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Committee and Members' Services Section
3rd Floor, Adelaide Exchange
24-26 Adelaide Street
Belfast BT2 8GD



7th May, 2009

MEETING OF DEVELOPMENT COMMITTEE

Dear Councillor

The above-named Committee will meet in the Council Chamber, 3rd Floor, Adelaide Exchange on Wednesday, 13th May, 2009 at 4.30 pm, for the transaction of the business noted below.

You are requested to attend.

Yours faithfully

PETER McNANEY

Chief Executive

AGENDA:

1. Routine Matters
 - (a) Apologies
 - (b) Minutes
2. Core Cities (Pages 1 - 2)

To consider further the minute of the meeting of 20th April under the heading "Core Cities" which, at the request of Councillor Crozier, was referred back to the Committee by the Council at its meeting on 5th May.
3. Council's Transport Policy Review (Pages 3 - 26)
4. Departmental Plan 2009 - 2010 (Pages 27 - 40)
5. Renewing the Routes Update and Variation (Pages 41 - 44)
6. Culture and Arts Unit Update (Pages 45 - 48)
7. Culture Night 2009 (Pages 49 - 52)

8. Belfast Business Survey (Pages 53 - 56)
9. Economic Development Unit Update (Pages 57 - 62)
10. Rates Relief Review (Pages 63 - 68)
11. Markets Unit Update (Pages 69 - 76)
12. Belfast Tourism Monitor 2008 (Pages 77 - 78)
13. Support for Sport Event Funding (Pages 79 - 84)
14. Local Government Partnership on Travellers' Issues (Pages 85 - 92)
15. Pride of Place Competition 2009 (Pages 93 - 96)

Extract from minutes of –

DEVELOPMENT COMMITTEE

20th APRIL, 2009

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“Core Cities

The Committee was informed that the Lord Mayor had received recently an invitation for Belfast to become an associate member of the Core Cities Group. This organisation had been established in 2000 to assist Liverpool, Leeds, Sheffield, Newcastle, Birmingham, Manchester, Bristol and Gateshead to work together on common issues and to lobby Central Government to re-direct funding for economic regeneration away from London and the South-East of England. As a result, a number of joint initiatives had been undertaken on issues relating to transport, regeneration and employability. The Head of Economic Initiatives indicated that Cardiff, Edinburgh and Glasgow had also been invited to join this prestigious Group and that associate, rather than ‘full’ membership, had been offered to the four cities since Scotland, Wales and Northern Ireland had their own Regional Assemblies.

She pointed out that joining the Core Cities Group would enable the Council to share information with and obtain information from the other cities which were members of the organisation which would be beneficial to Belfast. She pointed out further that the Council had not been requested to make any financial contribution and that ‘full’ membership could only be offered to English cities.

Following discussion, the Committee agreed that the Lord Mayor decline the invitation for Belfast to become an associate member of the Core Cities Group.”

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**Belfast City Council**

Report to:	Special Development Committee
Subject:	Belfast City Council's Transport Policy Review
Date:	13 May 2009
Reporting Officer:	Marie-Thérèse McGivern Director of Development ext. 3470
Contact Officer:	Shirley McCay, Head of Economic Initiatives ext 3459 Keith Sutherland, Planning & Transport Policy Manager ext 3578

Relevant Background Information

In August 2008, Atkins consultants were appointed to review and update the current Council's Transport Policy to help support the Council's civic leadership role for this important City and regional issue. The policy seeks to provide the Council with a basis for facilitating the promotion and introduction of sustainable transport approaches or initiatives in respect of both Council operational activity and transportation generally.

The overall approach to the review was to build on the success of its existing policy, develop a refined understanding of effective current policy and identify best practice. The work sought to provide an effective up to date policy which would begin to integrate internal operational transport initiatives and actions with the broader policy aspirations for more sustainable approaches to transportation.

The Council requires an up to date, coherent transport policy in order to consistently engage in transport policy developments such as the reviews of the Regional Development and Transportation Strategies and influence specific policies or strategic transport infrastructure initiatives planned for the region. In parallel with this engagement there is also increasing recognition that the Council must continue to address and manage the transportation implications of existing operational activity across the organisation. Council has already accepted reducing the City's impact on climate change and improving air quality as a key objective within the 2008-2011 Corporate Plan.

A cross departmental steering group comprising Council officers was set up to oversee the revision of the current Transport Policy and the following stages were carried out in the first phase of the review:

- A review of the current policy and the environmental policy package;
- Background research and consultation with a range of stakeholders including Council officers, Elected Members, private sector, statutory bodies and community/voluntary bodies; and
- A review of existing travel patterns and practices within Belfast City Council

The first phase of the review was completed in December 2008 and a report of the findings submitted to Committee in December. The Committee endorsed the consultant's conclusions from their initial work that the current vision and objectives of the Transport Policy remained broadly valid but would benefit from being updated and more effectively aligned with the Council's emerging approach and objectives within the corporate plan. The second phase involved the following stages:

- The refinement of policy options for a strategic Council Transport Policy
- The initial exploration of the potential options for a draft Workplace Travel Plan to address the organisational transportation implications for the Council.

Key Issues

This report outlines the proposed Draft Transport Policy, see Appendix 1, for the Council which incorporates a recommendation in respect of the proposals for the move towards the development of a Workplace Travel Plan, see Appendix 2, to integrate the actions to address the transport implications of the organisation including the potential operational, efficiency and sustainability benefits arising from a coordinated plan approach.

Draft Transport Policy

The Draft Transport Policy (Appendix 1) is appended for consideration by Committee as the basis for an adopted revised Transport Policy. The revised and updated vision for the policy is detailed below:

"To support and promote the development of a modern, safe, accessible and integrated transportation system to enhance the connectivity for Belfast and its wider regions, which benefits the environment; supports sustainable development; and enhances the quality of life of all those who live, work, visit and do business in the city".

The proposed new strategic objectives for the policy are outlined below aligned with their associated Council corporate themes. It should be noted that, for the purposes of the Transportation Policy, the additional theme in relation to the City centre has been introduced in recognition of the pivotal role the centre has for transportation infrastructure, services and interchange at a city and regional level.

- Key Theme: City Leadership - Proposed Strategic Objective 1

"To provide a strong civic leadership role for the promotion of a modern, safe, accessible and integrated transportation system for the City of Belfast and its wider regions"

- Key Theme: Regeneration Growth and Prosperity - Proposed Strategic Objective 2
“To support the sustainable economic development of Belfast to ensure the future prosperity of Belfast City and its wider regions and to facilitate the continued development of its economic and physical regeneration through achievement of economic, tourism, leisure, good relations, environmental, educational and health objectives for the city”
- Key theme: Environmental Responsibility - Proposed Strategic Objective 3
“To secure the long term viability of Belfast City and its environment by seeking to ensure that all transportation arising from the wider proposals take into account, and mitigate against, their adverse impact on the environmental and the quality of life of local neighbourhoods”
- Key Theme: People and Place - Proposed Strategic Objective 4
“To support local people and communities by ensuring a community plan approach that integrates transportation to enhance connectivity for local neighbourhoods by making them safer, healthier and more inclusive”.
- Key Theme: Value for money customer focused services - Proposed Strategic Objective 5
“To seek to ensure that Belfast City Council services and facilities are accessible by sustainable modes of travel, such as walking, cycling and public transport”
- Key Theme: An organisation fit to lead and serve - Proposed Strategic Objective 6
“To promote the positive effects of sustainable travel and to lead by example by implementing sustainable travel initiatives within its own organisation”.
- Key Theme: Belfast City Centre - Proposed Strategic Objective 7
“To support the sustainable economic development of Belfast City centre, as a key Regional asset – to seek to provide an urban environment that supports a more dynamic and competitive centre and to improve its presentation and environmental quality as befits a first class European city.”

The key objectives / priorities for each Key Theme have been differentiated within the appended Draft Transport Policy between external policies (those outside the control of the council) and internal policies (those within current council activities). The Committee is requested to consider the Draft Transport Policy set out in Appendix 1 and if appropriate agree the revised vision alongside the vision and strategic objectives detailed above.

Workplace Travel Plan

The implications of the Council's organisational transport impacts arising from operational and fleet activities were considered as part of the review and the Draft Transport Policy. The work highlighted the range of activities with direct and indirect transport impacts and the necessity for a coordinated approach to guide the process of aligning this activity with corporate and strategic transportation policy objective for the Council.

The recommendation arising from the work was that the Council should move towards the adoption of a formal Workplace Travel Plan to encourage travel by more sustainable modes and address the potential for operational and efficiency improvements. This approach would also align with the with the Council's corporate objectives of 'better leadership' and 'better care for Belfast's environment'.

The appended draft Workplace Travel Plan (Appendix 2) provides a basis for the exploration of a formal Workplace Travel Plan for the Council. The Committee is requested to consider the approval of the principle of a Workplace Travel Plan approach as an integral element of a Council Transportation Policy.

The development of a Workplace Travel Plan will have operational and resource implications. The approval of the Travel Plan approach is sought on the basis that the future resource implications are brought before the appropriate Committee for approval in the context of an integrated plan, including the evaluation of whether or not the Council may seek to appoint a full-time Travel Plan Co-ordinator with responsibility for developing, implementing and monitoring the Council's travel plan policy.

Resource Implications

There are no direct resource implications arising from this report. The future potential resource implications arising from the revised Transport Policy implementation including the Workplace Travel Plan will be brought before the appropriate Committee for future consideration in parallel with the relevant specific implementation activities.

Recommendations

Members are requested to:

1. consider the Draft Transport Policy set out in Appendix 1 and if appropriate agree the revised policy in line with the vision and strategic objectives detailed in the body of the report.
2. endorse the principle of a Workplace Travel Plan approach for the Council and the refinement of the implications arising from the integration of this element within the Transportation Policy.

Decision Tracking

1. Following ratification the draft Transport Policy will be formalised into a policy document for the Council.
Time frame: August 2009. Reporting Officer: Shirley McCay
2. Following ratification work will be initiated on the Workplace Travel Plan concept to further refine the potential operational and resource implications with a report brought back to the appropriate Committee.
Timeframe: October 2009. Reporting: Shirley McCay.

Documents Attached

Appendix 1 – Draft Transport Policy
Appendix 2 – Outline Workplace Travel Plan

Appendix 1

1. Draft Transport Policy

Introduction

- 1.1 A draft Transport Policy is outlined in the following sections. The content of this draft Transport Policy will be reported to a special meeting of the Council's Development Committee on 29th April 2009. This draft report will be updated following the outcomes of this meeting.

What is the role of the revised Transport Policy?

- 1.2 The overall role of the revised Transport Policy remains unchanged as it seeks to provide the Council with an inclusive and consistent transport policy to be promoted both internally and externally to the Council. It will allow the Council to take a proactive role to help ensure that the city continues to grow and prosper in a sustainable manner and that any regional and local transportation policies are developed in line with the Council's wider objectives on sustainable economic development; environmental responsibility; tourism; leisure; good relations; and education and health.
- 1.3 The transport policy will be a key communication document for the Council – setting out its transportation vision and strategic objectives for the city. It will outline the Council's position on key transportation issues to external delivery agencies and as such will be used as part of a consultation and lobbying tool to influence the development of external policy and proposals, including the review of the Regional Development Strategy and the Regional Transportation Strategy.
- 1.4 The transport policy should also act as the Council's main instrument for transportation policy for internal activities and capital programmes. There will be a need to ensure that 'sustainable transport' is considered as part of other wider programmes such as sustainable development, social inclusion, tourism, parks & leisure, older people, children and young people, environment and arterial routes and that appropriate resources are allocated for the implementation of the transport policy where appropriate.
- 1.5 It is recommended that ownership of the Council's Transport Policy should lie with the Strategic Policy and Resources Committee and that regular update and progress reports (i.e. on annual basis) should be presented to the Committee on the success (or otherwise) of the policy. To this end, it will be necessary to develop a number of targets to enable effective monitoring of the policy.

What are the Key Messages of the revised Transport Policy?

- 1.6 The key message of the revised Transport Policy is:

To support and promote the development of a modern, safe, accessible and integrated transportation system to enhance the connectivity for Belfast and its wider regions, which benefits the environment, supports sustainable development; and enhances the quality of life of all those who live, work, visit and do business in the City.

1.7 The transportation vision will be supported by a number of underlying strategic objectives, which are based on the Council's Corporate Objectives, including:

- City Leadership;
- Regeneration, Growth and Prosperity;
- Environmental Responsibility;
- People and Place;
- Value for money customer focused services;
- An organisation fit to lead and service; and
- Belfast City Centre.

1.8 These are outlined in more detailed in the following section.

Strategic Objectives & Policies

City Leadership

Strategic Objective:

To provide a strong civic leadership role for the promotion of a modern, safe, accessible and integrated transportation system for the City of Belfast and its wider regions.

Key Objectives / Priorities:

1.9 The key objectives / priorities for the 'City Leadership' have been split into external policies (those outside the control of the council) and internal policies (those within current council activities).

The key **external policy objectives** include:

- To adopt a strong and public city leadership role in the **promotion of sustainable transport initiatives** for the City of Belfast.
- To use the Council's influence as Civic Leader to engage and influence key delivery agencies for the **development of a wider transport policy framework for Belfast, including the city centre area as well as the wider regions, which is aligned with the Council's wider objectives on sustainable development; environmental responsibility; tourism; leisure; good relations; education and health** – in particular in relation to the review of key regional and local transport policy and planning documents in line with statutory procedures. In this respect, the Council will seek to ensure meaningful consultation is undertaken with key delivery agencies on the review of key policy documents such as the Regional Development Strategy, the Regional Transportation Strategy and the Belfast Metropolitan Transport Plan.
- To seek to influence the **development of transportation policies and proposals which improve connectivity and encourage a shift away from the private car to more sustainable forms of travel**, such as walking, cycling and public transport.
- To seek to ensure a **higher level of emphasis of capital expenditure on sustainable transportation schemes**, ensuring that the priority is allocated to sustainable modes of travel such as walking, cycling and public transport schemes.
- To seek to **develop effective working relationships with appropriate delivery agencies** for the delivery of local transportation schemes to support local people and communities and which integrate with a community planning approach.

The key **internal policy objectives** include:

- In line with the proposed transfer of local planning functions to the Council, the Council will **adopt a strong and public city leadership role in the promotion of sustainable development for the City of Belfast** and will ensure a consistent and integrated approach to land use and transportation planning.
- To ensure that the Council has **sufficient resources and skills to enable them to fully address the capacity building requirements associated with the transfer of local planning functions**, in line with the requirements outlined above.

Regeneration, Growth and Prosperity

Definition:

To support the sustainable economic development of Belfast to ensure the future prosperity of Belfast City and its wider regions, and to facilitate the continued development of its economic and physical regeneration through achievement of sustainable transportation, economic, tourism, leisure, good relations, environmental, educational and health objectives for the City.

Key Objectives / Priorities:

- 1.10 The key objectives / priorities for the 'Regeneration, Growth and Prosperity' have been split into external policies (those outside the control of the council) and internal policies (those within current council activities). Please note that specific policies and proposals for Belfast City Centre are included within the additional City Centre strategic objective (see later).

The key **external policy objectives** include:

Belfast City Council will support and lobby key delivery agencies for:

- The introduction of a **sustainable parking strategy in Belfast City Centre, at key commercial/retail District Centres and along arterial routes / nodes** to help manage travel demand and help reduce the level of commuter-related parking in key retail / commercial areas where short-staying parking is prioritised. To ensure that such a parking strategy is integrated with improvements to park and ride and public transport services serving these areas.
- The introduction of **sustainable transport corridor plans** that take account of the need to prioritise access to sustainable modes of travel, such as public transport, walking and cycling, in advance of the provision of new highway capacity.
- The **sustainable development of Belfast's airports** – to ensure continued connectivity to Belfast City Centre and a high level of accessibility by sustainable modes of travel, including public transport.
- The implementation of a **new public transport interchange at Belfast City Airport**;
- The **sustainable development of Belfast's ports** – to ensure continued connectivity to Belfast City Centre and the strategic road network; and to ensure a high level of accessibility by sustainable modes of travel, including public transport.
- The introduction of a **sustainable freight management strategy** for Belfast and its wider regions. Consideration should be given to the provision of priority measures to improve the efficiency of road freight distribution and accessibility to the Gateways; a service management plan for the City Centre and District Centres; and an investigation into alternative forms of freight travel, including rail.
- The implementation of a **high quality and high profile Rapid Transit system for Belfast and its wider regions**:

- To ensure that such a rapid transit system will have the **following attributes**:
 - High frequency and reliable services which are “turn up and go”;
 - High level of protection from general traffic congestion which includes off-road running, segregated running paths, and priority at traffic junctions – particularly in the city centre area;
 - High quality passenger facilities, including integrated and off-board ticketing, real time passenger information, high quality stops/stations, accessible, modern and clean vehicles;
 - Clearly ‘branded’ system which represents a modern and dynamic city and is visibly a ‘step change’ from existing public transport services;
 - Integration with existing public transport services so that they are complementary; and
 - Supports sustainable development and the principles of sustainable transport corridors.
- To lobby key delivery agencies for a **detailed review of the rapid transit technology options** available to support a rapid transit system, including light rail and ultra light rail, and the requirements to ensure “future proofing” of the system should the preferred technology be required to be upgraded in the future.
- To lobby key delivery agencies for a **detailed review of the economic assessment** of the rapid transit system to ensure that it takes into account the wider regeneration and economic impacts.
- To support and lobby key delivery agencies for the development of a **rapid transit network which connects south, east, west and north Belfast and its wider regions with the City Centre and each other** – connecting local neighbourhoods with major areas of employment, education and welfare facilities across the city.
- To support and lobby key delivery agencies for the **introduction of bus, rail and rapid-transit based park & ride proposals, in appropriate locations throughout Belfast and its wider regions**, to promote a shift to more sustainable modes of travel. In considering ‘appropriate’ locations, there will be a need to consider the potentially adverse environmental and traffic impacts on local neighbourhoods.

