

Public Document Pack

**Democratic Services Section
Legal and Civic Services Department
Belfast City Council
City Hall
Belfast
BT1 5GS**



**Belfast
City Council**

HYBRID MEETING OF THE CITY GROWTH AND REGENERATION COMMITTEE – COMBINED PACK

Dear Alderman/Councillor,

The above-named Committee will be a hybrid meeting (both remote and in person) in the Lavery Room - City Hall on Wednesday, 8th February, 2023 at 5.15 pm, for the transaction of the business noted below.

You are requested to attend.

Yours faithfully,

John Walsh

Chief Executive

AGENDA:

1. Routine Matters

- (a) Apologies
- (b) Minutes
- (c) Declarations of Interest

2. Matters Referred Back from Council

- (a) Notice of Motion - Support the network of WW2-era Pillboxes (Pages 1 - 2)

3. Restricted Items

- (a) Zoo Performance Update - Quarter 3 (Pages 3 - 8)
- (b) Business Cluster and Community Grant Programme (Pages 9 - 12)

4. **Request to Present**

- (a) Visit Belfast Business Plan (Pages 13 - 14)

5. **Regenerating Places & Improving Infrastructure**

- (a) Update on the Connectivity, Active and Sustainable Travel Strategic Priority (Pages 15 - 20)
- (b) Department for Infrastructure - York Street Interchange Review Presentation (Pages 21 - 76)

6. **Positioning Belfast to Compete**

- (a) Belfast Bikes Performance Update - Quarter 3 (Pages 77 - 86)
- (b) St. Patrick's Day 2023 Update (Pages 87 - 92)
- (c) Belfast Zoo – Supported Charities amendment (Pages 93 - 98)



Subject:	Notice of Motion – Support the network of WW2-era Pillboxes
Date:	8th February, 2023
Reporting Officer:	Eilish McGoldrick, Democratic Services Officer
Contact Officer:	Eilish McGoldrick, Democratic Services Officer

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of main Issues
1.1	To consider a motion in relation to Support the network of WW2-era Pillboxes, which was referred to the Committee by the Standards and Business Committee at its meeting on 24th January.
2.0	Recommendations
2.1	The Members of the Committee are asked to consider the motion and, if the proposal is agreed, to agree that a report on how this would be facilitated, resourced and managed will be brought back.

3.0	Main report
3.1	<p><u>Key Issues</u></p> <p>At the meeting of the Standards and Business Committee held on 24th January, the following motion, which was proposed by Alderman Dorrian and seconded by Councillor Spratt, was referred to the Committee for consideration:</p>
3.2	<p>“That this Council supports the development of culture and tourism and in doing so will supporting the concept of regenerating the network of WW2-era pillboxes and other structures across Belfast and beyond, and engages with other local councils and relevant government departments to develop an Action Plan to promote their regeneration, in partnership with the local communities where they are sited.”</p>
3.3	<p>Members are reminded that in accordance with Standing Order 13(l) where the notice of motion seeks to commit the Council to expenditure not previously agreed through the Committee process, the notice of motion has been referred to this Committee for consideration. This will usually require a further report from officers outlining the financial and other implications should the notice of motion be adopted.</p>
3.4	<p><u>Financial and Resource Implications</u></p> <p>None.</p>
3.5	<p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p> <p>This Notice of Motion, if agreed, may have potential equality, good relations and rural needs implications and should be subject to our normal screening process as appropriate.</p>
4.0	Appendices – Documents Attached
	<p>None.</p>

By virtue of paragraph(s) 3 of Part 1 of Schedule 6
of the Local Government Act (Northern Ireland) 2014.

Document is Restricted

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By virtue of paragraph(s) 3 of Part 1 of Schedule 6
of the Local Government Act (Northern Ireland) 2014.

