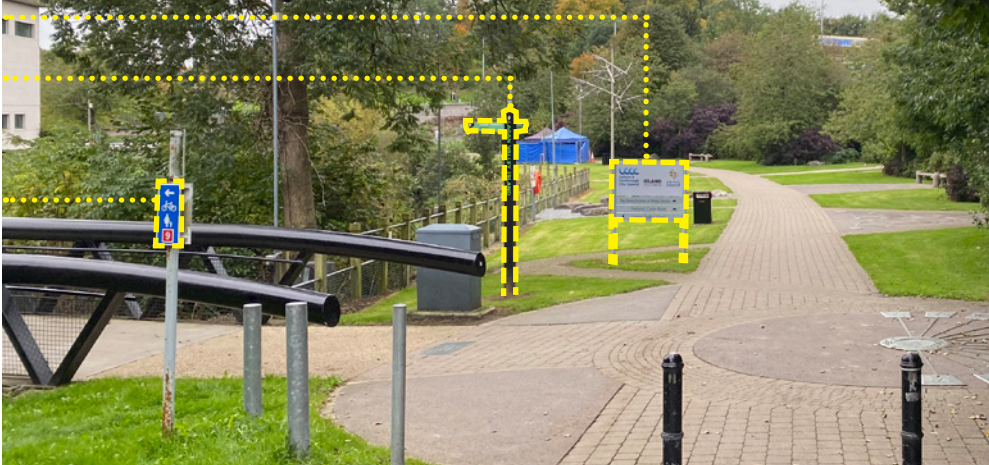
At some points in Lisburn accumulations of signage is reducing effectiveness: there is so much information in so many different formats that the message is lost.

While some of the signage is necessary (highways signage, including hazard and speed limits, for example), removing extraneous signage and reducing the number of styles and formats would help the message to be understood quickly and easily.

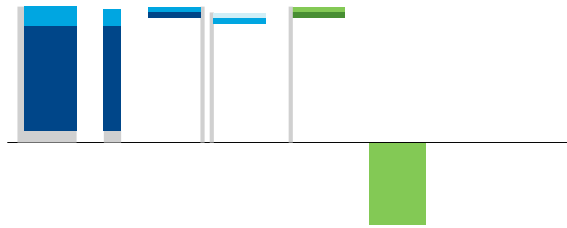
This would also help to strengthen the identity of wayfinding in Lisburn set by the forthcoming tourist signage, and the additional signage proposed in this document.



- LCCC Island signage
- Lagan Valley regional park signage
- National Cycle network signage



Orientation proposals: temporary schemes



Initial impact

Bold, temporary graphics could help launch the proposed signage and get people to think about changing how they move around Lisburn. These more prominent methods of communication could be in place for shorter durations, and could also respond to the seasons.

At the start of the summer holidays, for example, they could point people to Lisburn's parks, the Lagan towpath, or Lisburn Leisure Park. When schools go back in September and school run traffic begins again, graphics could highlight the time and emissions that could be saved by walking or cycling, as well as the active exercise that could be gained.

Graphics could also highlight any of the walkability proposals in the next section that are implemented, e.g. new crossings or planting.



Walkability proposals

Walkability proposals

The orientation proposals outlined in the previous section will help residents and visitors to understand what Lisburn has to offer and how easily accessible, how **quantitatively** walkable, it is by foot.

The analysis phase identified some areas of the city with low **qualitative** walkability - junctions and crossings that are uncomfortable to use, and in some cases difficult to navigate. The plan to the right highlights these areas, and the proposals in this section of the strategy set out a range of measures to improve their walkability.

Each area has been considered in relation to the findings of its qualitative walkability during the analysis phase and ease of navigation. Potential measures to increase walkability are detailed for each, and in the accompanying cost summary.