The key **internal policy objectives** include:

- In line with the proposed transfer of local planning functions to the Council, the Council will ensure that **all new developments comply with the relevant regional and local planning guidance in relation to sustainable development**. In particular, the Council will ensure:
 - That the needs of pedestrians, cyclists and disabled users are fully considered as part of the design and assessment process;
 - That all new developments are fully accessible by sustainable modes of travel, including public transport;
 - That all new developments provide an appropriate level of parking commensurate with the type and size of development (in line with current planning guidance) and that innovative measures, such as car free developments, are considered;
 - That all new developments comply with the appropriate transport assessment guidelines for the provision of new highway infrastructure and to ensure that developers continue to contribute towards the costs of such infrastructure.

Environmental Responsibility

Definition:

To secure the long term viability of Belfast City and its environment by seeking to ensure that all transportation arising from wider proposals take into account, and mitigate against, their adverse impact on the environment and the quality of life of local neighbourhoods.

Key Objectives / Priorities:

- 1.11 The key objectives / priorities for the 'Environmental Responsibility' are mainly concerned with internal policies (those within council activities). With regard to external policies, there is significant overlap with 'people and place' and 'value for money customer focused services' (see next sections).

The key **internal policy objectives** include:

- To support, where appropriate, innovative initiatives to reduce car / vehicle ownership;
- To continue to **implement green transport initiatives** to minimise the adverse environmental impact of the Council's vehicle fleet – and to roll out successful initiatives to other companies. This could include initiatives to:
 - Reduce levels of carbon and other air pollutant emissions from existing and new Council fleet vehicles, through the use of alternative fuels or by ensuring that all applicable fleet vehicles comply with the prevailing Euro vehicle emission standard;
 - Continue to implement a fleet replacement programme to ensure continued compliance with Euro standards;
 - Investigate options into the use of emerging technology solutions;
 - Improve procedures for recording and monitoring fleet mileage and fuel consumptions; and
 - Promote better fleet management to improve fuel efficiency and reduce vehicle usage.
- In line with the transfer of functions to the Council (as part of the Review of Public Administration), to identify and implement, where appropriate, **a programme of environmental and streetscape improvement schemes** as a means of improving connectivity, mobility and the quality of life between neighbourhoods within Belfast.

People and Place

Definition:

To support local people and communities by ensuring a community plan approach that integrates transportation to enhance connectivity for local neighbourhoods by making them safer, healthier and more inclusive.

Key Objectives / Priorities:

- 1.12 The key objectives / priorities for the 'People and Place' are mainly concerned with external policies (those outside the control of the council). With regard to internal policies, there is significant overlap with 'value for money customer focused services' (see next section).

The key **external policy objectives** include:

Belfast City Council will support and lobby key delivery agencies for:

- The implementation of **local road safety, traffic calming and safer routes to schools schemes** which provide improvements for vulnerable road users such as schoolchildren, pedestrians, cyclists and disabled users.
- The introduction of **new public transport initiatives that include community transport initiatives** that support local communities and neighbourhoods, reducing social severance and providing improved access to Council facilities, particularly those who are mobility impaired; the elderly; or who live in areas of low income / employment.
- The **effective integration of taxis into the public transport network**, particularly where they provide for a local need which is not otherwise met by existing public transport services.
- The **introduction of residents-only parking schemes** in areas where it receives local support to help reduce the negative impacts of commuter-related parking on local neighbourhoods.
- The **review and improvement of the traffic network in areas where current traffic operations result in severance of local neighbourhoods** e.g. Middlepath Street / Bridge End gyratory; Yorkgate area; and Shaftesbury Square.
- The provision of adequate carriage facilities for bicycles on public transport vehicles (buses and trains) at all times of the day;
- The implementation of high quality public realm projects for Belfast, ensuring that the needs of pedestrians and cyclists are fully met within planned streetscape improvements.

Value for money customer focused services

Definition:

To seek to ensure that Belfast City Council services and facilities are accessible by sustainable modes of travel, such as walking, cycling and public transport.

Key Objectives / Priorities:

- 1.13 The key objectives / priorities for the ‘value for money customer focused services’ have been split into external policies (those outside the control of the council) and internal policies (those within current council activities).

The key **external policy objectives** include:

Belfast City Council will support and lobby key delivery agencies for:

- The implementation of an integrated **Quality Walking Network for Belfast**, including the establishment of safe and continuous walking corridors into the City Centre area, District Centres and between Council facilities.
- The implementation of an integrated **Quality Cycle Network for Belfast**, including the establishment of safe and continuous cycle corridors into the City Centre area, District Centres and between Council facilities.
- Improvements to and integrated **direction (and destination) signage in Belfast to support the Cycle and Walking Network**.
- The implementation of **improved public transport services** into the City Centre and wider areas, between District Centres and between Council facilities.
 - The continued implementation of **Quality Bus Corridors**, including effective and continuous bus priority and enforcement measures as well as service timetable enhancements.
 - The introduction of **new bus services** including routes serving new developments, orbital services, cross-city services; and night-time services.
 - The introduction of an integrated ticketing system that allows travel between different

- modes i.e. bus, rail and rapid transit.
- The introduction of **rail infrastructural and service improvements** to provide a high quality service to passengers.
- The **introduction (and review) of parking controls that support the delivery of key Council services** i.e. that ensure accessibility to new and existing developments for Council fleet vehicles.

- The key **internal policy objectives** include:
- To continue to develop a programme of **improved and integrated direction (and destination) signage in Belfast to support the Quality Walking Network**, particularly for visitors and tourists to the City.
 - To identify and implement, where appropriate, **a programme of high quality and safe walking routes through Council owned sites** including open spaces, parks, leisure and community facilities, which connect into the wider Quality Walking Network and Greenways programme for Belfast.
 - To identify and implement, where appropriate, **a programme of high quality cycle routes through Council owned sites** including open spaces, parks, leisure and community facilities, which connect into the wider Cycle Network and Greenways programme for Belfast.
 - To identify and implement, where appropriate, high quality **secure cycle parking facilities at key Council facilities**.
 - To identify and implement, where appropriate, the **provision of public transport information at Council owned sites**.

An organisation fit to lead and serve

Definition:

To promote the positive effects of sustainable travel and to lead by example by implementing sustainable travel initiatives within its own organisation.

Key Objectives / Priorities:

- 1.14 The key objectives / priorities for ‘an organisation fit to lead and serve’ have been split into external policies (those outside the control of the council) and internal policies (those within current council activities).

- The key **external policy objectives** include:
- To continue to **support the Northern Ireland Travelwise Campaign** to promote sustainable travel and a shift away from the private car.
 - To **continue to promote, in association with Translink, the positive benefits of travel by public transport in Belfast** – and to ensure that all Council events promote and facilitate travel by public transport.

- The key **internal policy objectives** include:
- To continue to promote the **annual “Belfast Week of Walking” and “Belfast Week of Cycling”** and other initiatives in association with key stakeholders.
 - The Council will implement a **Corporate Travel Plan Strategy** (see *Chapter nine for more detail*) which will bring together policies and proposals for a Workplace Travel Plan for staff travel activities as well as an Operational Travel Plan for fleet activities. These initiatives are

likely to include the following policies and proposals:

- Development of **specific objectives and targets** to promote a modal shift towards more sustainable travel;
- Establishment of a new staff role of **Staff Travel Plan Co-ordinator**, who will be responsible for the development, implementation, marketing and monitoring of the staff travel plan;
- Identification of **specific policies and proposals** which many include:
 - *Walking initiatives* – promotional & information events; provision of on-site facilities; maps of walking routes etc.
 - *Cycling initiatives* – promotional & information events; provision of on-site facilities, including cycle parking; cycle maps; training & support; cycle purchase schemes; pool bike schemes; establishment of Bike-User Group etc.
 - *Public Transport* – promotional & information events; travel information; personalised journey planners; ticket discount deals etc.
 - *Car Sharing* – re-launch of car sharing scheme; dedicated car sharing spaces; promotional & information events, etc.
 - *Car Parking* – reduction in no. of staff car parking spaces; parking permit or charging schemes; etc.
 - *Business Travel* – review of Staff Travel Policy, Corporate membership of Car Clubs, promotion of existing shuttle bus, removal of car-based employee perks for new staff, etc.
 - *Travel Plan Promotion* – marketing & communication plan; adequate resources allocated; promotional and information events; monitoring & publishing of annual results; etc.
 - *Green vehicle initiatives* – use of alternative fuels, fleet replacement programme to ensure compliance with Euro standards; fleet management to reduce usage and fuel consumption; emissions testing etc.

Belfast City Centre

Definition:

To support the sustainable economic development of Belfast City Centre, as a key connected and accessible Regional Asset – to seek to provide an urban environment that supports a more dynamic and competitive centre and to improve its presentation and environmental quality as befits a first class European city.

Key Objectives / Priorities:

- 1.15 The key objectives / priorities for 'Belfast City Centre' have been split into external policies (those outside the control of the council) and internal policies (those within current council activities).

The key **external policy objectives** include:

Belfast City Council will support and lobby key delivery agencies for:

- To **develop a cohesive and integrated traffic management and public realm strategy for the city centre** which improves the urban environment and road safety for pedestrians and cyclists; increases connectivity and accessibility to public transport services; and improves the quality of life for all those who live in, work in and visit the City Centre.
- In line with the aspirations outlined above, the Council will support and lobby key delivery agencies for the **reallocation of existing roadspace in Belfast City Centre for use for environmental improvement schemes as well as use by pedestrians, cyclists, buses and**

rapid transit – including the provision of cross-city public transport routes to minimise the need for bus layover at Donegall Square and City Hall.

- The development of traffic management and highway proposals which adequately mitigate against any potential adverse environmental or community severance impacts, in line with the principles of sustainable development.
- The provision of a '**step change**' in the level of public transport provision in the **City Centre** including the introduction of a **high quality rapid transit scheme**, and **enhancements to existing Metro bus services and rail services** serving Belfast City Centre, which improve public transport journey time reliability and connectivity across the central area.
- Implementation of planned **improvements to the main bus and rail stations in Belfast City Centre** to enhance integration, accessibility and connectivity, including Central Station, Great Victoria Street bus/rail station and Laganside bus station. To include improvements to the passenger environment.
- The implementation of a **new public transport interchange at Gamble Street**;
- The introduction of a **sustainable parking strategy** in Belfast City Centre to help manage travel demand and help reduce the level of commuter-related parking in key retail / commercial areas where short-stay parking is prioritised. To ensure that such a parking strategy is integrated with improvements to park and ride and public transport services serving the City Centre.
- An increased level of **cycle parking facilities in Belfast City Centre**, which are secure and weather protected.

The key **internal policy objectives** include:

- To investigate options for the introduction of a **bicycle rental service in Belfast City Centre** to facilitate short-term use of bicycles, particularly for tourists and visitors.

Appendix 2

2. Workplace Travel Plan

Introduction

- 2.1 As part of the review of the Transport Policy for Belfast City Council and of its internal staff and fleet travel activities, it was recommended that the Council should adopt a formal Workplace Travel Plan to encourage a greater uptake of travel by more sustainable modes of travel.
- 2.2 This section of the report outlines our recommendations for the detailed policies and proposals to be considered for inclusion within the Council's Workplace Travel Plan. They are subject to detailed review by the Council and approval by the relevant Council Committee.

Travel Plan Policy

Travel Plan Document

- 2.3 As part of the development of sustainable travel initiatives for Belfast City Council's internal travel activities, it is recommended that these are articulated in a formal "Travel Plan" document which is endorsed by Belfast City Council elected members and senior officers.

Recommendation: the Council should seek to publish its travel plan initiatives in a formal published document, which is readily available to all staff, elected members and members of the public.

'Buy-in at the top'

- 2.4 Senior management and elected members' support will be important to ensure that necessary resources are allocated to the Council's travel plan. Perhaps even more important is for elected members and senior officers to lead the way by travelling by sustainable means whenever they can. Travel plan success depends ultimately on whether staff will change their behaviour and they'll be reluctant to make much effort to change if, for example, senior directors think that it is acceptable to drive a few hundred metres between different council offices.

Recommendation: the Council should seek senior management and elected members support for the Travel Plan document. As a minimum, the Travel Plan should be endorsed by the relevant Council Committee, the Lord Mayor and the Council's Chief Executive.

'Buy-in from the staff'

- 2.5 Wide support from Council staff and elected members will be necessary for the successful implementation of the travel plan. In practice, setting up a steering group with representatives from different departments can be a good way to ensure that the travel plan meets different requirements and viewpoints within the Council and can help achieve cross-departmental support. The Council has already made this step by setting up the cross-departmental steering group for

this study – it is recommended that this steering group continues to meet to deliver the travel plan on an ongoing basis.

Recommendation: the Council should ensure that any travel plan document receives the necessary cross-departmental support and that effective consultation is undertaken with all staff during its development and implementation. The existing steering group (set up as part of this study) should continue to meet to develop and agree selected initiatives.

‘Allocation of staff time’

- 2.6 Setting up and running a travel plan will take time and effort. Some of the above tasks may fall under the existing work areas of facilities or fleet managers, but there is no question that a specific member of staff is needed to undertake responsibility for implementing the travel plan and given dedicated time to work on it. For a large organisation, such as Belfast City Council, a full time travel plan co-ordinator post is likely to be justified.
- 2.7 A travel plan co-ordinator must be a good communicator and have sufficient authority to move forward aspects of the travel plan that cross departmental boundaries. A successful travel plan co-ordinator will have a personal understanding of the value of reducing traffic and will be personally proactive in using sustainable modes of travel to or during work.

Recommendation: the Council should seek to appoint a full-time travel plan co-ordinator with responsibility for developing, implementing and monitoring the Council’s travel plan policy.

‘Allocation of money’

- 2.8 The Council’s travel plan co-ordinator will require a budget to cover items such as travel surveys; publicity materials and activities, installation of cycling facilities, or subsidised travel passes. In some cases a travel plan may pay for itself if, for example, parking charges are introduced which are then ring-fenced for travel plan and sustainable travel initiatives. In order to make the case for funding for the travel plan, it will be necessary to develop a business case for the plan, based on the final initiatives selected for inclusion.

Recommendation: the Council should seek adequate funding to ensure delivery of travel plan initiatives. A detailed business case for the preferred travel plan should be developed to assist this process.

‘A long-term strategic approach’

- 2.9 A travel plan is an ongoing process – although certain initial improvements can result in higher expenditure early on, the effort to move the Council’s ‘car culture’ towards reduced car use will require long term communication, backed up by suitable encouragement and incentives for staff to leave their cars at home. The plan should be reviewed on a regular basis and targets should be reviewed and renewed to reflect an ambition for continued progress year on year.

- 2.10 A travel plan can make a strong contribution to achieving emissions reductions required under an ISO 14001 standard. Equally, ISO 14001 can be a useful way to help ensure that a travel plan is kept on course. At the present time, the adoption of the ISO 14001 standard has been at the discretion of each individual department or service within the Council depending on the extent of their environmental impact – where appropriate, the Council’s travel plan should be used as part as a longer term strategic tool to achieve ISO 14001 where required.

Recommendation: the Council’s travel plan should be developed as part of a longer-term strategic approach to achieve ISO 14001 where required within the Council.

‘Local alliances’

- 2.11 The Council should seek to form or build upon existing alliances with supporting organisations such as Travelwise NI, Translink’s Corporate Commuter Initiative, Roads Service and Sustrans. These organisations can form practical advice and some may provide small grants for specialist consultant advice (Travelwise’s Site Specific Advice Programme). Translink can provide on-site public transport information days. In addition, Travelwise will be able to put the Council in touch with other local companies and government organisations that have introduced travel plans so that they are able to work together to tackle issues which are city-wide.

Recommendation: the Council should seek to form alliances with supporting organisations such as Travelwise NI, Translink’s Corporate Commuter Initiative, Roads Service and Sustrans.

Objectives and Targets

- 2.12 Experience from existing travel plans shows that, for a well designed plan, a 15% reduction in car driver trips to site over about three years is a typical result. The overall target for Belfast City Council should be expressed in terms of reducing car driver trips to site, which can usefully be expressed as the number of commuter cars arriving per 100 employees. This measurement will allow the Council to judge their progress over time, even if overall staff numbers go up or down, and it enables direct comparison with the performance of other organisations, whatever their size.
- 2.13 The information collected through staff surveys and other means is normally used to make a judgement about the opportunities for change. These would then normally be assessed against the effort and money that the Council can commit to the Travel Plan. With regard to the staff survey carried out it was shown that approximately 253 people (out of the 600 who responded to the survey) indicated that they would consider using the bus as an alternative mode of transport if improvements were put in place – out of the total number of permanent staff at the Council, this equates to approximately 10% of all staff. An overall target of a reduction of 10% of car driver trips per 100 employees is therefore not an unrealistic starting point for the Council’s Plan.

Recommendation: An overall target of a reduction of 10% of commuter car driver trips per 100 employees over the next three years be adopted for Belfast City Council's Travel Plan.

- 2.14 It is useful to expand the above overall target to include sub-targets to show the increases that the Council is trying to achieve in other ways of travelling to their offices, such as walking, cycling or use of public transport, and a target for reducing the proportion of business travel made by car. Based on the responses to the staff survey questionnaire, a suggested initial list of objectives / targets is outlined in the panel below.