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Subject:	Request for Visit Belfast to present to Committee
Date:	8 February 2023
Reporting Officer:	John Greer, Director of Economic Development
Contact Officer:	Kerry McMullan, Tourism and Events Development Manager

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in
Is the decision eligible for Call-in? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report
1.1	The purpose of this report is to seek approval for Visit Belfast to present their annual business plan to Committee in March 2023.
2.0	Recommendations

2.1	<p>The Committee is asked to:</p> <ul style="list-style-type: none"> - note the contents of the report and the progress to date - agree to receive a presentation on Visit Belfast's 2023-24 Business Plan at the Committee meeting in March 2023, including a request for Council support towards the work programme for the coming financial year.
3.0	Main report
3.1	Members will be aware that Visit Belfast is the city's Destination Marketing Management Organisation (DMMO) dedicated to marketing Belfast as a city break, conference, day-trip and cruise ship destination. It also, in its visitor servicing role, manages the operation of three gateway Visitor Information Centres (VICs) including Visit Belfast Welcome Centre, the Arrivals Desk at George Best Belfast City Airport and the Arrivals Desk at Belfast International Airport and a range of visitor servicing initiatives on behalf of Belfast City Council.
3.2	Visit Belfast represents over 500 tourism businesses and services across the tourism industry and its core purpose is to attract, welcome and service visitors for Belfast and Northern Ireland in order to generate an economic benefit for the city, creating jobs and wealth. The role of Visit Belfast is to drive visitor numbers and increase visitor spend. As a public private partnership, it provides a singular delivery mechanism for co-ordinating marketing investment and market engagement for the city. The organisation has a portfolio of marketing, sales and visitor servicing activity across both leisure and business tourism.
3.3	Belfast City Council is the principal funder to Visit Belfast and as such receives an annual presentation of their business plan as part of the process to approve annual funding.
3.4	<p><u>Financial & Resource Implications</u></p> <p>There are no financial implications attached to this report.</p>
3.5	<p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p> <p>There are no Equality or Good Relation Implications attached to this report.</p>
4.0	Appendices – Documents Attached
	None



Subject:	Update on Connectivity, Active and Sustainable Travel
Date:	8 February 2023
Reporting Officer:	Cathy Reynolds, Director of City Regeneration and Development
Contact Officers:	Callie Persic, Development Manager Chris McNaney, Regeneration Project Officer

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of main Issues
1.1	<p>The purpose of this report is to:</p> <ul style="list-style-type: none"> Outline to Committee the ongoing work across Council and with stakeholders in respect of the Committee's strategic priority of Access, Connectivity, Active and Sustainable Travel as set out in the CGR Committee Plan, and alignment into the Corporate Plan and refresh of the Belfast Agenda including the new Connectivity, Active & Sustainable Travel subgroup. Seek approval from the Committee to convene an All Party Round Table regarding Connectivity, Active and Sustainable travel that will provide an opportunity for Members to have a focused and informed discussion around this Strategic Priority.

	<ul style="list-style-type: none"> To advise Members of the request from Sustrans to present to a future meeting of the City Growth and Regeneration Committee in relation to their experience of designing and implementing Low Traffic Neighbourhoods.
2.0	Recommendations
2.1	<p>Members are asked to:</p> <ol style="list-style-type: none"> I. Note the content of this report and the emerging work from the Community Planning: Connectivity, Active and Sustainable Travel subgroup. II. Agree to convene an All Party Round Table regarding Connectivity, Active and Sustainable travel in the city. III. Agree to receive a presentation from Sustrans at a future meeting of the Committee in relation to their experience of designing and implementing Low Traffic Neighbourhoods.
3.0	Main report
	<u>Background</u>
3.1	Members will be aware that Active and Sustainable Travel is a strategic priority of this Committee as set out in the Committee Plan under 'Access, Connectivity, Active and Sustainable Travel', which aligns into the Strategic Priority of 'City Connectivity' as set out in the Corporate Plan. Of relevance to highlight is the further synergy to the ongoing refresh of the Belfast Agenda and the priority theme of Connectivity, Active and Sustainable Travel under the area of City Development.
3.2	Members may also be aware that there are a number of existing Notices of Motion relating to Connectivity, Active and Sustainable Travel currently open across Council, with regular quarterly reporting to the relevant Committee. Sustrans have noted the recent Notice of Motion on Low Traffic Neighbourhoods and have requested to present to the Committee on their experience of designing and implementing these initiatives.
3.3	Connectivity, Active and Sustainable Travel cuts across a number of different stakeholders, including Council, DfI and other Government departments, Sustrans, Translink, communities, businesses and anchor institutions. This includes the work being taken forward by the Community Planning structures via the Connectivity, Active & Sustainable Travel subgroup as part of the Belfast Agenda refresh and via the Climate & Resilience Board; Council led Physical Programme projects; A Bolder Vision and the strategic and large-scale infrastructure projects