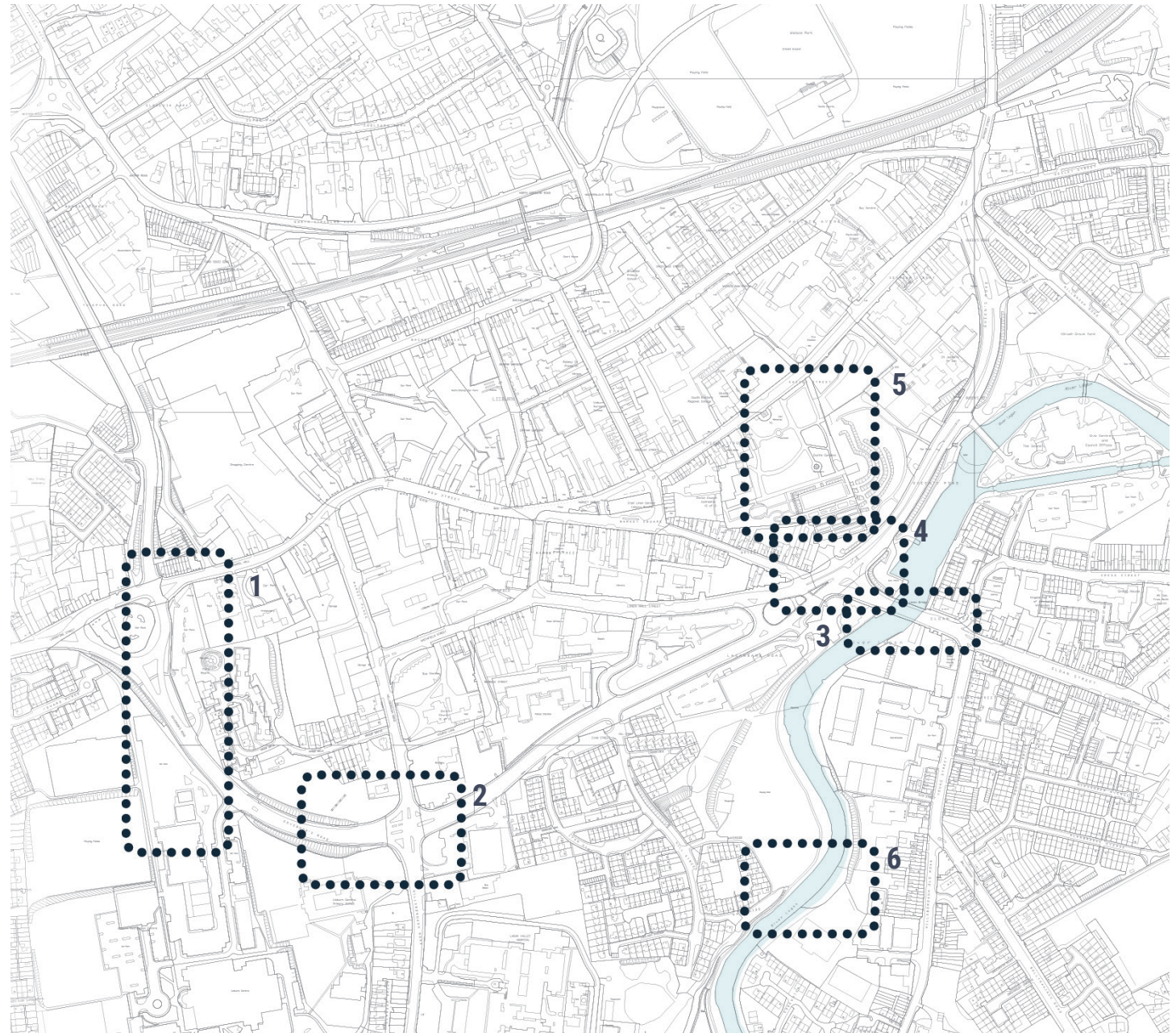
Overview of proposals

1. Chapel Hill
2. Hillsborough Road
3. Union Bridge
4. Laganbank Road
5. Castle Gardens
6. Lagan towpath

Addresses:

Strategic aim 1 - Improve connections to link up areas of high footfall and

Strategic aim 2 - Increase the footfall in current low use, but walkable areas



Walkability proposals

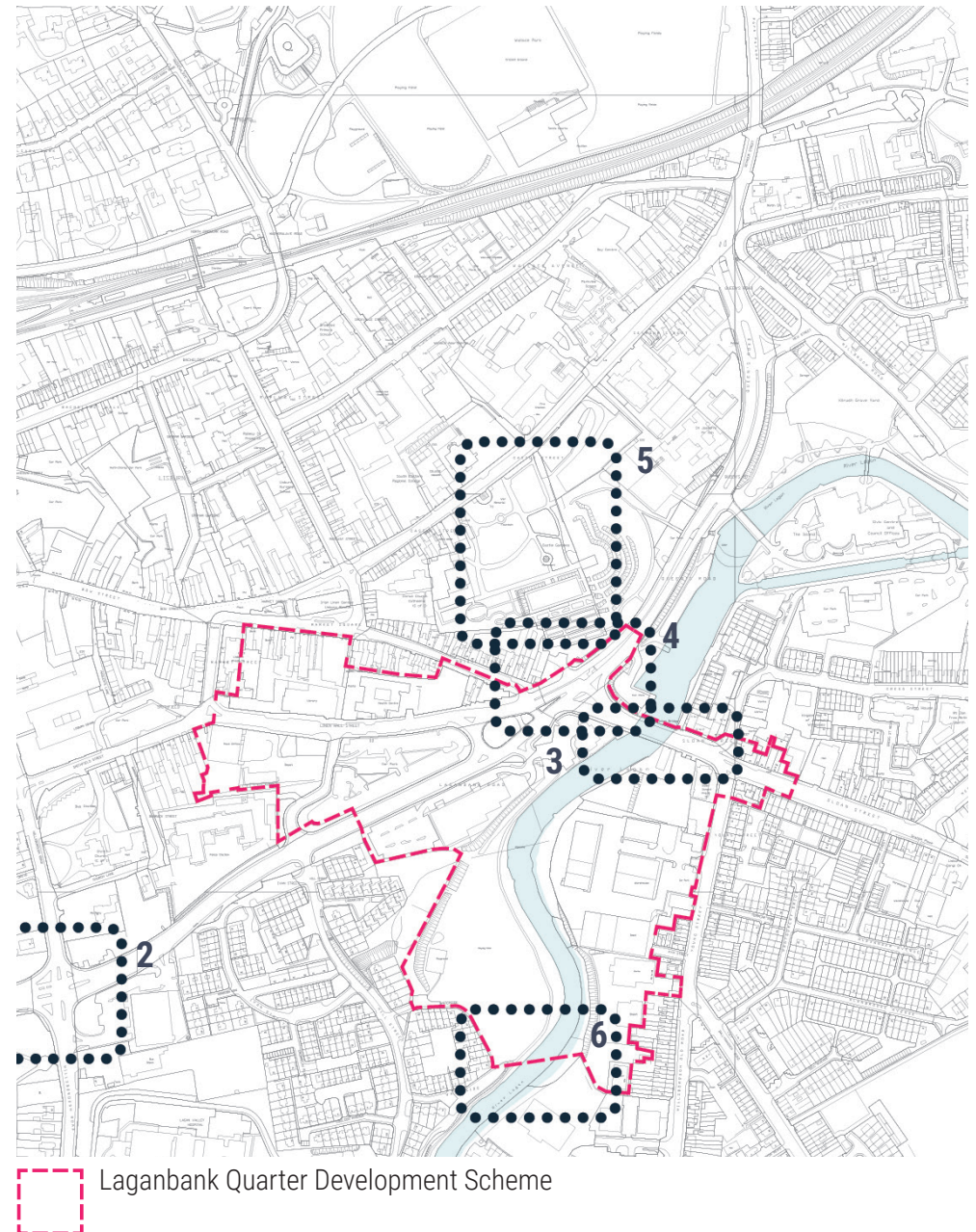
Nature of proposals

Measures in these areas focus on proposals that would not require major changes to roads and junctions, but which can improve the experience of walking in Lisburn. Consultation demonstrated support for measures such as:

- improved separation between vehicles and people
- the introduction of planting and
- additional crossings

Elements outside the scope of this strategy that were raised through consultation included lighting to footways, and the addition of dog waste bins. LCCC will raise this with DfI and the relevant departments in the council.

All projects and proposals developed from the strategy will be consulted on further, once detailed designs have been developed. The proposals are also mindful that development coming forward at the Laganbank Quarter (see area marked on plan) is likely to deliver more substantial changes to the road network and major junctions.