Recommendation: Sub-objectives / targets as outlined below should be adopted for Belfast City Council's Travel Plan:

- **An increase of 3% in the number of cycle trips per 100 employees over the next three years** – (83 staff indicated that they would consider cycling to work as part of the staff survey and over 1,000 staff lived within a 15min cycle ride to Belfast city centre);
- **An increase of 1.5% in the number of walking trips per 100 employees over the next three years** – (39 staff indicated that they would consider walking to work as part of the staff survey and approximately 50 staff lived within a 10min walking distance to Belfast city centre);
- **An increase of 5% in the number of car share trips per 100 employees over the next three years** – (132 staff indicated that they would consider car sharing as part of the staff survey and the analysis of staff postcode data indicated that large numbers of staff lived in similar areas);
- **An increase of 10% in the number of public transport (bus and rail) trips per 100 employees over the next three years** – (253 staff and 149 staff indicated that they would consider travelling to work by bus and rail respectively; the analysis of staff postcode data indicated that large numbers of staff lived close to a bus / rail service); and
- **A reduction of 10% in the proportion of private car based business trips per 100 employees over the next three years** – (269 staff indicated that they would consider using a Council pool car for business trips; 152 staff and 132 staff indicated that they would consider using the bus or train respectively

Travel Plan Proposals

Walking

- 2.15 Walking is an excellent way to travel for short journeys – a distance of 1km could be covered in approximately 10mins of 'brisk' walk. Promoting walking to work meshes with heightened concern about obesity and awareness of the need to build physical activity into everyday life. The Government recommends about 30 minutes of moderate physical activity five times a week, and specifically highlights the value of walking instead of driving as part of an everyday routine.
- 2.16 It is useful to expand the above overall target to include sub-targets to show the increases that the Council is trying to achieve in other ways of travelling to their offices, such as walking, cycling or use of public transport, and a target for reducing the proportion of business travel made by car. Based on the responses

to the staff survey questionnaire, a suggested initial list of objectives / targets is outlined in the panel below.

Recommendation: the Council should consider the introduction of the following walking initiatives:

- Continued support for **Belfast Week of Walking**;
- Provision of **pedometers** to staff to increase their awareness of how far they normally walk;
- Provision of **personal alarms** to staff to improve security of walkers and to initiate a number of staff lunchtime talks on pedestrian safety;
- Hold **lunchtime talks** with staff to promote the health benefits of walking;
- For offices which are close to pleasant surroundings or park facilities consider starting a **healthy lunchtime walking club or a lunchtime running club**. Consider providing incentives, such as vouchers for local walking / outdoor shops, for staff who regularly participate in walking clubs;
- Ensure that any **on-site facilities** such as showers, changing rooms, drying areas for clothes and a seating area with hot drinks are also available for employees arriving on foot;
- Produce **maps of walking routes** to (and around) Belfast City Council sites and publish them on the web; and
- To continue to **lobby central government for the provision of safe and direct pedestrian routes between Council's offices**.

Cycling

- 2.17 Cycling to work is an increasing activity. This is partly the result of increased investment in cycle-friendly routes and paths but it is also due to a realisation by commuters that they can actually get to work by bike more quickly and reliably in areas where cars are stuck in jams. There is also the added benefit of lower stress and the opportunity for healthy exercise that is otherwise hard to come by in modern life. Nevertheless cycling to work is still a minority activity. Encouraging employees to come to work by bike involves bringing cycling back into the mainstream by creating a cycling culture.

Recommendation: the Council should consider the introduction of the following cycling initiatives:

- Continued support for **Belfast Week of Cycling**;
- Provide **training and support** to novice cyclists including cycle proficiency training and lunchtime talks on cycle safety;
- Continue to **lobby central government for the provision of safe and direct cycle routes between Council's offices**. Ensure that all cycle routes on Belfast City Council land / offices are safe, well-lit, signed and offer the most direct route;
- Produce **maps of cycling routes** to (and around) Belfast City Council sites and publish them on the web or provide them in hard copy;
- **Re-launch the existing 'salary sacrifice' initiative which provides a tax exempt loan for employees to purchase cycles** and related safety equipment through the Council (up to a value of £1,000). Investigate temporary bike rental or staff discounts at local cycle shops or facilities for bike

repair & maintenance;

- Consider providing a **pilot pool bike scheme** at Belfast City Council offices in the city centre;
- Provide **incentives and host promotional events to promote cycling**;
- Ensure that facilities such as **showers, changing rooms, drying areas for clothes** and a seating area with hot drinks are available for employees arriving by bike; and
- Form a **Bike-User Group (BUG)** amongst existing employees.

Bus and Rail

- 2.18 There are quite a number of common barriers to using bus and rail and this includes the cost of travel; the lack of information; the absence (or perceived absence) of appropriate services or routes; safety fears; and a perception that buses are only for those that can't afford better. A lot of these reasons were cited by Belfast City Council staff as their reasons why they chose not to travel by public transport.
- 2.19 In the end, providing a 'better public transport' service and encouraging staff uptake boils down to being better than the car for the journey in question. Removing obstacles to public transport needs to run in tandem with actions to ensure that the Council does not encourage driving to work with cheap company cars, unlimited free parking or by requiring employees to drive to work just in case they have to use their car for work purposes.

Recommendation: the Council should consider the introduction of the following public transport initiatives:

- Approach Translink to provide a **discount ticket deal** for Belfast City Council staff. The Council may also wish to consider putting in its own funds to make the deal even more attractive;
- Approach Translink with **suggestions from employees for improvements to bus and rail services**;
- Continue to **lobby central government for the implementation of continuous bus priority measures** to improve journey time and reliability.
- Approach Translink to provide **on-site travel information** through their Corporate Commuter Initiative;
- Provide **up-to-date travel information** on the Council's intranet and **site-specific leaflets** for all offices / facilities for staff and visitors;
- Provide a **personalised journey planner service** for staff;
- Establish a **company culture** within the Council where it is recognised that public transport should be taken into consideration, for example, by ensuring that a meeting late in the day finishes in time for the bus home or that a meeting starts later to allow travel by bus/rail; and
- Offer a **guaranteed ride home** (by taxi) for staff, who have to unexpectedly work late and has missed their bus/rail service home.

Car Sharing

Recommendation: the Council should consider the introduction of the following

car share initiatives:

- **Re-launch the existing car share scheme**, which is based with Travelwise NI;
- Offer a **'guaranteed ride home by taxi scheme'** in the unforeseen event that the car share has failed;
- Consider ways in which staff, who have children in the same schools, **can be brought together to combine the school run and journey to work** (if space is available in one car);
- Provide **preferential and dedicated car parking spaces** for car sharers;
- Provide **incentives to promote the car sharing scheme**. Some examples include free car washes; arrangements for on-site car inspections e.g. tyre inspections; eligibility for prize draws; accrual of 'car sharing points' that can be cashed in for shopping vouchers, etc.

Car Parking

- 2.20 Management of car parking is a vital part of a travel plan. If plentiful free car parking continues to be provided there will be a built-in incentive to drive to work and indeed a continued cost to the Council. Constraining parking or introducing parking charges will probably be the most contentious aspect of the Council's travel plan and it is often found that leadership from senior managers is a prerequisite for successful implementation of measures to tighten up parking controls.

Recommendation: the Council should consider the introduction of the following car parking initiatives:

- Consider a **reduction in the number of city centre staff parking spaces**, possibly in association with the possible loss of spaces at the Gasworks Business Park;
- Introduce a **new parking permit system to allocate parking based on a "needs" basis** which takes into consideration personal mobility difficulties; car sharing; out-of-hours work responsibilities; caring responsibilities that necessitate a car on the journey to or from work; and accessibility to public transport;
- **Review car parking allocation to essential car users** and consider a pre-book system for regular users; and
- Consider **introducing daily parking charges** as a means of providing an incentive not to drive but also to ring-fence revenues for other sustainable travel plan initiatives.

Business Travel

- 2.21 Business travel should be an integral part of a travel plan. Arrangements for business travel can fundamentally affect how people choose to travel to work.

Recommendation: the Council should consider the introduction of the following business travel initiatives:

- **Review existing Staff Travel Policy to ensure that travel by sustainable modes is seen as a priority over personal car travel** – rather than an option

based on cost. Travel by air should only be considered where it is not possible to use telephone/video-conferencing facilities;

- **Remove car-based employee ‘perks’ for new staff** – including company cars; reserved parking spaces; or ‘essential car user’ allowances and replace with sustainable travel ‘perks’ such as discounted travel ticket.
- **Join Whizzgo Car Club** to allow use of pay-by-the-hour cars as part of a pool car system;
- **Promote the use of telephone or video conference facilities at the main Council buildings, where appropriate.** All staff should have access to a telephone conference system using their individual offices phones and a limited number of reliable and easy-to-use video conference suites should be available in meeting rooms which are bookable;
- Consider using a **car sharing database can also be used to link up employees for business travel.** Provide a mileage rate for carrying passengers;
- **Promote the existing free Belfast City Council shuttle bus** between the Gasworks Business Park and other city centre locations for business travel; and
- Provide a **pilot pool bike** system in city centre office locations.

Travel Plan Promotion

- 2.22 Marketing and promoting your Travel Plan is an essential component of its success. Travel Plan co-ordinators who have run vigorous marketing campaigns have shown that strong promotion translates into greater uptake of sustainable travel. The hallmarks of successful travel plan marketing are lively presentation, persistence and a readiness to use a variety of marketing tools and techniques. This includes branding the travel plan and building brand recognition, promotional events, incentives, special offers and prizes. Maximum visibility can be achieved through electronic media, leaflets, posters, displays, give-away freebies or messages on pay slips.

Recommendation: the Council should consider the introduction of the following travel plan promotional initiatives:

- Include **adequate resources to allow an ongoing and comprehensive marketing plan** to be developed and implemented;
- **Brand the travel plan** to ensure that it will have a strong and recognisable identify;
- Undertake a **comprehensive launch of the Travel Plan** with all employees and other organisations;
- Arrange individual **on-going promotional events** to launch particular initiatives within the Travel Plan document;
- Maintain the ongoing “presence” of the Travel Plan by **monitoring and publishing annual results and success stories**, for example, through a quarterly Travel Plan leaflet or as an item on monthly staff meetings; and
- Include the Travel Plan document and additional site-specific travel information to new staff as part of their **normal induction processes**.

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**Belfast City Council**

Report to:	Development Committee
Subject:	Development Department's Departmental Plan 2009/2010
Date:	13 May 2009
Reporting Officer:	Marie-Thérèse McGivern Director of Development ext. 3470
Contact Officer:	David Orr Business Support Manager ext. 3502

Relevant Background Information

The Development Department's Departmental Plan 2009-2010 identifies the actions, initiatives and events planned for 2009-2010 for the Development Department.

The purpose of the Departmental Plan is to gain Committee approval of key projects, initiatives and resources in advance for 2009 -2010.

The Departmental Plan reflects Development's revised strategy, 'Belfast: Capital City III 2008-2011'. It is supplemented by a series of more detailed yearly business plans prepared by separate Units within the Department which feed into and align to the Departmental Plan. A quarterly update will be submitted to the Committee.

Key Issues

The Departmental Plan is drafted against agreed revenue estimates for 2009-2010.

Resource ImplicationsFinancial

Total net expenditure estimate approved for the year is £23,801,542.00

Recommendations

The Committee is asked to approve Development's Departmental Plan 2009/2010.

Decision Tracking

A quarterly update of the Development Department's Departmental Plan will be submitted to Committee.

Timeline: August 2009

Reporting Officer: Marie-Thérèse McGivern

Documents Attached

Appendix 1: The Development Department's Departmental Plan 2009-2010.

Appendix 1

Theme : Leadership:- Corporate Theme: "Better Leadership – Strong Fair together"				
Corporate Objective	Departmental Objective	Key Actions	Lead Officer	Budget
Established our place shaping role by better use and planning of the cities assets.	<ul style="list-style-type: none"> Lead and influence the development of the city. Promote Belfast's position as the capital city and an engine of regional growth Develop effective partnerships. Promote and enhance Belfast's unique proposition and experience. 	• Develop and review Belfast SOTC process	PBDU Manager	
		• Provide quality research and develop evidence base	PBDU Manager	
		• Develop and adopt a city development plan	PBDU Manager	
		• Build key relationships with NR partnership boards	Siobhan Watson	£19,100
		• Further implement a Belfast Brand strategy and Marketing Process	Shirley McCay	£250,000
		• Develop a council's 'Children and Young People' strategy	Catherine Taggart	£25,000
		• Develop and implement a Community Development Action Plan in partnership with key stakeholders	Catherine Taggart	£20,000
		• Review and extend the Community Support Plan for a one year period to 2011	Catherine Taggart	£3,000
		• Provision of a capacity building and practical skills programme to community sector organisations	Catherine Taggart	
		• Develop network support within and between communities	Catherine Taggart	
		• Work with relevant stakeholders to ensure the efficient transfer of traveller site responsibilities related to RPA	Catherine Taggart	
		• Ensure BCC understands and meets its statutory obligations in relation to Child Protection Policy and Procedure	Catherine Taggart	
		• Secure DSD grant leverage	Catherine Taggart	£1.5 million (Income)
		• Secure DSD grant leverage under Integrated Development Fund for Renewing the Routes	Shirley McCay	£1.8 million
		• Co-ordinate activity in relation to the engagement in the Regional Development Strategy Fundamental 10 Year Review that provides the context for development of the city within the region. The development of the case for the continued development of the city as the driver for the region within the spatial planning context.	Shirley McCay	£40,000
• Continued refinement and development of Council position on the Belfast Metropolitan Area Plan in relation to the potential adoption and strategic site developments within Belfast and the city region.	Shirley McCay	£50,000		
• Development of policy and responses as the basis for intervention or engagement in strategic sites, private sector development proposals in proposals for the city and Belfast	Shirley McCay	£15,000		

		region including Titanic Quarter.		
		<ul style="list-style-type: none"> To co-ordinate responses for the Council on strategic planning and transport policies / issues. The proposed activity to include responses to the review of the Regional Transport Strategy and proposed Planning Policy Statements to be published in 2009/10. 	Shirley McCay	£15,000
		<ul style="list-style-type: none"> Review the applicability of the Belfast Masterplan and if appropriate refresh the document to reflect the current economic, social and physical environments within the city. 	Shirley McCay	
		<ul style="list-style-type: none"> Enhance Belfast Waterfront and re-launch the Ulster Hall as cultural landmarks in the City 	Tim Husbands	
		<ul style="list-style-type: none"> Consolidate the relationship with the Ulster Orchestra as the main tenant within the Ulster Hall 	Tim Husbands	
		<ul style="list-style-type: none"> Exceed internal and external client expectations in relation to operational service delivery of Waterfront and Ulster Hall 	Tim Husbands	
		<ul style="list-style-type: none"> Increase overall external funding/sponsorship income for the Waterfront and Ulster Halls 	Tim Husbands	£75,000 Income
		<ul style="list-style-type: none"> Maximise participation in EU network Eurocities <ul style="list-style-type: none"> Contribute annual subscription fee Attendance at AGM Attendance at Economic Development, Social Affairs, Culture, Knowledge Society and Environmental For a as well as the Cooperation Platform 	Laura Leonard	£26,000
		<ul style="list-style-type: none"> Manage Belfast QEC Network <ul style="list-style-type: none"> Contribute annual subscription fee Facilitate 20th Anniversary event in Belfast Attend Executive Bureau and AGM meetings 	Laura Leonard	£3,500
		<ul style="list-style-type: none"> Deliver Irish Sea Partnership 	Laura Leonard	£15,000
		<ul style="list-style-type: none"> Lead Comet Partnership <ul style="list-style-type: none"> Contribute to annual Service Level Agreement Provide Secretariat for Comet 	Laura Leonard	£17,100
		<ul style="list-style-type: none"> Showcase Belfast in Europe 	Laura Leonard	£10,000
		<ul style="list-style-type: none"> Host 5 inward visits 	Laura Leonard	£5,000
		<ul style="list-style-type: none"> Develop and deliver Diversity EU Week for 2010/2011 	Laura Leonard	£6,600
		<ul style="list-style-type: none"> Secure and deliver Power of Possibility Project 	Laura Leonard	£700,000 (income)
Theme: Economy, Physical and Infrastructure “Better Opportunities for success across the city”				

Corporate Objective	Departmental Objective	Key Actions	Lead Officer	Budget
Stimulate growth and competitiveness in key sectors	<ul style="list-style-type: none"> Increase innovation and enterprise levels, skill levels and employment levels. Enhance the physical regeneration of the city. Grow competitive sectors. 	Engage key partners in development of an agreed employment and skills strategy and associated action plan, including short-term action plan to address economic downturn	Shirley McCay	£50,000
		<ul style="list-style-type: none"> Deliver a programme of support for the creative industries sector 	Shirley McCay	£180,000
		<ul style="list-style-type: none"> Deliver a programme of support for the environmental industries sector 	Shirley McCay	£135,000
		<ul style="list-style-type: none"> Deliver a programme of support for the advanced manufacturing sector 	Shirley McCay	£40,000
		<ul style="list-style-type: none"> Deliver a programme of support for the independent retail sector 	Shirley McCay	£120,000
		<ul style="list-style-type: none"> Maximise opportunities for student placements within business 	Shirley McCay	£20,000
		<ul style="list-style-type: none"> Support networking and mentoring initiatives for hi-tech businesses, in collaboration with NI Science Park 	Shirley McCay	£30,000
		<ul style="list-style-type: none"> Deliver Sales Growth programme 	Shirley McCay	£45,000
		<ul style="list-style-type: none"> Deliver Strategy in Business programme 	Shirley McCay	£40,000
		<ul style="list-style-type: none"> Develop and deliver Franchise programme (in collaboration with Lisburn City Council) 	Shirley McCay	£30,000
		<ul style="list-style-type: none"> Develop and deliver membership services and events programme for World Trade Centre Belfast (budget approved by January 09 Development Committee) 	Shirley McCay	£100,000
		<ul style="list-style-type: none"> Develop and deliver initiatives to support enhanced access to public and private procurement opportunities 	Shirley McCay	£40,000
		<ul style="list-style-type: none"> Engage in and promote access to the NI Rural Development Programme 	Shirley McCay	Budget approved by DARD
		<ul style="list-style-type: none"> Maximise opportunities arising from international linkages e.g. USA, China 	Shirley McCay	£25,000
		<ul style="list-style-type: none"> Support delivery of Belfast Business Awards 	Shirley McCay	£20,000
		<ul style="list-style-type: none"> Support development and delivery of enterprise plan focusing on pre-start, start-up and new business support (including social economy), in conjunction with partner organisations 	Shirley McCay	£140,000
		<ul style="list-style-type: none"> Develop and deliver HARTE (Hospitality and Retail Training for Employment) project 	Shirley McCay	£70,000
<ul style="list-style-type: none"> Market Intelligence <ul style="list-style-type: none"> Undertake survey of 500 businesses Commission and produce quarterly research updates on economic conditions and forecasts Include editorial in Business Eye and other appropriate business magazines 	Shirley McCay	£30,000		