<p>3.4</p> <p>3.5</p> <p>3.6</p>	<p>being led by public and private sector city partners, including Translink, Belfast Rapid Transit, DfI etc.</p> <p>Connectivity, Active and Sustainable Travel are critical cross cutting levers and span across a number of areas including:</p> <ul style="list-style-type: none"> • Policy , including LDP/BMTP etc • Strategy, including Bolder Vision • Physical Delivery • Modal Shift/Behaviour Changing eg Cycle to Work/School etc • Climate related. <p>There is a need to amplify the intricacies of the ongoing work across Council and with stakeholders around Connectivity, Active and Sustainable Travel to ensure that there is a complete line of sight and to enable Council to effectively position itself in terms of what we can deliver, who we need to work with and what we need to influence to ensure that the wider associated benefits of connecting people to opportunities and creating a better connected and environmentally sustainable city are realised.</p> <p>Following recent discussions between officers and Elected Members regarding various matters associated with active and sustainable travel, and given how it cuts across various Committees and via the Community Planning process, it has been proposed that it may be helpful for Members to convene an All Party Round Table meeting to ensure they can see all this work holistically, which is not always possible via the current structures. It will provide an overview of the various streams of work underway and where they feed into Council's strategic priorities and governance structures.</p> <p>There are internal and external plans that aim to improve Connectivity, Active and Sustainable Travel in the city and the Belfast Agenda is key to focusing on these priorities and setting out measurable actions that will be delivered by Community Planning partners. As Members are aware the Belfast Agenda is currently going through a refresh and a Sub-Group for the priority area of 'Connectivity, Active and Sustainable Travel (CAST)' under the City Development Board has been established to co-design a four-year Action Plan The current draft (subject to further engagement) is focused on two strategic intents (and with corresponding draft Action Plans).</p> <ul style="list-style-type: none"> • Replacing car journeys with walking, wheeling, cycling and public transport • Supporting projects that encourage people to use forms of active and sustainable travel
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3.7	The focus of the group is not only to improve connectivity in the city but to also deliver on the many other benefits that are linked to active and sustainable travel such as improving quality of life, health and wellbeing, access to employment, access to education and tackling climate change. The subgroup is co-chaired by Sustrans and Translink and has representation from various city stakeholders including the VCSE Panel. The draft CAST Action Plan along with the draft Action Plans of the other priority areas of the Belfast Agenda are due to go out for public consultation in Spring 2023.
3.8	A Bolder Vision (ABV) is a key lever for delivering Active and Sustainable Travel in the city. ABV is a joint BCC/DfI/DfC initiative that aims to provide a holistic look at the city centre's infrastructure and connectivity with surrounding communities, its streets and places. This Committee has received several reports on the implementation and progression of the A Bolder Vision Strategy that included agreement on the Visioning Principles and Key Moves. The Visioning Principles set out the vision for the city that includes 'prioritising integrated walking, cycling and public transport and ending the dominance of the car,' 'Providing lively, safe and green streets' and 'Removing severance and barriers to movement between the centre of Belfast and the surrounding communities.'
3.9	The strategic direction of the Belfast Agenda and A Bolder Vision sits alongside Council's Physical Programme that oversees the delivery of a number of connectivity projects including Lagan Gateway, Greenways, Belfast Bikes expansion and a range of partnership projects.
3.10	An internal officer Connectivity and Active Travel Group has been established and is seeking to ensure that our policies, projects, interventions, funding opportunities and programming are aligned to not only our internal corporate priorities as set out in the Corporate Plan, Belfast: Our Recovery, LDP and Belfast Agenda but link with various external structures and plans e.g. Belfast Metropolitan Transport Plan, Belfast Cycling Network and with key city partners that have clear interdependencies for example the Community Planning Partnership Boards, Innovation & Growth Commission, specific sector groups and NI Executive/Government.
3.11	Key to the successful delivery of these priorities is the ability of Council to collaboratively work with external public and private sector partners in relation to strategic opportunities and overcoming challenges. It is important to note that whilst Active and Sustainable Travel is a strategic priority of this Committee and of Council, the powers and responsibility for a significant amount of delivery lie with DfI, including for example, road cycling infrastructure and the delivery of the Department's <i>Belfast Cycling Network</i> .