Walkability proposals

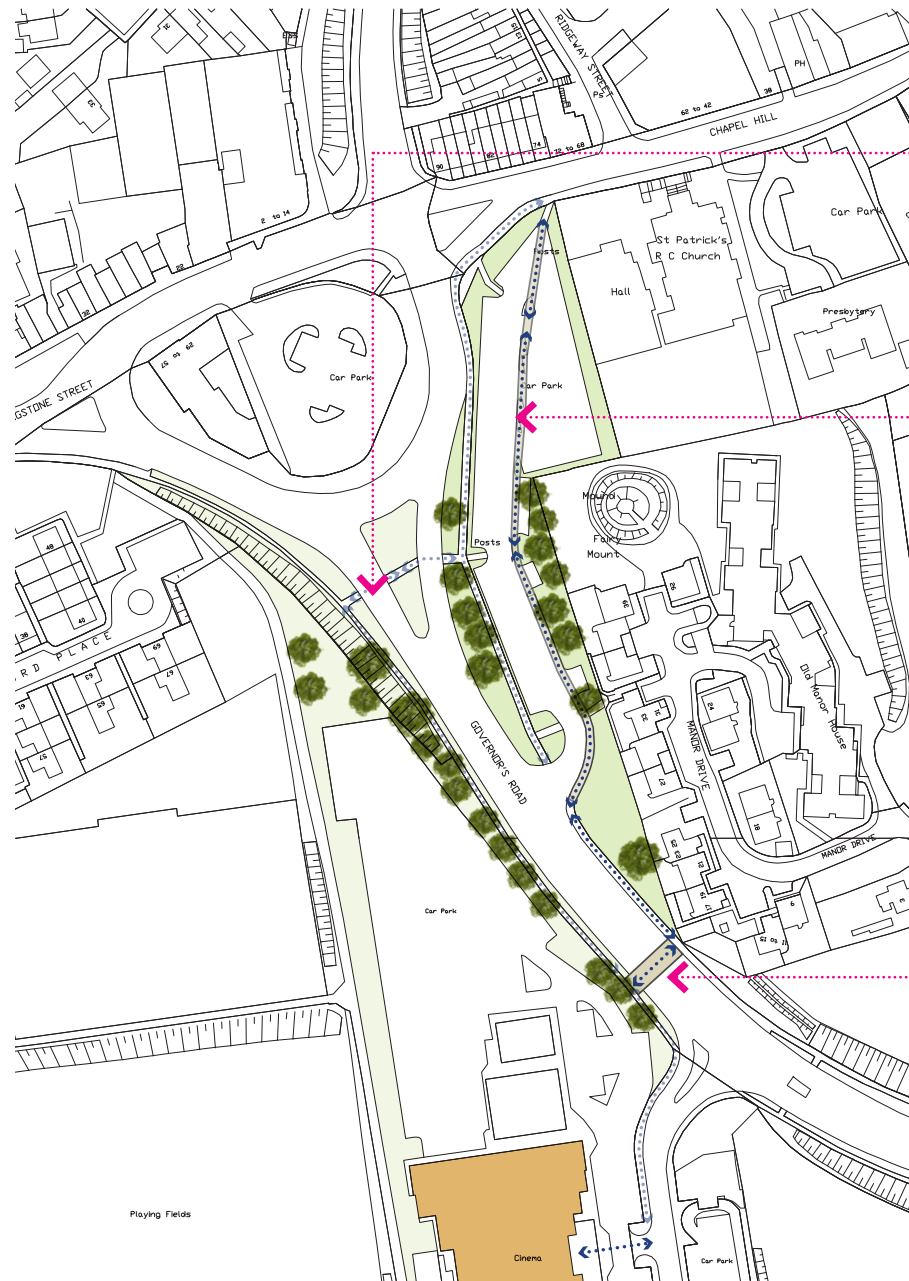
Governor's Road and Chapel Hill

The walkability assessment found that pedestrian comfort along Governor's Road was lowered by the speed, number and sound of cars, as well as the lack of seating, activation and presence of people.

In addition to this, the current route is indirect, adding to the time and distance taken to walk between Lisburn Leisure Park and the city centre.

The following measures would be simple to deliver, while improving the experience of those walking towards town from the south, and from Lisburn Leisure Park.

1. Add a new crossing point to allow people to cross to the eastern side of the road, shortening the distance.
2. Explore the potential to create a pedestrian route through the Governor's Road car park, separated from vehicle traffic and providing a more direct route to Chapel Hill.
3. Consider the addition of lighting to this route, to encourage use in the evenings and help to direct people back to the city centre, or towards Lisburn Leisure Park in the evening.



Existing, indirect route along busy road

2. and 3. Potential new route through the car park with low level lighting to guide people through.