		<ul style="list-style-type: none"> Carry out feasibility work on key business locations (Giant's Park; Paint Hall; World Trade Centre) and business incubation support 	Shirley McCay	£60,000
		<ul style="list-style-type: none"> Develop appropriate promotional material to raise the profile of Belfast 	Shirley McCay	£15,000
		<ul style="list-style-type: none"> Engage in focused external promotional activity by attendance at MIPIM and MAPIC 	Shirley McCay	£50,000
		<ul style="list-style-type: none"> Through outreach support, facilitate programmes which enhance the skills and knowledge of communities in order to improve employment opportunities 	Catherine Taggart	
		<ul style="list-style-type: none"> Develop programmes to enhance the skills and knowledge of communities in order to improve employment opportunities 	Catherine Taggart	
		<ul style="list-style-type: none"> Enhance the Waterfront and Ulster Hall position as premier conference and meetings venues by developing a comprehensive business sales and marketing strategy 	Tim Husbands	£47,500
		<ul style="list-style-type: none"> Finalise Integrated Strategic Tourism Framework for Belfast and commence implementation. Framework including action plan to be approved by Committee. Tourism Product Development - development of an innovative range of special interest and niche products; conference subvention; monitoring and evaluating the economic impact of tourism; provision of a comprehensive visitor management scheme; community tourism initiatives 	Shirley McCay	
		<ul style="list-style-type: none"> Cultural Tourism Visitor Management Plan – continue to provide tourism interpretative signage as part of the CTVMP Plan which has been approved by committee and procured via European tender and also implement programme of cleaning and maintenance of existing signage 	Shirley McCay	£109,272
		<ul style="list-style-type: none"> Develop an Integrated Tourism Plan 	Shirley McCay	
		<ul style="list-style-type: none"> Develop C S Lewis Infrastructure 	Shirley McCay	
		<ul style="list-style-type: none"> Develop shared vision for future economic growth 	Shirley McCay	
		<ul style="list-style-type: none"> Business Growth Initiatives <ul style="list-style-type: none"> Implement plans for each target sector as in LED Plan Additional mentor activity for businesses Procurement events Prepare to export initiatives Belfast entrepreneurs network events Encouragement of export opportunities 	Shirley McCay	
		<ul style="list-style-type: none"> Market Intelligence <ul style="list-style-type: none"> Undertake survey of 500 businesses Follow up events with business community 	Shirley McCay	

		<ul style="list-style-type: none"> ○ Success stories in business magazines 		
		<ul style="list-style-type: none"> • Secure and Deliver Open Cities migrants project 	Laura Leonard	£10,000
		<ul style="list-style-type: none"> • Deliver Comet Interreg <ul style="list-style-type: none"> ○ Including overseeing delivery of at least seven Comet projects ○ Including provision and management of Secretariat (3 staff) 	Laura Leonard	
		<ul style="list-style-type: none"> • Develop and deliver RDP Transnational Programme 	Laura Leonard	
		<ul style="list-style-type: none"> • Secure Environmental Industries Project 	Laura Leonard	
		<ul style="list-style-type: none"> • Develop EU Day of Entrepreneur Initiative 	Laura Leonard	£2,000
Developed a strong cultural and tourism experience	<ul style="list-style-type: none"> • Develop a strong cultural experience. 	<ul style="list-style-type: none"> • Develop Titanic tourism product and infrastructure. 	Shirley McCay	
		<ul style="list-style-type: none"> • Open Lock Number 1 of the Lagan canal. 	Shirley McCay	
		<ul style="list-style-type: none"> • Implement the Integrated Cultural Strategy. 	Shirley McCay	
		<ul style="list-style-type: none"> • Funding for 5 schemes Multi Annual Funding, Annual Funding, Development & Outreach, Rolling Programme, Community Festivals Fund 		£1,260,300
		<ul style="list-style-type: none"> • Provide training in new skills across Culture and Arts Funding Initiatives. 		£30,000
		<ul style="list-style-type: none"> • Tests drive the arts initiative with Audience N.I. 		£30,000
		<ul style="list-style-type: none"> • Commission research through Art in the Community 		£20,000
		<ul style="list-style-type: none"> • Implement communication strategy • Networks and partnerships 		£30,000
		<ul style="list-style-type: none"> • Commission Barriers to access research 		£5,000
		<ul style="list-style-type: none"> • Festival action plan • Delivery of City Carnival 		£20,000
		<ul style="list-style-type: none"> • Create a Public Arts strategy and programme. 	Shirley McCay	£70,000
		<ul style="list-style-type: none"> • Create a Public Arts strategy and programme. 	Shirley McCay	£30,000
		<ul style="list-style-type: none"> • Develop existing city markets 	Shirley McCay	£30,000
		<ul style="list-style-type: none"> • Conference Subvention – continue to implement the conference subvention scheme through supporting national and international conferences 	Shirley McCay	£72,000

		<ul style="list-style-type: none"> • Cultural Tourism – Continue to develop and support the cultural tourism offer and work in partnership with NITB and ACNI, including Belfast Music Tour, Literary tourism and Cathedral Quarter through product development and promotion of the cultural tourism product. 	Shirley McCay	£68,000
		Retail Gap Study to be undertaken with BCCM	Shirley McCay	£20,000
		<ul style="list-style-type: none"> • Implement the Integrated Events Strategy. Identify more customer focused delivery Identify new sources of funding Seek new partners to assist in delivery 	Tim Husbands	
		<ul style="list-style-type: none"> • Develop and deliver an integrated events/festivals programme including Tall Ships and large park events 	Tim Husbands	£1.6 million
		<ul style="list-style-type: none"> • Evening Economy – continue to develop the evening economy in Belfast 	Shirley McCay	£50,500
		<ul style="list-style-type: none"> • Deliver a vibrant and inclusive programme of events and services in Belfast Waterfront and Ulster Hall 	Tim Husbands	
		<ul style="list-style-type: none"> • Create sustainable catering and bar offering facilities at the Waterfront Hall. 	Tim Husbands	
		<ul style="list-style-type: none"> • Secure Culture Bid 	Laura Leonard	
		<ul style="list-style-type: none"> • Deliver Opportunity Europe 6 	Laura Leonard	£20,000
		<ul style="list-style-type: none"> • Deliver EU Youth Strategy Seminar 	Laura Leonard	
		<ul style="list-style-type: none"> • Develop year 2010 campaign 	Laura Leonard	
		<ul style="list-style-type: none"> • Develop EU Youth programme 	Laura Leonard	
		<ul style="list-style-type: none"> • Implementation of Integrated Development Fund local regeneration projects for the £4.1m funding in respect of the agreed local Area action plans developed for Crumlin, Falls, Springfield and Shankill areas (£1.8m IDF for 2009/10). Working with the various partners and communities, to carry out a range of integrated regeneration work under the four broad headings of: Commercial Property Improvements; Public Realm Enhancements; Environmental Improvements; Heritage Property and Tourism Developments. 	Shirley McCay	
		<ul style="list-style-type: none"> • Partnership activity and support with external agencies to develop environmental improvement schemes in support of IDF and other renewing the routes local regeneration projects. Develop complementary activity with other local regeneration initiatives e.g. N'ards 2012, SNAP/NR/Enterprise Council. 	Shirley McCay	
		<ul style="list-style-type: none"> • Continue the development of the Belfast European Brownfield Initiative by securing additional INTERREG IVC resources (€2m) towards the development of the BTeam network project proposal. The BTeam experts network proposal to support the development of local regeneration 	Shirley McCay	£3,000

		sites based on the exchange of experience and the development of local expertise.		
		<ul style="list-style-type: none"> • Completion of the implementation activity associated with the 11 public arts projects across the city as part of the Re-imagining Communities Programme funded by the Arts Council. Completion and / or installation of the completed art pieces in neighbourhoods working in partnership with the local communities. 	Shirley McCay	
		<ul style="list-style-type: none"> • Development and implementation of additional public realm / local environmental enhancement works for target regeneration areas- in partnership with DSD. 	Shirley McCay	
		<ul style="list-style-type: none"> • Targeted, PEACE III funded, schemes complementing the broader Renewing the Routes framework is to bring new energy and renewed focus to producing positive change to interface areas on these routes. The development of four • pilot schemes to address the differing local circumstances through distinct individual projects that seek to respond to the unique local physical and perceived environments. Development and initiation of implementation for the enhancement of the public realm along arterial routes. 	Shirley McCay	
		<ul style="list-style-type: none"> • Continued Council involvement in Sufalnet 4EU Interreg 4C Project to exchange knowledge of developing former landfill sites ie North Foreshore 	Shirley McCay	£2,500
		<ul style="list-style-type: none"> • Partnership involvement in a new Interreg 4C project application, BRAVO – Eco Regions. Opportunity to showcase as best practice, the North Foreshore environmental regeneration initiative 	Shirley McCay	£1,500
		<ul style="list-style-type: none"> • Complete Phase 1 of the North Foreshore Plan. • Finalising the draft integrated North Foreshore master plan and business planning • Promotion, information signs and publication / launch of the North Foreshore Master Plan and regeneration initiative to inform the public and potential investors • Complete North Foreshore Giants Park Landscape and Public Realm / Urban Design Strategies • Commence the technical / planning work for North Foreshore phase 1 access infrastructure projects 	Shirley McCay	
		<ul style="list-style-type: none"> • <u>Complete Gasworks northern fringe master plan.</u> <p>Design team working towards submission of planning application, subject to satisfying NIEA and community payback. Report to Committee will be taken before submission of planning</p>	Shirley McCay / Pamela Davison	

		application.		
Theme: Environmental Sensitivity and Transport & Connectivity “Better care for Belfast’s environment – a clean green city now and for the future”				
Corporate theme and Objective	Departmental Objective	Key Actions	Lead Officer	Budget
Reduced the city's impact on climate change and improved air quality;	<ul style="list-style-type: none"> Support and influence the creation of a modern transportation and electronic infrastructure. Reduce departmental carbon footprint. 	<ul style="list-style-type: none"> Completion of the Transport Policy review incorporating the operational transport aspects for the Council and the relationships to other corporate objectives. Adoption of the reviewed policy as the basis for the Council position in respect of transport policy development for the city and wider region. 	Keith Sutherland	
		<ul style="list-style-type: none"> The coordination of Council responses in respect of strategic transport policies and issues. Engagement in the processes for the review of the Regional Transport Policy and projects for physical infrastructure projects including the proposals for transport system changes such as Rapid Transit. 	Keith Sutherland	£8,000
		<ul style="list-style-type: none"> The development and implement pilot actions identified in the review of the Council Transport Policy and the parallel monitoring of transport initiatives or actions carried out by other agencies. 	Keith Sutherland	£28,000
		<ul style="list-style-type: none"> Work in partnership with DRD on the implementation of the Belfast Metropolitan Transport Plan & other transport initiatives. Participate in the City Centre Change Working Group & other transport groups to ensure the engagement and influence of the Council 	Keith Sutherland	£10,000
		<ul style="list-style-type: none"> Develop a green strategy for the Waterfront and Ulster Hall 	Tim Husbands	
		<ul style="list-style-type: none"> Support environmental projects at neighbourhood level such as recycling, park murals, community clean ups and waste week activities 	Catherine Taggart	
		<ul style="list-style-type: none"> Continue to implement Environmental Management System in the Department 	David Orr	
		<ul style="list-style-type: none"> Deliver Interreg Carbon Footprint project 	Laura Leonard	
		<ul style="list-style-type: none"> Deliver Irish Sea Carbon Card project 	Laura Leonard	
		<ul style="list-style-type: none"> Continue delivery of Urban Matrix project 	Laura Leonard	
Protect, promote and enhance the city's natural & built heritage and open spaces	<ul style="list-style-type: none"> Protect and promote the city's built heritage. 	<ul style="list-style-type: none"> Develop an 'access to heritage strategy for the Ulster Hall, in order to maximise the education and outreach opportunities available. 	Tim Husbands	
		<ul style="list-style-type: none"> <u>Deliver heritage community programmes.</u> Run community archive projects across the city in collaboration with PRONI and Community Archive Network 	Shirley McCay	£10,000
		<ul style="list-style-type: none"> Methodology for community Archive 		£5,000

		<ul style="list-style-type: none"> • Deliver training in Heritage as a Social and Cultural Developmental Tool • Develop awareness and capacity with young people to engage with heritage • Provide access to heritage resources • Deliver Place, Position and Ownership project with University of Ulster. 		<p>£5,000</p> <p>£5,000</p> <p>£20,000</p> <p>£5,000</p>
Theme: Social Inclusion and Social & Cultural "Better support for people and communities"				
Corporate theme and Objective	Departmental Objective	Key Actions	Lead Officer	Budget
People enjoy living in a vibrant, shared and diverse city	<ul style="list-style-type: none"> • Promote good relations and reduce division and polarisation of communities • Increase the levels of confidence, participation and engagement of citizens. • Increase the capacity of citizens to make informed decisions about their neighbourhoods. 	• Develop and deliver city wide community programmes and services in high quality venues.	Catherine Taggart	
		• Implement a support programme for traveller and other ethnic minority communities.	Catherine Taggart	
		• Review and define the Council's method of community development intervention.	Catherine Taggart	
		• Deliver premier city wide children and young peoples programme.	Catherine Taggart	£30,000
		• Support delivery of Neighbourhood Economic Development projects (budget previously approved by Committee)	Shirley McCay	£70,000
		• In conjunction with other public agencies and partners, develop a strategy that addresses anti-social behaviour on Lanyon Place	Tim Husbands	
		• Administer the Grant Aid Support programme to Community and Voluntary organisations across the city.	Catherine Taggart	£2.49 million (£1.5 is income from DSD)
		• The administration of financial support to 5 independently managed centres	Catherine Taggart	£218,925
		• Develop the Council's poverty policy and implement actions.	PBDU Manager	
		• Deliver a programme of events and related activities aimed at children and young people in conjunction with partners and sponsors (e.g. Trans/UAA project).	Tim Husbands	£20,000
		• Identify innovative ways to promote citizens engagement	Siobhan Watson	£139,900
• Provide venues for people to gather, meet, participate, share information and celebrate	Catherine Taggart	£3,970,000		

		<ul style="list-style-type: none"> Targeted services for children and young people 	Catherine Taggart	£812,700
		<ul style="list-style-type: none"> To foster greater civic responsibility 	Catherine Taggart	
		<ul style="list-style-type: none"> Encourage, support and recognise voluntary activity including the identification of an appropriate quality standard for volunteering, developing related policy and practice and organising 4 area and 1 thematic volunteer celebration events. 	Catherine Taggart	£20,000
		<ul style="list-style-type: none"> Continue to improve consultation and involvement with youth Via the BCC Youth Forum and related activity 	Catherine Taggart	£76,657
		<ul style="list-style-type: none"> Promote community cohesion and support communities to live and work safely together 	Catherine Taggart	
Health and Social	<ul style="list-style-type: none"> Reduce deprivation and poverty 	<ul style="list-style-type: none"> Provide a traveller outreach office & assist the traveller Community 	Catherine Taggart	£64,913

Services
“Better services – listening and delivering”

Corporate Objective	Departmental Objective	Key Actions	Lead Officer	Budget
Provide a range of services which respond to local needs and are easily accessible by all citizens	<ul style="list-style-type: none"> Make sure local services can respond to local needs Make sure citizens can easily and effectively access information and services. 	<ul style="list-style-type: none"> Develop forms of citizen intelligence system 	Siobhan Watson	
		<ul style="list-style-type: none"> Designing services based on citizen requirements 	Siobhan Watson	
		<ul style="list-style-type: none"> Implement a customer services framework 	Tim Husbands	
		<ul style="list-style-type: none"> Increase the participation of communities 	Catherine Taggart	
		<ul style="list-style-type: none"> Review Community Centre Management roles and responsibilities 	Catherine Taggart	
		<ul style="list-style-type: none"> Ensure that the activities provided at the Waterfront and Ulster Hall are fully accessible to all sections of the Community 	Tim Husbands	
		<ul style="list-style-type: none"> Establish EU Regional Forum 	Laura Leonard	£3,000
		<ul style="list-style-type: none"> Produce 4 EU Bulletins and funding alerts (EU communication plan) 	Laura Leonard	£10,000
		<ul style="list-style-type: none"> Hold 1 EU Consul event 	Laura Leonard	£1,000

People and Processes
“Better value for money – a can-do, accountable, efficient council”

Corporate Objective	Departmental Objective	Key Actions	Lead Officer	Budget
Ensuring resources are fully aligned to corporate priorities Ensuring we deliver value for money services	<ul style="list-style-type: none"> Use financial and human resources in the most effective way Improve departmental processes and systems Increase departmental efficiencies 	<ul style="list-style-type: none"> Implement the recommendations of the BIS structural review 	David Orr	
		<ul style="list-style-type: none"> Implement and manage the corporate attendance policy in the department 	David Orr	
		<ul style="list-style-type: none"> Prepare Department for IIP new standards 	David Orr	
		<ul style="list-style-type: none"> Complete and communicate capital and revenue estimates 	David Orr	
		<ul style="list-style-type: none"> Implement recommendations from a strategic departmental grant review 	David Orr	
		<ul style="list-style-type: none"> Develop communications strategy for the department 	PBDU Manager	
		<ul style="list-style-type: none"> Implement a new organisation structure for Community 	Catherine Taggart	

Attracting and developing our people		Services, that provides for greater integration within the Development Department		
		<ul style="list-style-type: none"> Implement a new organisational structure for the Waterfront and Ulster Hall, that provides for greater integration across the Development Department. 	Tim Husbands	
		<ul style="list-style-type: none"> Review and extend all appropriate licence or lease arrangements in respect of community premises in line with BCC Asset Management Group procedures. 	Catherine Taggart	
		<ul style="list-style-type: none"> Continuously review SAP and train staff in preparation for phase two 	David Orr	
		<ul style="list-style-type: none"> Continue to implement improvements by STEPS and prepare department for the next submission 	David Orr	
		<ul style="list-style-type: none"> Ensure effective maintenance systems for key mechanical and electrical systems at the Waterfront and Ulster Hall. 	Tim Husbands	£359,000
		<ul style="list-style-type: none"> Establish terms of reference for, and carry out a review of, Artifax Event and Contact Management System at the Waterfront and Ulster Hall. 	Tim Husbands	



Belfast City Council

Report to:	Development Committee
Subject:	Renewing the Routes Update and Variation
Date:	13 May 2009
Reporting Officer:	Marie-Thérèse McGivern Director of Development ext. 3470
Contact Officer:	Shirley McCay Head of Economic Initiatives ext 3459 Keith Sutherland Planning & Transport Policy Manager ext 3578

Relevant Background Information

This report provides an outline on the ongoing activity in respect of the Falls Road Renewing the Routes Action Plan as an update on progress and to provide the context for the proposed variation in the previously agreed budget allocation.