3.12	Subject to Members approval, it is proposed to convene an All Party Round Table meeting focused on Connectivity, Active and Sustainable travel, which will provide an opportunity for Members to have a focused informed discussion and to consider ongoing activity, potential opportunities and the work of the Community Planning, CAST Sub Group.
3.13	Financial & Resource Implications
	No costs associated with this report.
3.14	Equality or Good Relations Implications / Rural Needs Assessment
	None associated with this report.
4.0	Appendices – Documents attached
	None.

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Subject:	Department for Infrastructure – York Street Interchange Review
Date:	8 February 2023
Reporting Officer:	Cathy Reynolds, Director of City Regeneration and Development
Contact Officer:	Sean Dolan, Senior Development Manager, City Regeneration and Development

Restricted Reports

Is this report restricted?

Yes

☐

No

☒

If Yes, when will the report become unrestricted?

After Committee Decision

After Council Decision

Some time in the future

Never

☐
☐
☐
☐

Call-in

Is the decision eligible for Call-in?

Yes

☒

No

☐

1.0	Purpose of Report or Summary of main Issues
1.1	The purpose of this report is to provide an opportunity for Members to outline any issues which they would like forwarded to the Department for Infrastructure in advance of their presentation to the Special meeting of the Committee on 22 February 2023 on the findings of the York Street Interchange Place-Making Review.
2.0	Recommendations

2.1	<p>The Members of Committee are asked to:</p> <ol style="list-style-type: none"> I. Note the content of this report and, II. Consider any issues they would like forwarded to the Department for Infrastructure in advance of their presentation to the Special meeting of the Committee on 22 February 2023 on the findings of the York Street Interchange Place-Making Review.
3.0	Main report
	<u>Background</u>
3.1	At the December 2022 meeting of the City Growth and Regeneration Committee Members agreed to receive a presentation from the Department for Infrastructure on the findings of the York Street Interchange Place-Making Review.
3.2	The York Street Interchange (YSI) represents the last remaining at-grade junction on the Belfast Motorway Network and forms the junction of the M2, M3 and A12 Westlink strategic corridors. This signalised junction forms the busiest junction in Northern Ireland and caters for approx. 100,000 vehicles per day. The YSI project proposes to create a grade separated (free-flowing without signals) junction to free up the congestion experienced within the existing scenario and to improve air quality in the area.
3.3	<p>Following a legal challenge in 2018 the procurement competition to appoint a preferred Design and Build Contractor to develop the scheme designs and costs was set aside bringing uncertainty to the delivery timeframes for the project. The Minister for Infrastructure ordered a short-sharp external review of the YSI project in July 2020 focusing on the schemes ability to deliver on sustainable and active travel, creating thriving places for communities and creating liveable places and responding to the Climate Emergency. In March 2021 the Minister announced the outcomes of the review, accepting in full the six recommendations as outlined below.</p> <ol style="list-style-type: none"> 1. The YSI project brief should be reviewed and revised to ensure it aligns with the concept of “place making” and new best practice in terms of urban transport design, and with the Minister’s agenda. 2. The wider area impact and benefits of the Project should be evaluated using appropriate quantitative and qualitative assessment mechanisms. 3. The current Project costs should be updated to act as a benchmark to inform any decision on future alternative development.