1. New crossing point

Addresses strategic aim 1
Improve connections to link up areas of high footfall

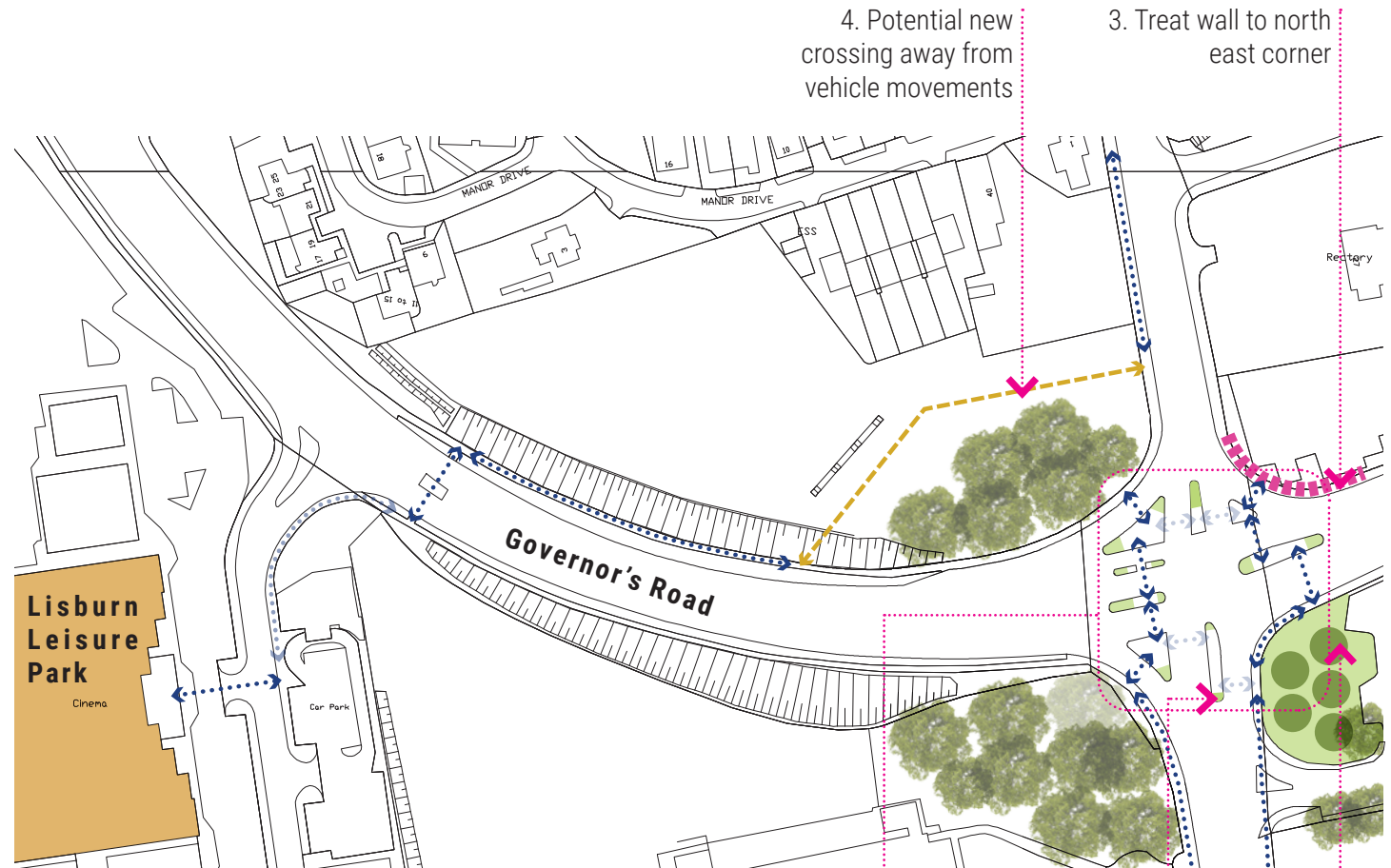
Walkability proposals

Hillsborough Road junction

The qualitative walkability assessment identified activity, the volume, speed and sound of traffic, and a lack of seating as characteristics that reduced the walkability of the Hillsborough Road junction.

Without major change, these elements would be difficult to address. The following measures would be simple to deliver, while improving the experience of those walking towards town from the south, and from Lisburn Leisure Park.

1. Reduce the scale of the junction and humanise the space through the introduction of planting and the softening of edges.
2. Where possible, remove barriers and upgrade traffic lights to meet current standards and accessibility
3. Treat the large concrete wall to the north east corner to enliven corner with no space for planting
4. Examine possibility of off road route through council land



4. Potential new crossing away from vehicle movements

3. Treat wall to north east corner

Addresses strategic aim 1
Improve connections to link up areas of high footfall

2. Removal of barriers, where possible, through upgrade of crossing

1. Introduction of planting to replace removed barriers

1. New planting to south west corner

Walkability proposals

Hillsborough Road junction



Existing condition: The junction has a large number of barriers, expanses of tarmac and blank wall