The variation in the budget involves a suggested reallocation, within the “cleaner, greener, safer” theme, towards the development of an alternative project that would contribute to the same overall objectives.

Key Issues

Update on Activity

A significant element of the work within the Falls Road part of the IDF Programme is focussed on improvements to commercial properties.

The “Commercial Improvement Programme” on Falls is well underway with 67 properties completed as part of Lower Falls and Lower Springfield Road phases. Works are currently underway at 34 properties between Broadway to La Salle Gardens. Consultation has commenced for the 51 properties targeted as the first part, of what will be two phases, of commercial improvements in the Andersonstown area.

Completed projects also include the restoration of the decorative category B1 listed railings at St Comgall’s and Tourism Signs (installed at 7 key locations on the Falls Road, in conjunction with the Tourism Unit, including Carnegie Library, Dunville Park, St Mary’s University College, Royal Victoria Hospital, City Cemetery, Falls Park,

Milltown Cemetery and Bog Meadows). Environmental and landscaping works to West Circular Roundabout have also been completed in time for most of the planting to be in bloom.

The Broadway “Soffits and Sills Project” Environmental Project was completed at the end of last year and saw the enhancement of the structural detailing on residential properties contributing to the revitalisation of this busy route.

The feature lighting scheme has been completed on two of the Falls Road’s historic buildings of architectural merit: Falls Road Carnegie Library and St Mary’s University College. This programme is nearing completion as the project commissioned for the International Wall reaches the final stages with the official switch-on planned for May 2009.

As part of the “cleaner, greener, safer” theme consultants have designed a two part project for the B listed Milltown Cemetery railings and entrance. This project will secure the restoration and reinstatement of the entrance gate and two pedestrian gates combined with refurbishment and repainting the decorative railings.

Proposed Variation in Budget Allocation.

The agreed Falls IDF Action Plan included a proposal to develop a project for Dunville Park. The potential for environmental improvements to the Park boundary was identified as part of the environmental and open space improvements within the Plan. The proposed works sought to improve the entrance and railings as part of a medium term environmental improvement for Falls and Grosvenor Roads.

The context for the proposed works has changed since the adaption of the IDF Action Plan and ongoing scoping work for the project has identified issues that make it unfeasible to pursue the proposed works within the programme timescales. The Department for Social Development in conjunction with the Council are currently progressing work towards an economic appraisal for the Dunville Park. This work is developed in consultation with the Greater Falls Neighbourhood Renewal Partnership and several designs have been produced through a series of consultations with community groups whilst agreement has been reached on the broad scope of the project. The timeframes involved in developing the economic appraisal and detailed works make it impractical to proceed with the envisaged works.

In order to ensure the Council is in a position to develop a viable scheme for the expenditure of the approved resources it is suggested that Committee considers the reallocation of resources to alternative environmental improvement works on the Falls Road to the St Peter’s Cathedral area. There are no additional financial implications arising from the reallocation and the proposed works would provide similar benefits to the agreed scheme.

Resource Implications

There are no additional financial implications arising from the reallocation.

Recommendations

Members are requested to approve the reallocation of £30,000 from the “cleaner, greener, safer” theme to support the development of an environmental improvement project in the St Peter’s Cathedral area of Falls Road.
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Decision Tracking

Following ratification detailed designs will be produced for installation.
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Time Frame: Match 2010. Reporting officer: Shirley McCay

Key to Abbreviations

IDF: Integrated Development Fund

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Belfast City Council

Report to:	Development Committee
Subject:	Culture and Arts Unit Update
Date:	13 May 2009
Reporting Officer:	Marie-Thérèse McGivern, Director of Development, ext 3470
Contact Officer:	Shirley McCay, Head of Economic Initiatives, ext 3459

Relevant Background Information

Members will be aware that the Culture and Arts Unit brings regular progress reports to Members. The purpose of this report is to advise Members of progress with respect to:

1. Celebration in 2013 of the 400th Anniversary of Belfast's First Charter
2. Update on Lyric Theatre

Key Issues

1. Celebration in 2013 of the 400th Anniversary of Belfast's First Charter

The town of Belfast was formerly established by the grant of a charter by James I on 27 April 1613. This is a crucial date in the City's history and the Council may consider marking the anniversary in a suitable manner and enabling citizens to join in celebrating a shared history.

The establishment of civic governance (including the establishment of a Corporation), political representation and the regulation of markets through charters was a crucial part of the process.

The 400th Anniversary in 2013 is only four years away and, should the Council decide to celebrate the anniversary, there will be a need to set up a clear process to ensure good planning, maximum effectiveness and use of resources to establish greatest benefit. This is an opportunity to address perceptions and sensitivities through shared learning and activity using a 'Good Relations' approach, i.e., allowing a process of consultation and learning. Engagement in such a process will allow Belfast to take ownership of its history, provide regional leadership and bring in the best expertise, both locally and internationally.

A number of towns across Northern Ireland received charters in 1613, including Limavady, Coleraine and Strabane and there is an opportunity for Belfast to work positively on the commemoration with a range of the new Councils post RPA.

The celebration would also provide an excellent opportunity to establish partnerships with key relevant statutory agencies.

The Northern Ireland Environment Agency (NIEA) is actively engaged in a related research programme and is eager to work with the Council in the delivery of a symposium. NIEA is already collaborating on a book, due to be published within the current financial year, dealing with the history of Belfast from an archaeological perspective. Queen's University Belfast is also investigating a major multi-author publication associated with the 1613 anniversary.

To establish process, it is proposed that a symposium be held on 4-5 November 2009 in the Ulster Hall. The programme will include five leading speakers. Several leading academics from the USA, Great Britain and Ireland have indicated a willingness to participate. These include representatives from the native community in Virginia USA, the leading expert on sixteenth and seventeenth century colonisation in the north Atlantic world ,(who has a book on the subject in the press and has worked both in the US and Northern Ireland) and a local professor specialising in the late sixteenth and early seventeenth centuries. The topics of urbanisation and public perceptions of history will also be considered.

A full costing for the symposium will be brought to the June Committee meeting.

2. Update on Lyric Theatre

As Members will be aware, at the Council meeting on December 2007 the Lyric Theatre was awarded £1.25 million towards its capital development through the Cultural Legacy Fund. The cost of the capital project is £17.8 million, of which over 95% has already been raised, with the aim to source the final 5% whilst the theatre is being built. It is notable that nearly £4 million of the total has been raised from private funds/non public agencies. Since being awarded the grant, the Lyric has been liaising with Belfast City Council and has provided updates on a regular basis. From December 2008 to present, the Lyric has focused on a number of key areas including design development, business planning, value engineering, stakeholder consultation, site clearance, enabling works and fundraising. The Lyric project is subject to the Government's Gateway Review Programme and all key stages in the capital programme have to be signed off by their investment decision makers. The Lyric has successfully completed a 'level 3' health check.

On Monday 9 March 2009 construction work started on the new build with an estimate of 96 weeks until completion, with the build due to be finished in early 2011. Since the Lyric has been closed, three productions have toured Northern Ireland and they have also developed an Education and Outreach programme which has been piloted in schools and communities throughout Belfast and Northern Ireland.

Resource Implications

Proposed activity will be resourced from within the Culture and Arts Unit current staffing and allocated budget.

Recommendations

It is recommended that Members:

1. Agree in principle to the hosting of a symposium to be held on 4 and 5 November 2009, to engage a wide range of stakeholders in an informed discussion about mechanisms for the commemoration in 2013, as well as addressing issues of colonisation in the Atlantic world, urbanisation and the myths and reality of our past, subject to a full costing being presented at the June Committee.
2. Grant permission to approach other Councils whose towns also received their charters in 2013 with a view to possible collaborations.
3. To note the update on the Lyric Theatre.

Decision Tracking

Action:

1. A full budget breakdown of costs for the proposed symposium for the Celebration in 2013 of the 400th Anniversary of Belfast's First Charter will be brought to the June Committee meeting.

Timeframe: June 2009 Reporting Officer: Shirley McCay.

Abbreviations

RPA – Review of Public Administration.

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Belfast City Council

Report to:	Development Committee
Subject:	Culture Night 2009
Date:	13 May 2009
Reporting Officer:	Marie-Thérèse McGivern, Director of Development, ext 3470
Contact Officer:	Shirley McCay, Head of Economic Initiatives, ext 3459

Relevant Background Information

The Temple Bar Cultural Trust has developed and delivered a Dublin Culture Night annually since 2006. In 2008 Dermot McLaughlin, Chief Executive of Temple Bar Cultural Trust approached members of the Cathedral Quarter Steering Group and Arts Council Northern Ireland to explore the development of a Belfast Culture Night. On 27 November 2008 the CQSG hosted a meeting to give the Temple Bar Cultural Trust team the opportunity to make a presentation on Culture Night Dublin and highlight key benefits which the project has achieved for Dublin's cultural life. The meeting was attended by the CQSG and key partners including Department for Social Development, Northern Ireland Tourist Board, Tourism Ireland and Belfast City Council.

The Belfast Culture Night Committee, comprising of Sean Kelly (Cathedral Quarter Arts Festival), Kieran Gilmore (Open House Festival) and Patricia Freedman (CQSG), is now seeking support to develop a Belfast Culture Night in 2009 and have submitted a proposal (Appendix 1) seeking support for the project. The Arts Council of Northern Ireland has committed £25,000 towards the project and Belfast City Council is being asked to contribute match funding of £25,000.

Belfast City Council has already been involved in researching the concept of a Culture Night project. The Culture Night is a similar event to what is also titled 'Light Night' - a popular event which originates from a traditional European phenomenon commonly known as the 'White Night' festival. The 'White Night' festival takes place in cities throughout the world including: Paris, St Petersburg, Berlin, Amsterdam, Sicily, Como, Milan, Turin and Toronto. Each city's festival is celebrated in a range of ways including illuminating buildings, key public buildings being open throughout the evening, and cultural, sporting and arts events programmed from early evening to late night/early morning. Local cities such as Glasgow (Radiance Festival) and Leeds (Light Night) have realised the potential of re-creating the 'White Night' concept/experience to attract visitors, generate interest, spend and showcase culture and arts and historic and iconic venues.

Light Night UK is a national programme of events covering the whole of the UK and is supported by Association of Town Centre Management.

In 2009 six cities are expected to offer their residents and visitors the opportunity to experience their city from a fresh perspective with cities encouraging families and

individuals into their city centres throughout the evening. Belfast City Centre Management and BCC have been engaged with ATCM on this programme which is a major tool to reinvigorate the night time economy, reduce city centre crime and boost the city centre economy. It often involves a number of public and private sector partners and is a great opportunity for a business to get involved in a national programme that is already generating a large amount of press interest.

Light Night events have already taken place in Leeds, Birmingham and Nottingham. A recent Light Night Nottingham event saw 57,000 recorded visitors on the street between 6pm and midnight; this is double the usual number for a Friday night in February.

The first Belfast Culture night will serve as a pilot for the city, and will take place around the Cathedral Quarter and Custom House Square, the space outside the Waterfront Hall, Writers Square and Buoy Park.

It is hoped that over 50 organisations will take part in the first year which is planned for Friday 25 September 2009, coinciding with a series of Culture Nights taking place in other European cities. BCNC propose that Belfast Culture Night 2009 will deliver a programme of events to run from 5pm to 10pm approximately. If the pilot is successful, the intention is to expand in 2010 to include other cultural institutions and quarters across Belfast.

Belfast Culture Night 2009 aims to provide a free, city centre based, family focused, arts and cultural event that brings together arts and cultural providers, the hospitality industry and local businesses.

Resource Implications

Financial

Belfast City Council is being asked to contribute match funding of £25,000.

Recommendations

It is recommended that Committee consider the proposal to contribute match funding of £25,000 and support the delivery of Belfast Culture Night 2009.

Decision Tracking

Should Committee agree to contribute the match funding, this will be paid to The Belfast Culture Night Committee prior to the Belfast Culture Night 2009 event in September 2009.

Timeline: September 2009

Reporting Officer: Shirley McCay

Key to Abbreviations

ACNI	Arts Council of Northern Ireland
NITB	Northern Ireland Tourist Board
TI	Tourism Ireland
BCCM	Belfast City Centre Management
CQSG	Cathedral Quarter Steering Group
ATCM	Association of Town Centre Management
DSD	Department of Social Development
BCNC	Belfast Culture Night Committee

Documents Attached

Appendix 1 – Proposal from CQSG Culture Night Committee

Belfast Culture Night 2009

What is Culture Night

For one night only, arts and cultural organisations will open their doors to the general public and offer an evening of free entertainment, discovery and adventure. Offices, artists' studios and workshops, historic buildings, churches and many more will invite the outside world to find out what they do, and to enjoy free performances, events, talks and tours. Outdoor areas and even pedestrianised streets will be animated and turned into performance spaces. Belfast Culture Night will be a great night out for all the family, particularly during such hard economic times, as all events are free!

Where and when

The first Belfast Culture night will serve as a pilot for the city, and will take place in the arts and cultural flavoured Cathedral Quarter and beyond, including Custom House Square, the space outside the Waterfront Hall, Writers Square & Boyce Park. This area is perfect for a pilot as it is compact, city central, neutral and accessible. It contains a large number of very active arts organisations, as well as many pubs and restaurants. In addition, there is already strong support for a Culture Night within the area. We hope to attract 50+ organisations to take part in the first year. The first Belfast Culture Night is planned for Friday 25th September 2009, to coincide with a series of Culture Nights taking place in other European cities. We would expect our programme of events to run from 5pm to 10pm approximately. If the pilot is successful, the intention is to roll it out in 2010 to include other cultural institutions and quarters across Belfast.

Background

The first Culture Night took place in Copenhagen in 1998, and has grown annually to become a key cultural event for the city, with 500 events happening in 300 venues, and more than 60,000 people taking part. Other cities across Europe now have their own annual Culture Nights, including Paris, Berlin, Rome and Dublin. In 2008 over 100,000 participated in Dublin's Culture Night. It has been proven that the Culture Night model provides massive opportunities for civic involvement and celebration, and generates significant economic benefit and cultural tourism opportunities.

Objective

Belfast Culture Night aims to provide a free, city centre based, family focused, arts and cultural event that brings together arts and cultural providers, the hospitality industry and local businesses.

Benefits to Belfast

- raise public awareness of Belfast as a thriving cultural centre
- attract positive media coverage for arts and culture in Belfast
- advance BCC's aim of developing cultural tourism activity and enhancing the quality of the visitor experience
- drive footfall into Cathedral Quarter and Laganside area such as the space outside Waterfront Hall, Writers Square, Custom House and into many other cultural spaces
- raise the profile of individual arts and cultural organisations, and give them a platform to showcase their work to new audiences
- encourage partnerships between cultural organisations, hospitality sector and other local businesses

Appendix 1

- encourage arts organisations to look at new ways of engaging with audiences and visitors, which could be included in new and on-going tourism initiatives
- generate spin-off economic activity for local businesses.

Proposal

The Arts Council of Northern Ireland has already offered £25,000 towards the project. We propose that Belfast City Council becomes a co-sponsor and contributes match funding of £25,000 which will give us a minimal working budget to deliver a basic Culture Night model. The estimated costs are below.