	<p>4. There needs to be a system of ongoing communications with all interested parties. This should include updating the 2017 Communications Strategy and employing a robust Communications Structure now as well as during any construction phase. Communications should be ongoing and not just point in time.</p> <p>5. There needs be much closer co-ordination both within the DfI and between DfI and other relevant departments and interested parties at both policy and delivery levels with regard to YSI development and delivery.</p> <p>6. There needs to be a co-ordinated decision made in the context of emerging policies, which then needs to be applied to ensure that the YSI project aligns to this context.</p>
3.4	<p>In November 2021 the CG&R Committee agreed that the Members of the Committee withdraw Belfast City Council's corporate support for the York Street Interchange scheme and will only reinstate corporate support for the scheme, if the review, and any new scheme arising from it, meets the Council's climate, air quality, place making and housing ambitions as a city and complements the aims of "A Bolder Vision". This decision was ratified at the December 2021 meeting of the Full Council.</p>
3.5	<p><u>Main Report</u></p> <p>In October 2022 the Minister for Infrastructure published the Placemaking and Active Travel Review report for the YSI project. The full report and its associated appendices can be found on the York Street Interchange home page; http://www.yorkstreetinterchange.com)</p>
3.6	<p>In the press statement announcing the publication of the report the Minister for Infrastructure stated <i>"I see the publication of this report as the crucial next step in the York Street Interchange project. It will allow public debate and engagement. Not everyone will agree with the three shortlisted options in the report. However, I would encourage people, elected representatives and community organisations, particularly in the areas most affected, to engage with my officials as they work to refine those options and explore any implementation issues. This stakeholder engagement will help to deliver for communities, connectivity and the wider living places agenda."</i></p>
3.7	<p>In line with this statement the Department and the YSI design team are undertaking engagement and consultation with relevant stakeholders, and as a part of this engagement the YSI team will present the findings of the YSI Placemaking and Active</p>

	Travel Review at the Special meeting of the City Growth and Regeneration Committee on 22 February 2023. Members are asked to consider if there are any specific issues at this juncture which they would like to raise in advance with the Department to be addressed at the Special meeting of the Committee later this month. A copy of the presentation is attached as Appendix A of this report for information.
3.8	<u>Financial & Resource Implications</u> None associated with this report.
3.9	<u>Equality or Good Relations Implications/Rural Needs Assessment</u> None associated with this report.
4.0	Appendices – Documents attached
	Appendix A – YSI Placemaking & Active Travel Review

York Street Interchange Placemaking and Active Travel Review

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Presentation to Belfast City Council
City Growth and Regeneration Committee

22nd February 2023

Agenda

01 Background

02 Overview of the PATR process and summary of the report

03 Ongoing work to develop the Placemaking and Active Travel proposals

04 Next Steps

Page 20

01

Background

Background

- Project Assessment Review instructed by Minister Mallon in 2020:
 - To examine how and to what extent the proposed scheme reflects and accommodates key Ministerial, Executive and Belfast City Council objectives and priorities (or could be adjusted to do so)
 - 6 recommendations arising from Project Assessment Review accepted by Minister Mallon in 2021
- Recommendation 1 of the Project Assessment Review:
 - The YSI project brief should be reviewed and revised to ensure it aligns with the concept of “place making” and new best practice in terms of urban transport design, and with the Minister’s agenda.
- AECOM commissioned to carry out a Placemaking and Active Travel Review (PATR) of the scheme in 2021 to address this recommendation