Precedent: planting in traffic islands



Precedent: Painted infrastructure wall enlivens a street

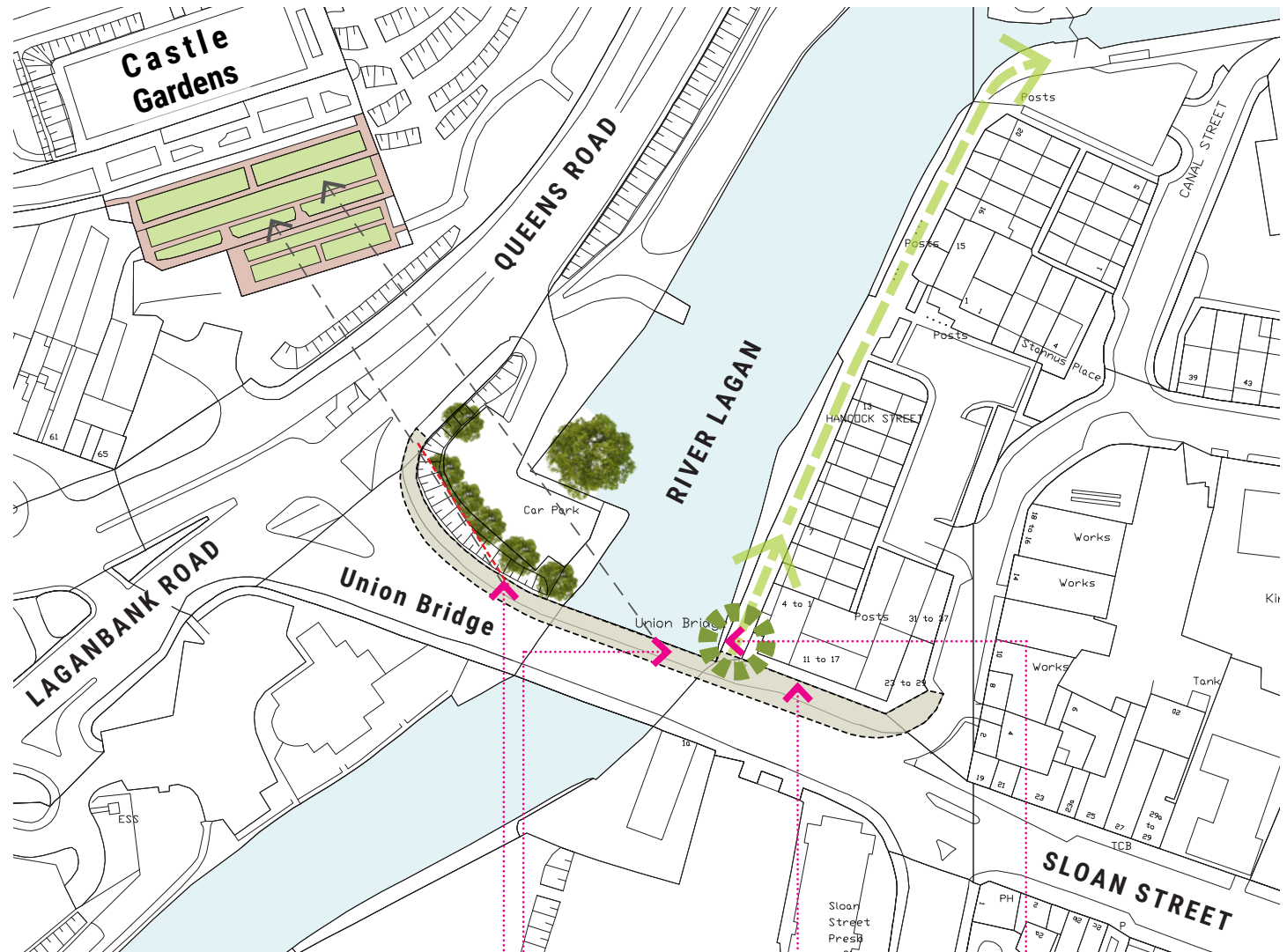
Walkability proposals

Union Bridge

In the qualitative walkability assessment, areas for improvement at Union Bridge included activation, seating, shelter, noise, vehicle speed and vehicle number. These qualities are difficult to alter, given the context.

Proposed changes to improve the experience of walking across the bridge therefore alter the perception of these elements.

1. Visual connection to the city centre would help pedestrians to understand their objective, and allow views to Castle Gardens, where they could stop, sit and rest.
2. The pavements are 3m wide, but could be widened further on the northern footway, allowing pedestrians more space and separation from vehicles. Improving the materials to this footway could also improve the experience.
3. The connection to the Lagan and the Island could be highlighted as a gateway to the Lagan Regional Park.