Who does What

A Belfast Culture Night committee has developed this proposal and will oversee the management of the event. Committee members include Sean Kelly (Cathedral Quarter Arts Festival), Kieran Gilmore (Open House Festival) and Patricia Freedman (Cathedral Quarter Steering Group).

Each participating arts and cultural organisation will commit to holding a free event - something a bit different, preferably participatory, such as a workshop, open house, meet-the-artists, 'behind the scenes' look, reading/open rehearsal, exhibition, talk or discussion, guided tour, film, or any combination of the above. The details of their organisation and event will be listed in a printed programme. On the night all event locations will be identified with posters and balloons. The streets will be animated with family-friendly performances and illuminated with creative lighting displays which highlight Cathedral Quarter's historic buildings and streetscapes.

An Event Co-ordinator, answerable to the committee, will be employed on a short term contract to manage the day to day activities of the event including:

- promote the event to Cathedral Quarter organisations to encourage participation
- broker partnerships with sponsors and between cultural organisations
- develop and carry out a marketing campaign including an event launch, website, posters, programmes and maps
- programme street animation and outdoor events
- coordinate volunteers.

Costs

Event Manager, fixed price contract, mid-May to mid-October	10,000
Desk costs and line management	2,000
Print, publicity, marketing, etc. <ul style="list-style-type: none"> ▪ 50,000 brochures, 48 pages ▪ Posters ▪ Billboards 	15,000
Distribution	2,500
Equipment, lighting, projection	5,000
Programming costs, outdoor events, street animation	15,000
Materials, volunteer costs, etc.	500
Total	50,000

**Belfast City Council**

Report to:	Development Committee
Subject:	Belfast Business Survey – Key Findings
Date:	13 May 2009
Reporting Officer:	Marie-Thérèse McGivern, Director of Development, ext 3470
Contact Officer:	Shirley McCay, Head of Economic Initiatives, ext 3459

Relevant Background Information

In January 2009, a survey of 500 businesses in Belfast was commissioned by Belfast City Council. The aim of this survey was to gather information on the companies (number of people employed, turnover, key markets etc.), to identify their key growth challenges for the coming year and to identify the particular support that they may need and that may be provided by Belfast City Council or other business development support agencies.

The survey sample was representative of the geographical location of the City's business community as well as the company size structure.

It is anticipated that this survey will be undertaken on an annual basis. The next survey will be undertaken in January 2010.

Key Issues

The key findings of the survey were:

- More than half (54%) of the companies surveyed told us that they did not have a formal, written business plan. While economic growth was almost a given over the last few years, the current times make it much more challenging for companies to survive and make a profit. It is therefore all the more important that they spend some time refining their product, identifying their markets, considering their marketing plan and identifying where their finances will come from.
- Only 45% of the companies interviewed told us that they were selling into the public sector. Given the disproportionately large size of the public sector in the north of Ireland, this could be construed as a missed opportunity. One of the key actions in the economic downturn response was to increase the number of small businesses accessing Council procurement opportunities. In

partnership with the Northern Ireland Chamber of Commerce, we have organised an event on 'Sustainable Procurement Opportunities' as part of Waste Week on 4 June 2009.

- One third of the companies that we spoke to do not expect their business levels to change in the coming year, while equal percentages expressed themselves as optimistic about growth prospects as those who did not expect to see any growth in the coming year.
- The same is true for anticipated profit margins - while 40% of companies expected that these would remain the same as last year, 27% felt that they would increase while 30% thought that they would decrease.
- 48% of Belfast businesses suggested that they expected to invest in their company in the coming year. This suggests that they want to proactively pursue growth for the business. However with more than 50% suggesting that there will be no investment in the business, it does give some cause for concern that the adverse conditions may hit them all the harder if they are not prepared to meet the challenge.
- Companies that were exporting were more optimistic about sales prospects in international than local markets. Given the rising value of the Pound to the Dollar and the Euro, there is some opportunity for local companies to present a cost-effective supply options to businesses trading in these currencies.
- 72% of Belfast companies expect to maintain their 2008 employment levels in 2009 - 20% expect to recruit more employees while 8% of businesses expect to have to make redundancies. However more than half of companies told us that they did not recruit in 2008 and therefore it is unlikely that there will be any major employment growth in the coming year.

Key challenges for 2009

- Companies identified two key challenges for the coming year: the prevailing global economic environment and the potential rise in overheads, supplier costs and rates. It is clear that many of these matters are largely outside of their control. However by taking a more planned and strategic approach to their growth, they can minimise the impact of these issues on their future development.

Support required

- Almost 80% of the companies participating in the survey suggested that they were not accessing any government support at present. There is a raft of initiatives available from local and central government as well as private providers to help companies grow. We will work with the business support network to make companies aware of the support available and to help them access that support.
- When asked what specific areas they needed further support on, the companies suggested that these were sales development, strategic planning, financial management and access to public sector procurement. The Economic Development Unit activity as part of the Departmental Plan demonstrates that we will endeavour to re-shape our business support services in the coming year to address these areas and will work with our

other partners in the enterprise arena to encourage them to do the same.

- Over 75% of businesses surveyed told us that Belfast was a good place to do business in. Those less positive about the city said that their main concerns were regarding transport infrastructure and government regulation.

Recommendations

It is recommended that members note the content of this report.

Decision Tracking

An further survey will be undertaken in early 2010 and the its findings will be presented to the Development Committee in due course.

Timeframe: April 2010

Reporting Officer: Shirley McCay

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Belfast City Council

Report to:	Development Committee
Subject:	Economic Development Update
Date:	13 May 2009
Reporting Officer:	Marie-Thérèse McGivern, Director of Development, ext 3470
Contact Officer:	Shirley McCay, Head of Economic Initiatives, ext 3459

Relevant Background Information

The purpose of this report is to advise Members of a number of developments including:

1. West Belfast and Greater Shankill Enterprise Council – Enterprise Regeneration Plan
2. Invitation to participate in summit on Job Creation and Workforce Development
3. Participation in Welfare to Work Convention and visit to City Strategies projects

Key Issues

1. West Belfast and Greater Shankill Enterprise Council – Enterprise Regeneration Plan

The West Belfast and Greater Shankill Enterprise Council (WBGSEC) was established in August 2006 as a direct result of recommendations made in the West Belfast and Greater Shankill Task Force report.

The aim of the Enterprise Council was to bring greater coherence to the promotion and support of local businesses. It was tasked with a number of issues, namely:

- Developing the local small business economy
- Developing an entrepreneurial and networking culture through the effective implementation of a series of networking initiatives
- Ensuring the implementation of the Task Force recommendations which focus on assisting the existing business base and ensure the successful implementation of a range of activities and measures identified by the two Task Forces
- Reviewing any policy and regulatory issues affecting the success and development of small businesses
- Acting as a forum at which current policies can be reviewed from the perspective of local business
- Considering relevant proposals and lobbying for appropriate change.

In December 2008, the Enterprise Council launched a plan identifying seven key development proposals for the area. In March 2009, they launched "A new approach to enterprise regeneration in west Belfast and greater Shankill". This document was circulated to key stakeholders for comment and consideration.

The document makes a number of key proposals. These include:

1. Creation of a new body to give impetus and focus to the implementation of a comprehensive series of regeneration and enterprise initiatives.
2. Re-location of a Government Department or Agency employing at least 200 people to the west Belfast and greater Shankill area.
3. Development of three 3 or 4 star hotels in the area along with development of Invest NI Forthriver site.
4. Establishment of Business Incentive Zones offering differential benefits such as relaxation of planning; abolishment of rates and stamp duty; 100% capital allowances and enhanced marketing and development subsidies.
5. Establishment of range of support initiatives to stimulate the development of more start-up businesses and to encourage the growth of micro-enterprises.
6. Development of a three year action plan, in conjunction with Invest NI, including a sales proposition for the area.

Some of the key observations that we would make with regard to this piece of work include:

- The document includes a significant level of analysis and detail and this provides a logical framework for the recommendations.
- The implementation of the recommendations will require significant political support from both sides of the community in the two areas if it is to progress.
- In addition to the political support, the Enterprise Council will need to garner support from a lot of organisations in order to progress these proposals. Given the existing range of organisations in the area that are currently engaged to some extent and in some way with the activities in this plan, there may be a need to rationalise some of the support services currently available.
- From the point of view of the statutory services, it is important that the organisations with whom we work are representative of the wider economic regeneration community. If the Enterprise Council is to gain support for this plan, it will be essential to ensure that this support is in place.
- Belfast City Council is supportive of the arguments for a dedicated agency to promote economic development in a specific area and there are examples of how this has worked. However there are other areas in the City that have similar development challenges and we feel that a City-level approach may be more appropriate.
- It will be important to ensure that there is synergy and clarity of purpose with other organisations working in this arena and that they are all pulling together in the same direction - otherwise there is the risk of duplication and ambiguity. This will lead to disenchantment on the part of the community and confusion on the part of the statutory services.
- We consider that there is limited discussion on access to other parts of the City, West Belfast and Shankill are an integral part of the City of Belfast and citizens of these communities can benefit from development opportunities taking place across the City.

Resource Implications

None.

Recommendations

It is recommended that Members note the content of this report and agree that these observations can be submitted as Belfast City Council's comments on the Enterprise Council document.

2. Invitation to participate in summit on Job Creation and Workforce Development

An invitation has been received by the Lord Mayor to attend a New York City Global Partners Summit on 24-26 June 2009 on "Job Creation and Workforce Development". The invitation, which was issued by Mayor Bloomberg, is extended to a group of no more than four people from the City.

The programme will focus on how cities can develop and maintain a dynamic workforce that links to cities' local economic development goals. It will include discussion on how global cities are taking a lead on workforce development issues by implementing innovative policies, building new partnerships and training workers for the jobs that economies need. There will also be a visit to a Workforce Careers Centre that connects businesses with a skilled workforce and provides employment services to the city's adult jobseekers.

This event is part of a wider programme of engagement by New York City Global Partners to expand the city's interaction with other leading cities and has evolved from the city's Sister City programme. Fifty cities are targeted for these events. Previous topics covered have included health and climate change; governing a diverse city, technology and tourism development. Forty global cities took place in last year's event.

In light of the Council's plans to develop a citywide employability and skills strategy, it is considered that this event would provide a useful insight into best practice from elsewhere. Department for Employment and Learning (DEL) has been involved in a number of best practice visits to USA and other locations in the past and they have found that these are useful. It may be appropriate to invite representatives from DEL to participate in this event, subject to DEL meeting the necessary costs.

Resource Implications

Participation at this event is free of charge and all hospitality costs at the event are also paid for by the event organisers. Each participant is expected to pay their travel and accommodation costs. It is estimated that this will cost £1500 per participant i.e. £3,000.

Recommendation

It is recommended that the Lord Mayor (or nominee) and one officer attend the event and that two representatives from DEL be invited to participate.

3. Participation in Welfare to Work Convention and visit to City Strategies projects

Members are advised that the Welfare to Work Convention is the largest UK annual event for employment, skills and tackling child poverty. This year's event takes place in Liverpool on 16-17 June. The key themes for 2009 include:

1. Responding to rising unemployment
2. Delivering integrated employment and skills
3. Improving delivery for all: partners working together
4. Tackling disadvantage and child poverty

The Convention works through a mix of plenaries, case-studies and policy seminars. There are 80 different sessions and over 150 speakers spread across two days.

Members are reminded at the December 2008 meeting of the Development Committee, agreement was sought to open discussions with DEL and other key skills and employability partners in order to develop an agreed skills and employability strategy for Belfast. Work on this programme is progressing and through the establishment of a Belfast Employment and Skills Board we are currently exploring opportunities that may exist for Belfast to replicate the existing UK template in respect to 'City Strategies'. The first meeting of the group is due to take place on 21 May, 2009.

As part of the strategy development process we wish to invite guest speakers to meet with the Board and to undertake best practice visit(s) to one or more of the UK cities involved in the 'UK City Strategies' process. It is therefore recommended that we invite all organisations participating on the Board to attend the Welfare to Work Convention in Liverpool in June. In doing so this will not only provide Belfast with a chance to join a UK network of cities which are all attempting to address city employability and skills problems specific to their own boundaries, but will create valuable opportunities to network with a wide range of local authorities who have already engaged in the city strategies process.

In addition to attending the Convention it is recommended that we undertake a best practice visit to Liverpool and Manchester to meet and discuss with policy makers and the programme deliverers of City Strategies.

It is suggested we undertake this best practice visit at the same time as the Convention in order to ensure cost savings. It is proposed that delegates would be invited to attend the Welfare to Work Convention on 16 June (all day) and 17 June (am only); and to visit Liverpool on 17 June (pm) and Manchester on 18 June (am).

Although it is recommended the full Board be invited it is unlikely that all individuals will be able and/or willing to do so. It is therefore expected that only a small group (a maximum of 10) will engage in this exercise. It is also suggested that the Chair and/or Deputy Chair of the Development Committee be invited to participate on this visit and to attend future meetings of the Employment and Skills Board.

Resource Implications

It is expected that the costs for travel, accommodation and participation in the conference will cost £800 per delegate.

Recommendations:

Members are asked to:

- Note the contents of the report
- Approve the request to invite all members of the Belfast Employment and Skills Board to attend the Welfare to Work Convention and/or the Best Practice Visits to Liverpool and Manchester
- Approve the budget of £8,000 to cover the conference, travel and accommodation costs for a maximum of 10 persons
- Approve the attendance of the Chairman and Deputy Chairman at the Convention and/or the Best Practice Visits and future Employment and Skills Board meetings.

Decision Tracking

N/A

Abbreviations

DEL – Department for Employment and Learning
WBGSEC - West Belfast and Greater Shankill Enterprise Council

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**Belfast City Council**

Report to:	Development Committee
Subject:	Rates Relief Review
Date:	13 May 2009
Reporting Officer:	Marie-Thérèse McGivern, Director of Development, ext 3470
Contact Officer:	Shirley McCay, Head of Economic Initiatives, ext 3459

Relevant Background Information

The Minister of Finance and Personnel, Councillor Nigel Dodds, MP MLA, announced in December 2008 that he intended to proceed with a small business rate relief scheme for Northern Ireland as part of the response to the economic downturn. The scheme also includes a series of reliefs for Post Offices.

The scheme was officially launched on 1 April 2009 and will require new primary legislation by the Northern Ireland Assembly. It is intended that it will be operational by 1 April 2010.

Before finalising the detail of the scheme, the Minister confirmed that he wanted to consult on a series of impact assessments and therefore allow stakeholders to comment on the final shape of the scheme. This consultation ends on 23 June 2009.

A draft response from Belfast City Council to the range of impact assessments is attached to this report as Appendix 1. This report will also be presented to the Strategic Policy and Resources Committee for their consideration.

Key Issues

The key issues highlighted in this response are:

- The consultation paper, as it stands, does not contain sufficient information to allow a considered analysis of the potential impact of the scheme on particular groups of businesses or on businesses in particular locations

- The relief is based on the NAV levels of properties. We consider that the proposed qualifying levels are so low that they may not have any significant impact on Belfast businesses
- Given the thresholds for relief, it is likely that only a small percentage of companies in the Council area will qualify for support
- We consider that the levels of relief awarded may mean that there is a deadweight effect i.e. the impact may not be sufficient to make a difference between a business surviving or not surviving
- We consider that the scheme could have a more significant impact in rural than in urban areas, given that property values (the factor on which the relief is based) are generally lower in rural areas.

Recommendations

It is recommended that Members:

1. Note the contents of this report
2. Agree that the draft response attached as Appendix 1 can be forwarded to the Department of Finance and Personnel as the Belfast City Council response to the consultation on the small business rate relief scheme.

Decision Tracking

N/A

Documents Attached

Appendix 1 - Small Business Rates Relief Scheme Consultation – draft Belfast City Council response

Small Business Rates Relief Scheme Consultation – Draft Belfast City Council Response

Background

1. Belfast City Council welcomes the opportunity to respond to the current consultation on the proposed Small Business Rates Relief Scheme.
2. Similar to the Northern Ireland government departments, the council is conscious of its obligations to support businesses and individuals during the recession. As such, we have developed and agreed an action plan of measures that are within our remit and that may help alleviate the difficulties created by the current economic climate.
3. This is a draft response in the absence of political endorsement through our decision-making processes. It is anticipated that this response will be ratified by Council at its meeting on 1 June 2009. Once this happens, we will make staff within the Rating Policy Division aware of the situation and will note any changes from this draft.

General comments

4. Based on the consultation paper issued in March 2007, we understand that relief is to be paid automatically to business premises with a NAV of less than £5,000 and to Post Offices with a NAV of less than £12,000. We also understand that there will be two “bands” within each of these categories: small businesses with a NAV of £2,000 or less will benefit from a 50% reduction on their rates while those businesses whose NAV is £5,000 or under will benefit from a 25% reduction. Meanwhile, post offices with a NAV of £9,000 or less will avail of a 100% reduction and those whose NAV is £9,000-£12,000 will receive a 50% relief. It is not clear if vacant properties within the qualifying NAV limits will also benefit.
5. The consultation paper suggests that these costs are based on 2008-2009 poundages and on current valuations which will need to be updated as the scheme will be introduced following the re-valuation of non-domestic properties in 2010.
6. While we are wholly supportive of the objective of this exercise, namely to “reduce the burden of rates on our smaller businesses”, we are uncertain whether the proposed scheme, as it stands, will make a significant impact on target businesses in Belfast.
7. Given the structure of the proposed scheme, this will lead to a reduction in rates for smaller non-domestic properties. This does not always mean that those benefiting will be small businesses. Large businesses with a number of small properties could also benefit.
8. We also consider that, given the £5,000 threshold for businesses and the £12,000 threshold for Post Offices, the number of businesses that can benefit from the scheme within our area is likely to be negligible. If this is the case, we feel that the scheme may disappoint small businesses who are not eligible for rates relief, under the terms of this proposed scheme. Further information is required from Rating Policy Division to allow us to more fully assess the impact on Belfast.