02

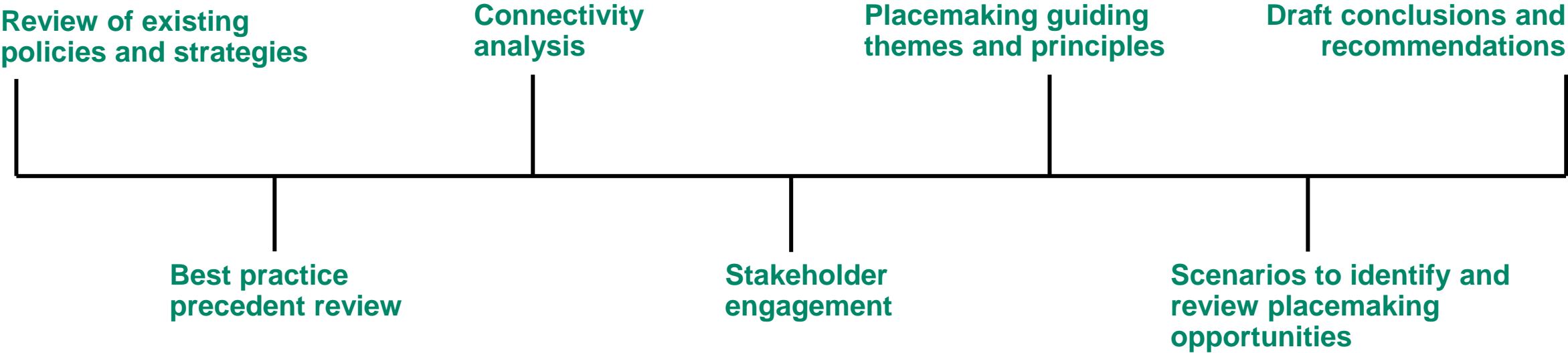
Overview of the PATR process and summary of the report