Addresses strategic aim 1
Improve connections to link up areas of
high footfall

1. Open up/
maintain views to
Castle Gardens

2. Widened
pavement
and upgraded
surface

3. Threshold/
gateway to
the Lagan
towpath

Walkability proposals

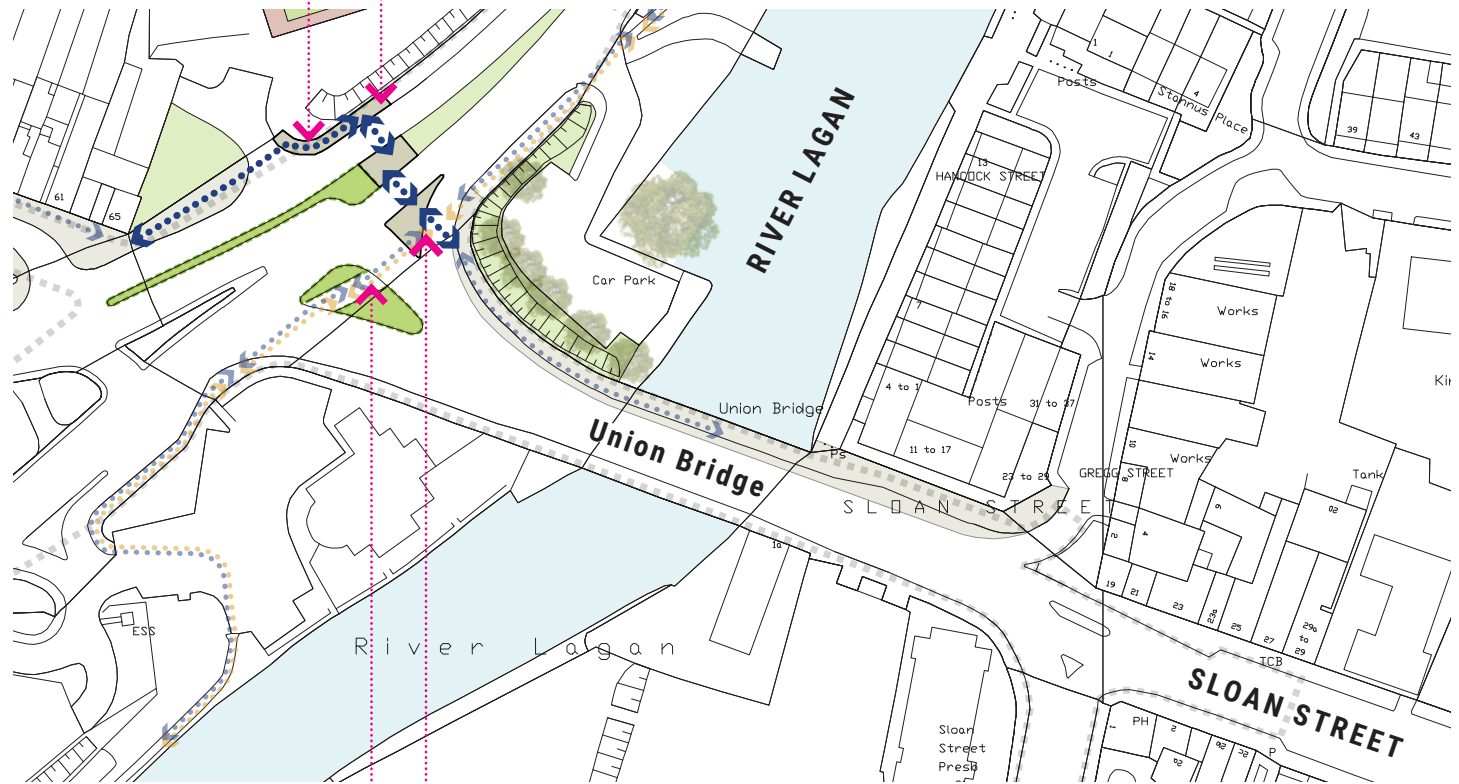
Laganbank Road junction

The walkability assessment for the Laganbank Road, Union Bridge and Queen's Road junction identified the lack of seating, shelter and activity as well as the noise, speed and number of vehicles as aspects of the junction that lowered its qualitative walkability. The junction sits between the areas of higher footfall east of the Lagan, along Sloan St and Young St, and the city centre.

The draft Laganbank Quarter Development Scheme has highlighted the junction as an area for improvement, and major reconfiguration including potential reduction in size. The following proposals suggest smaller measures that could improve the junction in the short to medium term.

1. Promote a single route up to Bridge Street from the northern side of Union Bridge
2. Surface upgrades to areas on this route, connecting existing areas of natural stone paving
3. Removal of visual clutter e.g. railings where possible, and replacement with planting where possible
4. Cycling conflict avoidance - removal of shared paths at crossings, or creation of toucan crossings at junction.

1. Route continues from northern side of Union Bridge to Bridge St public realm
2. Surface upgrades highlight route and connect existing high quality public realm



3. Potential to remove railings and introduce planting
4. Opportunity to clarify cycle route and introduce crossing measures where appropriate

Addresses strategic aim 1
Improve connections to link up areas of high footfall

Walkability proposals

Castle Gardens

Castle Gardens is the largest green space in central Lisburn. Key pedestrian routes surround it, but current levels of use suggest that people do not use it as a means of navigating the city. If it could become part of the network, it would increase time in high quality green space for residents and visitors to Lisburn.

Walkability analysis highlighted the strengths of the gardens:

- High quality, well maintained green space
- Views over the city with high quality built heritage
- Proximity to the city centre and pedestrian network

Areas the walkability analysis identified for improvement were:

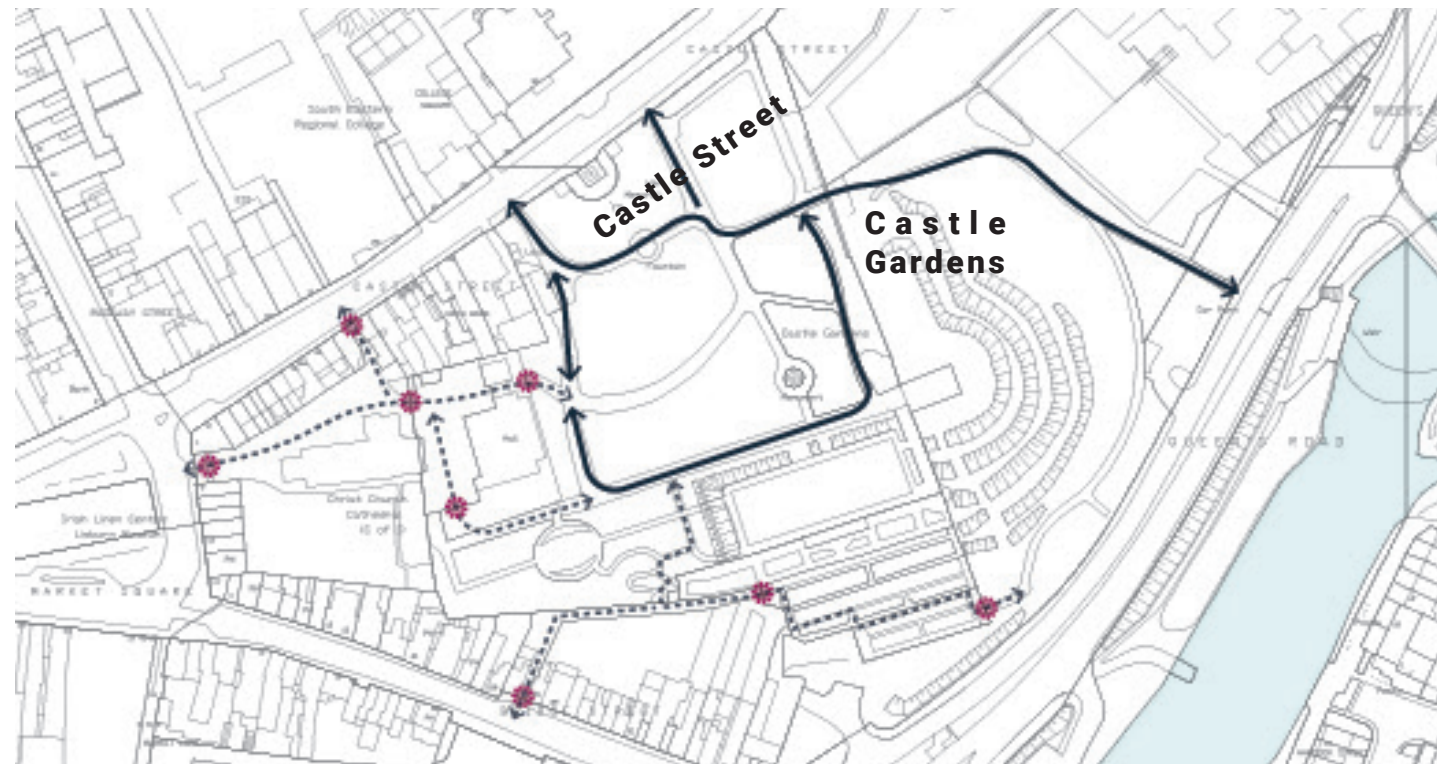
- Lighting (also identified through consultation as a deterrent - only a single path is lit, affecting feelings of safety)
- Activation and presence of people
- Gradient

In addition to the findings of the walkability analysis, the following issues with connection through the Gardens were found:

- lack of connection through the Cathedral
- gates locked at night

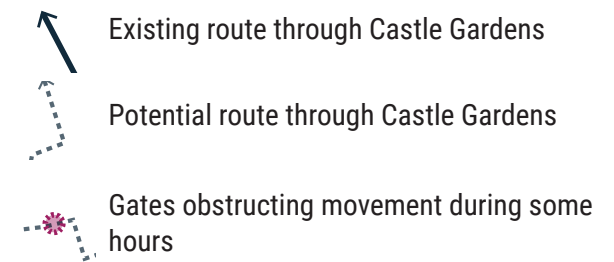
Addresses strategic aim 2

Increase the footfall in current low use, but walkable areas



By addressing these barriers, Castle Gardens could:

- Become a component of more routes round the city
- Become a place to “drop in” for some time in green space



Walkability proposals

Lagan towpath

Anecdotal evidence suggests that the low footfall along the Lagan towpath is due to lack of knowledge of how close to the city centre it is, the well built path and accessible gradients. This can be addressed through the orientation proposals.

However, the walkability analysis identified a small number of characteristics which reduced the comfort of the Lagan towpath for users.

1. Lighting

Low level bollard lighting would allow routes along the Lagan to be used and to make it feel safer. To avoid effects on ecology, lighting can be idled to muted, rising to full power when infrared sensors detect people and a need for higher levels of lighting.

2. Seating

There are currently few seats along the Lagan, limiting the options for people to linger and spend time in nature, as well as reducing its suitability for older or less mobile people who need opportunities to rest.

The introduction of simple, robust seating with back and arm rests at intervals along the Lagan would increase dwell time and the range of demographics who frequent the towpath.

3. The small presence of people could make more vulnerable users feel less safe, and able to access the tranquillity of the Lagan. Orientation proposals and the other measures suggested here should increase footfall, and address this concern.

The 2019 Lisburn Masterplan proposed measures such as cycle hire and cafés along the towpath. While outside the scope of these proposals, this type of activation along the river would also help to bring more people to the path, helping to combat the sense of isolation and anti-social behaviour identified during public consultation.



Addresses strategic aim 2
Increase the footfall in current low
use, but walkable areas

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