Views on the estimated financial impact of the scheme and the proposed NAV thresholds

9. We have found it difficult to give a detailed response of the potential impact of the scheme given the absence of supporting information in the March 2009 consultation paper.
10. We feel that it would have been useful to have had access to details on the number of “eligible businesses” by electoral ward as well as some analysis of the financial impact of the subsidy, again broken down by electoral ward.
11. Such a breakdown of information would allow us to make a considered analysis of the impact of the proposed scheme and may have allowed us to make some suggestions as to possible alternative approaches that may enhance its impact.
12. A brief analysis of NAV levels within our more deprived areas suggests that the number of businesses that might benefit from this scheme could be marginal. Furthermore, there is no proof that the scheme will target those companies (or even sectors) that are finding the recession particularly difficult as opposed to those whose businesses have not been significantly affected by the downturn.

Views on the estimated impact on section 75 groups

13. We do not anticipate that the proposed scheme would adversely affect any section 75 groups within our area. However in the absence of Ward level information it is difficult to be definitive.

Views on the estimated impact on rural areas

14. On the basis of the information currently available there is a possibility that the proposed scheme may have a disproportionately larger impact in rural areas than in urban areas such as the Belfast City Council area.
15. With regard to small businesses in urban areas, property values (and thus NAVs) are generally higher in the city than in the rural areas. In light of this, the number of businesses in Belfast whose NAV will fall below the proposed thresholds to enable them to benefit from some relief may well be small.
16. Similarly, we estimate that the majority of Post Offices in the Belfast City Council area are now housed in larger stores and therefore they are unlikely to benefit from the proposed scheme. The figures in table 6 of the consultation paper confirm this assumption (albeit that there is no breakdown for council area). A significant majority of the post offices located in rural areas (93%) will receive relief under the proposed scheme; almost 40% of those in urban locations will not be eligible for relief.

Views on the impact on deprived areas

17. Although the Belfast City Council area has 8 out of the top 10 most deprived electoral wards in Northern Ireland, it is unclear that the proposed scheme provides targeted support for small businesses located in these areas.
18. However, in the absence of any analysis of eligible businesses by electoral ward and of the cumulative financial impact of the relief scheme in those areas, it is difficult to make an assessment of the impact.

19. A random sample of the NAV rates for businesses located in some of our most deprived wards suggests that only a small percentage of retail companies located in those areas would be eligible for the proposed scheme, based on the current thresholds.

Views on the outcome of the Regulatory Impact Assessment

20. We agree that there is a risk of deadweight and that the impact of this relief on a company's survival may be negligible.
21. With regard to equity and fairness, it is suggested that the wider small business scheme would have a moderately more beneficial impact on urban areas. However we would contest this suggestion and our initial analysis indicates that the impact of this scheme in the Belfast City Council area is likely to be minimal. As previously mentioned, we feel that we could present a much more considered response if we were to have a more detailed breakdown at electoral ward level of the eligible businesses and figures indicating the financial impact of the relief scheme.
22. With regard to the small business impact test, we would contend that an automatic scheme based on valuation data is "a price worth paying" only if it makes an impact on those businesses that the scheme aims to target. In the absence of more detailed information we would contend that the impact of the current scheme may well be minimal for those businesses located in the Belfast City Council area.

Conclusion

23. We understand that, following research and analysis undertaken by ERINI in March 2008, they concluded that there was "no compelling economic justification for the introduction of a small business relief scheme in Northern Ireland" and that "the benefits that would be generated by such a scheme would be inadequate to justify its costs".
24. While we appreciate that the current economic climate is different from when that research was undertaken, we are uncertain that the proposed scheme will have any significant impact on eligible businesses. Moreover – particularly for businesses located within the Belfast City Council area – we consider that only a small percentage of businesses in the area will be eligible for the scheme.
25. We feel that, in the absence of any detailed breakdown of the number of eligible businesses and the amount of relief to be gained by those businesses, it is difficult for any party to make a response on this matter. Such a breakdown would have allowed us to consider the geographical impact of the proposed scheme across the city and to see how it could fit within a wider package of business support schemes and services provided by central and local government agencies.

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**Belfast City Council**

Report to:	Development Committee
Subject:	Markets Unit Update
Date:	13 May 2009
Reporting Officer:	Marie-Thérèse McGivern - Director of Development ext. 3470
Contact Officer:	Shirley McCay - Head of Economic Initiatives ext 3459

Relevant Background InformationThe Friends of St George's Market Association

Council Members and Market Officers meet on a regular basis with the National Market Traders' Federation representatives. The meetings assist in strengthening relationships between the various groups. During one of these meetings the issue of how relationships could be further strengthened was raised. One issue discussed was the possibility of securing funding from the Heritage Lottery Fund to assist in the promotion of St George's Market. This funding would be used to actively promote the historical, cultural and social heritage of St George's Market and to make the benefits of this promotion available to local people and visitors. It was discussed and agreed that senior members of the NMTF would take the lead on this and drive it forward and Council officers would assist where required.

Further to this, the group changed its title to The Friends of St George's Market Association, established a constitution (Appendix 1) and agreed to use the expertise of local historian Brian Kennedy, retired Ulster Museum curator, in completing its application for funding.

The Friends of St George's Market Association, has received confirmation that they have been successful in being awarded just over £37,500 in HLF funding.

Key IssuesThe Friends of St George's Market Association

The Friends of St George's Market Association comprises previous St George's National Market Traders Federation representatives & members. It also involves some local experts who are also valued customers. The group's aims are the promotion and social standing of St George's Market as a premier market place and the retention of the Market's historical values. Regular meetings and discussions take place with Council Members and Market Officers.

The funding of £37,500 will allow the Association to run a variety of events/exhibitions during the months of November 2009 to May 2010. The group is also planning to celebrate the 10 years since the refurbishment of St George's Market, to showcase how much the Market has evolved since then and to further raise the Market's profile.

The programme of events would include visitor tours of the St George's building, information sessions, a variety of demonstrations and relating the history of St George's Market and its traders. The group also wants to promote St George's journey from a local market to a vibrant and social meeting place and an arena for local music artists. An example of which is Cara Robinson, who, since starting off in St George's Saturday Market, has gone on to support Rhianna. The Association also hope to shoot a short film about St George's Market, to be played during the weekly markets.

Further regular meetings and full discussions will take place between Council Officers and the Friends of St George's Market Association with the aim of producing a full programme of events and associated advertising and promotion.

Resource Implications

Heritage Lottery funding of £37,500 to cover associated costs.

Recommendations

It is recommended that Committee note the above report.

Decision Tracking

N/A

Key to Abbreviations

N.M.T.F. – National Market Traders' Federation
B.C.C. – Belfast City Council
H.L.F. – Heritage Lottery Fund

Documents Attached

Appendix A – Copy of The Friends of St George's Market Association constitution

APPENDIX A

The Constitution

1. Name

The name of the group shall be-: The Friends of St Georges Market.
(Hereinafter called the Association)

2. Aims and Objectives

The Association is established to actively promote the historical, cultural and social heritage of St Georges's Market and make the benefits of this promotion available to both local people and visitors in a user-friendly and attractive manner, without distinction of age, race, gender, political, religious or other opinion.

2.1 In furtherance of the above objects, but not further or otherwise, the Association may:

- Work in partnership with Belfast City Council representatives and officials, local businesses and other relevant organizations, agencies and individuals to promote St. George's Market;
- Provide, maintain and equip or assist in the provision, maintenance and equipment of premises and facilities designed to carry out the objects of the association;
- Promote and carry out, or assist in promoting and carrying out research, surveys and investigations and publish the useful results thereof;
- Organise or assist in organising meetings, lectures, classes, exhibitions and events and publish or assist in publishing reports, periodicals, recordings, books or other documents, information or promotional materials.
- Obtain, collect and receive money by way of grants, donations, bequests, legacies or other lawful method, provided that the association may not engage in any permanent trading;
- Purchase, take on lease or exchange, hire or otherwise acquire any real or personal property and any rights and privilege necessary for the attainment of the above objects; and construct, maintain and alter any buildings or edifices so necessary as aforesaid;
- Make any regulations for any property which any be so acquired;
- Subject to any consents as may be required by law, sell, let, mortgage, dispose of or turn to account all or any of the property or assets of the association with a view to the furtherance of its objects;
- Raise money on deposit or loan and borrow or raise money in such a manner as the association shall think fit subject to the consents as may be required by law;

- Invest the monies of the association not immediately required for the furtherance of the said objects in or upon such investments, securities or property as may be thought fit, subject nevertheless to such conditions (if any) as may for the time being be imposed or required by law;
- Recruit and train volunteers with relevant skills to carry out the objects of the association;
- Employ and pay any person or persons to supervise, organise or carry on the work of the association and make all reasonable and necessary provision for the payment of remuneration to employees;
- Promote and organise co-operation in the achievement of the above objects and to that end to work in association with local authorities, state agencies, and voluntary organisations and any other group or individual engaged in the furtherance of the above objects in the area of benefit;
- Do all such lawful things as may be necessary; for the attainment of the above objects or any of them.

3 MEMBERSHIP

3.1 The Association shall be non-political and non-sectarian in character and shall consist of:-

- Women and men aged eighteen years or over who subscribe to the objects of the Association and whose applications for membership are accepted by the Management Committee ('the Committee'); such members shall be called Individual Members and shall be entitled to vote at meetings of the Association;
- Honorary membership may be conferred by members at the Annual General Meeting but honorary members will not hold voting rights.

4 MANAGEMENT COMMITTEE

- 4.1 Except as provided otherwise in this constitution the policy and general management of the affairs of the Association shall be directed by the Committee which shall meet not less than 3 times a year and shall consist of not less than 5 members of the association elected at an Annual General Meeting provided that committee members shall be eighteen or over.
- 4.2 The committee elected at the Annual General Meeting shall have the power to co-opt further members, who shall be Individual Members and shall serve until the next following AGM provided that the number of co-opted members does not exceed one third of the total membership of the committee. Co-opted members shall have the right to vote.
- 4.3 The Chairperson, Honorary Secretary and Honorary Treasurer, who shall be the Honorary Officers of the Association shall be full Individual Members of the Association and shall be elected annually by and from the Members of the Committee at their first meeting following the Annual General Meeting. The office of Chairperson shall not be held by any one person for more than three consecutive years.

5 FUNCTIONS OF THE COMMITTEE

- 5.1 The Committee make such regulations as they consider appropriate for the efficient conduct of their and the association's business.
- 5.2 The Committee may appoint, on such terms as to duties and remuneration as they may determine, all such staff as they consider necessary.
- 5.3 The Committee may appoint such sub-committees, advisory groups of working groups of their own members and other persons as they may from time to time decide as necessary for the carrying out of their work, and may determine their terms of reference, duration and composition. All such sub-committees shall make regular reports of their work to the committee.
- 5.4 The Chairperson and Secretary or at least two committee members shall be ex-officio members of sub-committees.

6 CHAIRING OF MEETINGS

All meetings of the Association or of the Committee or of any of any of its sub-committees shall be presided over by its Chairperson failing whom its Vice-Chairperson if one has been appointed. Failing the Chairperson or Vice-Chairperson, those present may elect one of their number to take the Chair. The Chairperson of any meeting shall have a second or casting vote.

7 FINANCE

- 7.1 All monies raised by or on behalf of the association shall be applied to further the charitable objects of the Association for no other purpose provide that nothing herein contained shall prevent the payment of legitimate out-of-pocket expenses to members of the association engaged upon the approved business of the association.
- 7.2 The financial year shall run from 1 April to 31 March
- 7.3 A statement of accounts for the last financial year shall be submitted by the Committee to the Annual General Meeting
- 7.4 A bank account shall be opened in the name of the Friends of St George's Market with Ulster Bank or with such other bank as the Committee shall from from time to time decide. The Committee shall authorise in writing the Honorary Treasurer and two members of the Committee to sign cheques on behalf of the Association. All cheques must be signed by not less than two of the three authorised signatories

8 TRUST PROPERTY

The title to all or any real and/or personal property which may be required by or for the purpose of the Association shall be vested in Trustees who shall hold such property in trust for the Association. The Trustees shall be 6 in number, and shall, subject to the approval and consent of the Association as determined by a General Meeting, have power to fill the vacancies in their number.

9 Annual General Meetings

An Annual General Meeting of the Association shall be held at such time (not being more than fifteen months after the holding of the preceding Annual General Meeting) and place as the Association shall determine. At such Annual General Meetings the business shall include the election of members to serve on the Committee, The consideration of an Annual Report of the work done by or under the auspices of the Committee and of the accounts, and the transaction of such matters as may from time to time be necessary.

10 SPECIAL GENERAL MEETINGS

The Committee may at any time at its discretion and shall upon a requisition signed by not less than 25% of the members having the power to vote and giving reasons for the request, call a special General Meeting of the Association for the purpose of altering the constitution in accordance with Clause 12 hereof or of considering any manner which may be referred to them by the Committee or for any other purpose.

11 VOTING

Subject to the provision of Clause 12 hereof all questions arising at any meeting shall be decided by a simple majority of those present and entitled to vote thereat. In case of an equality of votes the Chairperson shall have a second casting vote.

12 MINUTES

12.1 Notes of meetings shall be kept by the Committee and all other sub-committees.

13 QUORUM

- 13.1 The quorum at General Meetings of the Association shall be 12 and at meetings of the committee shall be 4 or such number as the committee may from time to time determine.

14 ALTERATIONS TO THE CONSTITUTION

- 14.1 Any alteration of the Constitution shall receive the assent of not less than two-thirds of the members of the Association present and voting at a meeting specially called for the purpose PROVIDED THAT notice of any such alteration shall have been received by the Honorary Secretary in writing not less than 21 clear days before the meeting at which the alteration is to be brought forward. At least 14 clear days notice in writing shall be sent by the Honorary Secretary to each member of the Association PROVIDED FURTHER THAT no alteration shall be made which would cause the Association to cease to be a charity at law.

15 DISSOLUTION

- 15.1 If the Committee by a simple majority decided at any time that on the grounds of expenses or otherwise it is necessary or advisable to dissolve the group they shall call a meeting of all the members of the Association who have power to vote of which meeting not less than 21 days notice (stating the terms of the Resolution to be proposed thereat) shall be given. If such decisions shall be confirmed by a simple majority of those present and voting at such meeting the Committee shall have power to dispose of any assets held by or in the name of the Association. Any assets remaining after the satisfaction of any proper debts and liabilities shall be given or transferred to such other charitable institution or institutions having objects similar to the objects of the Association as the Committee, may with such consents as may be necessary, determine.

16 INDEMNITY

- 16.1 The Association shall indemnify and keep indemnified every officer, member, volunteer and employee of the Association from and against all claims, demands, actions and proceedings (and all costs and expenses in connection therewith or therefrom) made or brought against the Association in connection with its activities, the actions of its officers, members, volunteers or employees, or in connection with its property and equipment. The Treasurer shall effect a policy of insurance in respect of this indemnity.

This constitution was adopted as the Constitution of The Friends of Stt George's Market at a Public Meeting held in St George's Market on Saturday 4th April 2009.

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**Belfast City Council**

Report to:	Development Committee
Subject:	Belfast Tourism Monitor 2008
Date:	13 May 2009
Reporting Officer:	Marie-Thérèse McGivern, Director of Development, ext 3470
Contact Officers:	Shirley McCay, Head of Economic Initiatives, ext 3459

Relevant Background Information

Members will be aware that the Belfast Tourism Monitor is an integrated monitoring and evaluation project carried out by Millward Brown Ulster, aimed at measuring the volume and value of tourism in Belfast on an annual basis. The importance of the data collated through the Tourism Monitor cannot be underestimated in terms of highlighting the economic impact and importance of tourism to the City's economy.

Key Issues

Millward Brown Ulster has informed the Tourism Development Unit that a final report in relation to the statistical data of the 2008 Tourism Monitor will be completed at the end of April 2009. A summary of the findings of the Belfast Tourism Monitor will be produced in a Facts and Figures booklet similar to previous years, for distribution to the tourism industry, arts and cultural sector, government agencies and further education establishments, together with an online downloadable format.

Resource Implications

Belfast Tourism Monitor 2008 Tourism Facts and Figures booklet - £4k provided from within existing budgets.

Recommendations

1. It is recommended that a presentation on the 2008 findings of the Belfast Tourism Monitor be delivered to the Development Committee.
2. Approval is granted for the production of the Tourism Facts and Figures booklet and downloadable pdf at a cost of no more than £4k.

Decision Tracking

1. Following ratification Millward Brown will be asked to make a presentation to Development Committee.
Timeframe: June 2009 Reporting Officer: Shirley McCay
2. Following ratification and presentation to Development Committee the statistics will be presented in a booklet and downloadable pdf.
Timeframe: August 2009 Reporting Officer: Shirley McCay

**Belfast City Council**

Report to:	Development Committee
Subject:	Support for Sport – Event Funding
Date:	13 May 2009
Reporting Officer:	Marie-Thérèse McGivern, Director of Development, ext 3470
Contact Officer:	Tim Husbands, Head of City Events and Venues, ext 1400

Relevant Background Information

The Support for Sport Scheme has funded clubs and organisations for the past six years. The scheme has four main elements, Development Grants, Large Development Grants and Hospitality funding (all of which are allocated by the Sports Development Unit through the Parks and Leisure Committee) and Events Funding which is allocated by the Events Unit through the Development Committee.

The Support for Sport Scheme (Events Funding) totals £85,000 and is allocated in three tranches to events being organised in Belfast.