Overview of the PATR process and summary of the report

Purpose of the study

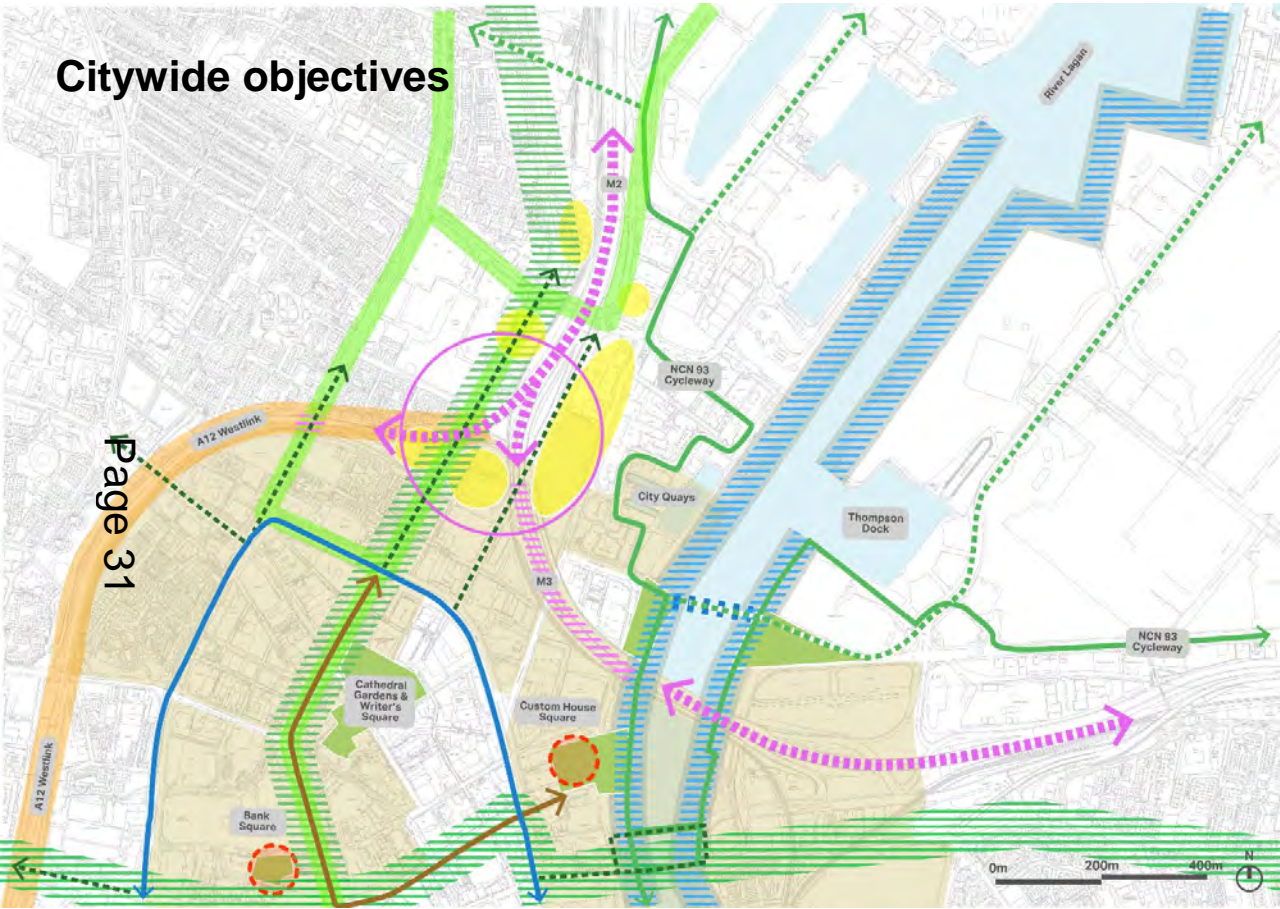
- To undertake further analysis around placemaking to identify opportunities to deliver benefits for communities, particularly in terms of connectivity and the wider living places agenda
- To consider how DfI can maximise the social, economic and environmental benefits of the project and its contribution to the future development of Belfast