Key IssuesSupport for Sport Scheme

A number of Events Funding applications have now been received. These applications refer to events taking place during the period July 2009–March 2010. The applications have been assessed by officers using the assessment criteria agreed by the Development Committee in March 2008 (see Appendix 2). A list of the applications together with summary information and officer recommendations for funding is attached as Appendix 1.

Resource Implications

Financial

The total Support for Sport Scheme (Events Funding) for 2009/2010 is £85,000 and is allocated in three tranches.

In January 2009 the Development Committee agreed funding of £43,350 for events in 2009/2010 (first tranche). This left a balance of £41,650 available for the year.

The officer recommendations for Events Funding for events in 2009/2010 (second tranche) totals £19,880.

Recommendations

Members are asked to agree the officer recommendations for Events Funding and approve the payments totalling £19,880 as detailed.

Decision Tracking

The Sports Events Unit will monitor the Support for Sport Scheme (Events Funding).

Time Frame: March 2010

Reporting Officer: Tim Husbands

Documents Attached

Appendix 1 – Table of Events Funding applications with officer recommendations

Appendix 2 – Agreed Assessment Criteria

May-09								Appendix 1
ORGANISER / EVENT	REF.	EVENT DATE	SUMMARY	TOTAL COST	AMOUNT REQUESTED	RECOMMENDATION	REASON	
National Balmoral Show jumping Championships		Jul-09	The National Balmoral has been an annual event for the last 23 years and is now Ireland's only 5 day National Championship event. Participants will come from all over Ireland to compete in classes ranging from novice pony and horse to Grand Prix pony and horse incorporating riders from junior amateur and professional levels.	£69,810	£10,000	Offer support in terms of underwriting the event to the sum of £8,000 (80% of amount requested)	Score 69.	
U18 North Belfast News Cup		8 - 9/8/09	U18 Soccer Competition in it's third year There will be 16 teams competing including Linfield FC, Glentoran FC, Cliftonville FC, Cookstown Youth, Crusaders FC, Perth FC (Scotland), Derry City, Shelbourne FC and Dundalk FC. Matches to be played at Mallusk PF and Seaview.	£9,070.00	£8,820.00	Offer support of £2,490 (60% of £4150 - eligible amount)	Score 47	
Christopher Shaw Cup		22 - 23/8/09	A soccer tournament in it's sixth year with participant's ages ranging from 12 to 18 years. 32 teams (including 4 female teams) will take part in matches at Boucher PF and Queens PF.	£5,595.00	£4,650.00	Offer support of £390 (60% of £650 - eligible amount)	Score 47.5	
EFAF Senior Flag 2009 (European Championships)		11 - 13/9/09	Flag Football is a non contact version of American Football. This will be the third event of it's type (5v5) with the previous 2 being held in Helsinki (Finland) and Sesola (Italy). It will welcome male and female teams from GB, Ireland, Sweden, Denmark, France, Finland, Italy, Holland, Austria and Spain. Matches being played at Shawsbridge Sports Complex.	£45,650.00	£10,000.00	Offer support in terms of underwriting the event to the sum of £9,000 (90% of amount requested)	Score 70	

			May-09					Appendix 1
ORGANISER / EVENT	REF.	EVENT DATE	SUMMARY	TOTAL COST	AMOUNT REQUESTED	RECOMMENDATION	REASON	
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APPENDIX 2

Amount requested

Media Coverage (Weighting 25%)	Score	Description
Live international TV coverage	100	Inc live broadcasting on Sky Sports, Eurosport, international Television channels.
International TV highlights	80	Highlights on the above channels.
Dedicated TV Coverage	70	Half an hour/1 Hour special on local TV
Local TV dedicated show	60	Short Clip on BBC/UTV news. Season Ticket/UTV Life
National Press	50	National Newspaper Coverage
Local Radio	40	BBC Ulster, Cool Fm, Citybeat
Local Press	30	Local News papers and magazines

Value

Joint Marketing (Weighting 20%)	Score	Description
Level 7	100	Title Sponsor (Belfast in title) and BCC recognised + LEVEL 6
Level 6	80	Logos on clothing (volunteers/athletes+event material e.g.Race Nos) + LEVEL 5
Level 5	60	Use of players prior, during and post event + LEVEL 4
Level 4	50	Prominent Branding at Venue beyond other sponsors + LEVEL 3
Level 3	40	Branding at venue equal to other sponsors, free advert + LEVEL 2
Level 2	30	Logos on Letterheads, Programmes, Posters + LEVEL 1
Level 1	20	Basic PR - Photoshoot stating BCC support

Value

Number of Spectators (Weighting 15%)	Score	Description
10,000+	100	This is the total number of Spectators over the duration of the event!
7500+	90	
5,000+	80	
2500+	70	
1,000+	60	
750+	50	
500+	40	
250+	30	
100+	20	

Value

Economic Benefits (Weighting 10%)	Score	Description
£500,000.00	100	This is only calculated on the event spend
£200,000.00	80	(suppliers, services, equipment, venue etc) in Belfast
£100,000.00	60	
£50,000.00	50	
£25,000.00	40	
£10,000.00	30	
£5,000.00	20	

Value

Total Bednights (Weighting 10%)	Score	Description
2,000	100	The Number of Spectators and Participants who are staying in a Belfast Hotels.
1,000	80	
500	60	
250	40	
100	20	

Value

Event Development (20% includes below)	Score	Description
Event History (5%)	Score	Description
1st Year of Event	100	
2nd Year of Event	80	
3rd Year Of Event	60	
4th Year of Event	40	
Event 5 years or over	20	
Event Sustainability (5%)	Score	Description
41%-50% of event budget from private sector	100	
31%-40% of event budget from private sector	80	
21%-30% of event budget from private sector	60	
11%-20% of event budget from private sector	40	
5%-10% of event budget from private sector	20	
Sports Development (10%)	Score	Description
The sport is one which has a club structure	20	Must be within City Of Belfast
Event organised by a Sports National Gov Body	20	As recognised by Sport NI/BCC or club affiliated to a National Governing Body
The NGB/Club has an active development plan	20	Benefits of event for identified within the plan (a copy of the plan should be provided
There is an opportunity for the young people	10	From Belfast to participate in development activities as part of the event
The sport has a clear competition pathway	10	Opportunities to compete at local, provincial, national and international levels
The event will leave a legacy	10	Providing opportunities for the citizens of Belfast to participate in the sport in the future
Inclusive pricing structure	10	To encourage people to attend
Sports Development Score		Out of 100
Development Value		

Overall Score

(80-100 = 100%, 70-79 = 90%, 60- 69 = 80%, 50- 59 = 70%, 40-49 = 60%,
no grants awarded for events scoring less than 40)

% of requested amount available

Recommended amount of support



Belfast City Council

Report to:	Development Committee
Subject:	Local Government Partnership on Traveller Issues
Date:	13 May 2009
Reporting Officer:	Marie-Thérèse McGivern Director of Development ext. 3470
Contact Officer:	Cate Taggart, Community Development Manager, ext. 3525 Frank O'Hagan, Traveller Liaison Officer, Tel: 9060 0245

Relevant Background Information

The Local Government Partnership on Traveller Issues (LGP) has a membership of 18 Local Councils in Northern Ireland. Since its formation in January 2000, LGP has dealt robustly with a wide range of issues and conveyed, on a collegiate basis, the views and opinions of member Councils to Government Ministers and/or appropriate sponsoring Departments and Public Bodies. On every issue the response has been arrived at on a unanimous and non-political basis. The deliberations within LGP are invariably non-political, non-sectarian and have cross-community support. The Partnership is a regular consultee on all proposals regarding public administration and has responded on every relevant proposal circulated as part of that process.

Belfast was the lead Council in establishing the LGP following the standing down of the Minister's Advisory Committee on Travellers (ACT) in 1999 and has recently established a strategic partnership arrangement with the Northern Ireland Local Government Association (NILGA) which established the LGP as the recognised voice of Local Government on Traveller issues within Northern Ireland.

One principle has been followed consistently by the Partnership and it is that all accommodation needs, regardless of client group, must remain with the central and strategic housing provider, namely the Northern Ireland Housing Executive (NIHE) the one organisation most capable of assessing, providing and managing accommodation needs for any particular group in our society. This position has been strongly lobbied in opposition to the Review of Public Administration (RPA) proposal to transfer responsibility for Travellers' transit sites to Local Government. Alderman Arnold Hatch, Chair of Policy Development Panel C, which has been set up to deal with the structural reform work strands of the Local Government RPA, has just confirmed its acceptance of the LGP position.

The Panel agrees that the proposed transfer would be discriminatory against the Traveller community and is fundamentally against the ethos of equality legislation. It is therefore recommending the function should remain under the remit of the Department of Social Development (DSD) and will confirm this view with the Minister of Environment, Sammy Wilson.

BCC as a partner Council is entitled to nominate two Members onto the LGP and they will be supported by Council Officers. BCC is widely regarded as the lead council within this field and previous elected BCC representation on the LGP was appointed by the Community and Leisure Sub-Committee. As a result of the internal structural changes within BCC, it may now be appropriate to review the current representation with a view to considering nomination from the Development Committee.

Key Issues

- LGP is an expanding group with a heightened responsibility since establishing the recent strategic partnership arrangements with NILGA.
- BCC is considered the lead Council in NI on Traveller issues and the Traveller Liaison Officer works closely with all partner Councils.
- LGP have been successful in representing Councils' core interests on a number of contentious issues and has had a high degree of success
- With the onset of RPA, the ongoing work of LGP is key to ensuring that Traveller issues are kept to the fore with the best interest of the councils in mind
- It is important that BCC is represented on LGP by two Elected Members of BCC from the Development Committee.
- The Council's Traveller Liaison Officer would encourage and welcome the support of Elected Members of the Development Committee.

Resource Implications

There are no additional resource implications.

Recommendations

Committee are asked to note the contents of this report and consider the nomination of two Members of the Development Committee to take up membership of LGP.

Decision Tracking

N/A

Documents Attached

Appendix 1 – LGP Terms of Reference
Appendix 2 – List of Members

APPENDIX 1

LOCAL GOVERNMENT PARTNERSHIP ON TRAVELLER ISSUES

CONSTITUTION

1) Name:

The name of the organisation shall be:

“Local Government Partnership on Traveller Issues”.

2) Aims and Objectives

The aims and objectives of the organisation are:

- a) to represent to the Minister and to the Assembly, all relevant Government and non Government organisations (including the Northern Ireland Housing Executive and Housing Associations), and the Equality Commission, the collegiate view of local authorities on issues relating to Travellers.
- b) to provide mutual support and advice to participating Local Authorities in resolving issues relating to Travellers.
- c) to assist participating Local Authorities in the promotion of good relations between Travellers and the settled community and, in this regard, to encourage the participation of local communities and all interested parties in this activity.
- d) to encourage the free exchange of all information between Local Authorities on issues which will assist in the resolution of local problems and improve the circumstances of Travellers.
- e) to encourage, and if possible facilitate, the training of appropriate staff in those skills required to ensure proper delivery of all services, the fostering of good community relationships and equality of opportunity for all Travellers.
- f) to encourage, where possible, participating Local Authorities in the development of self-help employment and training schemes for Travellers.

- g) to monitor the progress of the implementation of the new policy on Traveller accommodation, to draw to the attention of the Minister and Assembly any shortcomings therein as may be perceived by Local Government and to recommend any changes or amendments considered appropriate to remedy such shortcomings.
- h) To report to all participating Local Authorities on a regular basis the nature and progress of all work, deliberations and representations made on behalf of Local Government in the furtherance of the aims and objectives of the Partnership.

3) Membership

- a) each participating Local Authority may appoint two elected representatives plus professional Officers.
- b) the Partnership may co-opt to membership such persons as may be in a position to bring expertise and / or experience to enhance the work and deliberations of the Partnership.

4) Meetings

The Partnership shall meet bi-monthly or at such other intervals as the nature of any issues may require.

5) Quorum

A quorum for a meeting shall be a minimum of 3 elected Councillors.

6) Voting

Voting at meetings shall be restricted to elected Councillors only and the procedure shall be by a show of hands unless a ballot is demanded by a majority of those members present and entitled to vote. Proxy voting shall not be allowed.

7) Election of Office-Bearers

The Partnership shall meet formally at its inception to elect any necessary Office-bearers and thereafter each year between June and September to elect or re-elect such Office-bearers.

The Office-bearers shall be:

Chairman

Vice Chairman

Secretary

Treasurer.

8) Finance

The participating Local Authorities shall contribute a sum of money to be determined by the Partnership on an annual basis sufficient to allow the partnership to fulfil its aims and objectives.

9) Dissolution

The Partnership may, by notice of motion circulated to each member seven days prior to a meeting called for that purpose, resolve to wind up its affairs and activities. In such event, all assets remaining shall be distributed by agreement between the participating Local Authorities.

Appendix 2

Local Government Partnership on Traveller Issues

Member Councils as at September 2006.

Antrim Borough Council
Armagh City & District Council
Ards Borough Council
Belfast City Council
Carrickfergus Borough Council
Coleraine Borough Council
Craigavon Borough Council
Derry City Council
Down District Council
Dungannon & South Tyrone District Council
Fermanagh District Council
Larne Borough Council
Lisburn City Council
Magherafelt District Council
Newtownabbey Borough Council
Newry & Mourne District Council
Omagh District Council
Strabane District Council

Non-member Councils¹

Ballymena Borough Council
Ballymoney Borough Council
Banbridge District Council
Castlereagh Borough Council
Cookstown District Council
Limavady Borough Council
Moyle District Council
North Down Borough Council

¹ These Council indicated claimed they had experienced no Traveller related problems at the time of formation



Belfast City Council

Report to:	Development Committee
Subject:	Pride of Place Competition 2009
Date:	13 May 2009
Reporting Officer:	Marie-Thérèse McGivern, Director of Development ext. 3470
Contact Officer:	Cate Taggart, Community Development Manager, ext 3525 John Nelson Community Services Area Manager ext 3541

Relevant Background Information

The Pride of Place competition has been supported by Belfast City Council for a number of years. Officers in Health and Environmental Services have taken the organisational lead, with support from Community Services staff in the selection and preparation of entrant groups. Given the focus of the competition, and the cessation of the Brighter Belfast funding stream, it is now proposed to transfer the overall responsibility for both organising and selecting the groups for the competition to Community Services.

Established in 2003 and hosted by Co-operation Ireland, Pride of Place is an all-Ireland competition which aims to recognise and celebrate the vital contributions that community groups make to society. The competition focus is on people coming together to shape, change and enjoy all that is good about their area. It gives community groups the opportunity to showcase specific pride initiatives, whether social, environmental or heritage-related, which will have long lasting and positive impacts on their society.

Key Issues

Each year, several categories are defined and entries invited and all entrants must be nominated by their local authority. In previous years entrants nominated and sponsored by Belfast City Council have enjoyed considerable success. Winners are announced at a high-profile awards ceremony, hosted by a previous winning council each autumn. The 2009 awards ceremony will be held in Newcastle, County Down on the 21-22 November.

The 2009 Pride of Place Cities Competition allows a maximum of 5 entries per Council, subject to defined categories and rules. Community Services Section have identified four suitable groups:

North Belfast Whispers, Wandsworth Community Association and Star Neighbourhood in the Geographical category and Failte Feirste Tuiar in the Enterprise category.

Resource Implications

Financial

The cost per entrant is £500, with a maximum of five entrants per Council (one per category) and four suitable entrants have been identified for Belfast. Should the Members agree to enter the 2009 competition, it is proposed that the Council pay the entry fees and travel and accommodation expenses relating to the attendance of the Chairman, the Deputy Chairman, the Director of Development (or their nominees) together with a maximum of three persons per external project (depending on the number of tickets allocated by Co-operation Ireland), at the awards ceremony. The total cost is estimated at £5,000 including subsistence, travel and accommodation for one night, this would be funded from existing budgets.

Recommendations

The Committee is requested to:

1. Approve the transfer of responsibility for the Pride of Palace competition from Health and Environmental Services to Community Services.
2. Approve the entry of the following groups in the Pride of Place Cities competition 2009:
 - a. North Belfast Whispers
 - b. Wandsworth Community Association
 - c. Star Neighbourhood
 - d. Failte Feirste Tuiar
3. Approve the attendance of the Chairman, the Deputy Chairman and the Director of Development (or their nominees) together with a maximum of three persons per external project (with a maximum of twelve in total) at the Pride of Place 2009 awards ceremony and approve the payment of the entrants' fees, travelling, attendance and subsistence allowances in connection therewith.

Decision Tracking

N/A

Documents Attached

Appendix 1: Pride of Place Cities Competition 2009 - Categories and Proposed Entrants.

Pride of Place Cities Competition Categories and Proposed Entrants 2009

1. Categories

- a. Self-Contained Geographic Communities (within cities). These will effectively be distinct, tangible communities within the city. The population categories for these communities are as follows:

1. Under 500
2. 500 - 1000
3. Over 1000

The communities will be asked to demonstrate social responsibility under the following headings:

- How do we care for our vulnerable people (e.g. older people, young people, the disabled and migrant workers)?
- How do we retain our culture and still be welcoming to new people?
- How do we protect our environment?
- How do we respect the built fabric of the community?
- How do we make links between the business community and your community?

b. Theme

4. Enterprise in the Community
5. Natural & the Built Environment Initiative – Community Driven

For the themed categories, groups will be asked to demonstrate excellence in delivery of a local community service.

2. Proposed Entrants

- a. North Belfast Whispers – Geographic Community, Under 500 people
- b. Wandsworth Community Association – Geographic Community, 500-1000 people.
- c. Star Neighbourhood – Geographic Community, Over 1,000 people.
- d. Failte Feirste Tuiar – Enterprise in the Community

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