Page 30

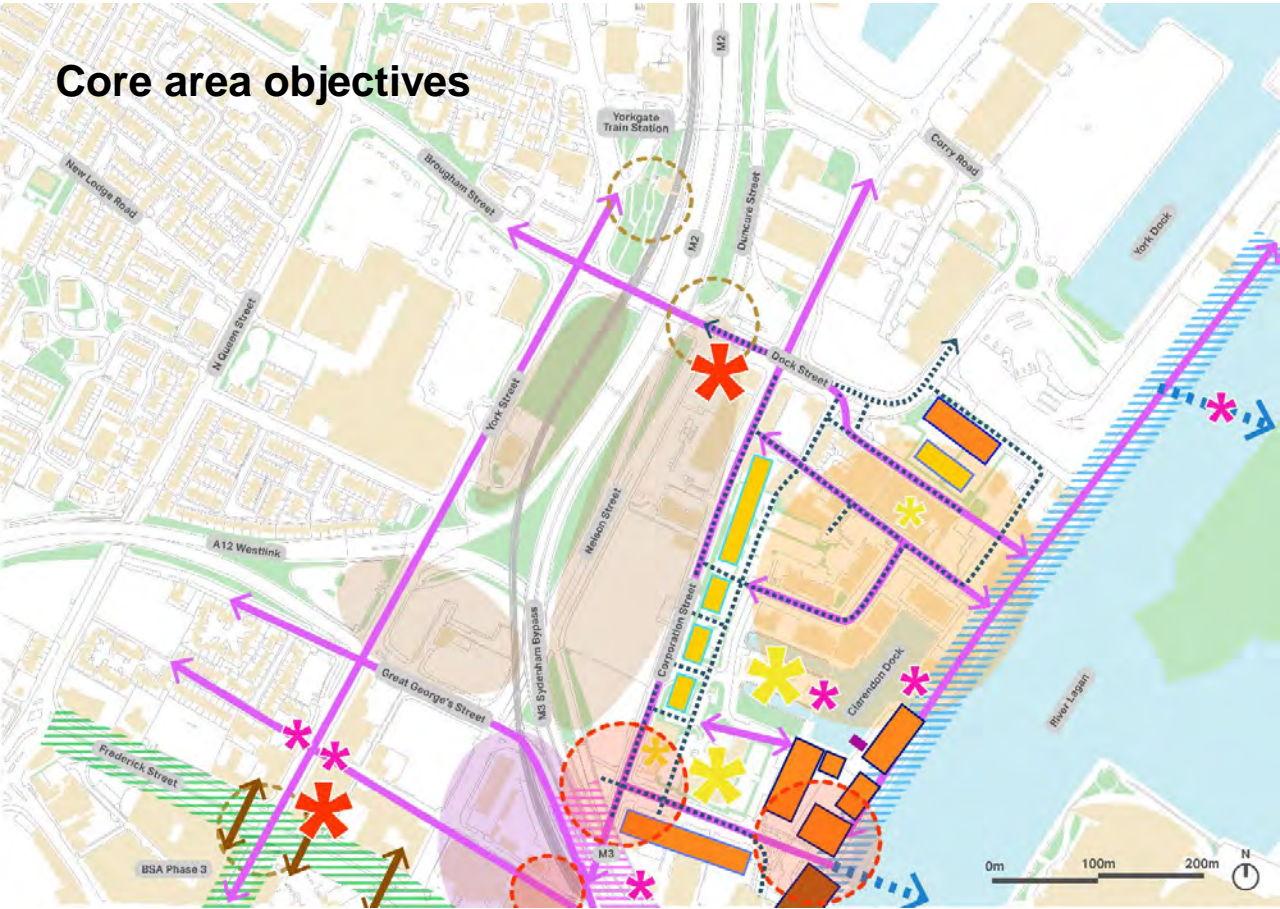


Policy & strategy review

Citywide objectives



Core area objectives



Summary of key issues identified from review and alignment with A Bolder Vision for Belfast (highlighted in green)



LEVEL	ISSUE TO ADDRESS
City-wide	Poor air quality around the Interchange
	Underutilised sites due to severance by roads and infrastructure
	A focus on green and active corridors
	A focus on waterfront regeneration
	A focus on improving public realm quality
Wider study area	A focus on key attractors at the City Centre and Titanic Quarter
	A focus on activating gateways around transport hubs and key walking routes
	A focus on overall urban quality enhancements
	A focus on active routes throughout the city
Core study area	The waterfront is a key attractor for the Sailortown & Greater Clarendon area
	A focus on reviving the historic city-grid of smaller blocks and higher permeability for better connectivity
	A focus on new pedestrian connections connecting east and west Belfast
	A focus on urban quality enhancements through green corridors and new public squares
	A focus on activation of underutilised spaces
	A focus on key entrances to the City Centre and waterfront.

LEVEL	ISSUE TO ADDRESS
City-wide	Poor air quality around the Interchange
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Wider study area	A focus on key attractors at the City Centre and Titanic Quarter
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Core study area	The waterfront is a key attractor for the Sailortown & Greater Clarendon area
	A focus on reviving the historic city-grid of smaller blocks and higher permeability for better connectivity
	A focus on new pedestrian connections connecting east and west Belfast
	A focus on urban quality enhancements through green corridors and new public squares
	A focus on activation of underutilised spaces
	A focus on key entrances to the City Centre and waterfront.

Bolder Vision for Belfast Principle 1

Creating a **healthy, shared, vibrant** and **sustainable environment** that promotes wellbeing for all, inclusive growth and innovation.

Bolder Vision for Belfast Principle 3

Providing **lively, safe and green streets** linking inclusive shared spaces to promote resilience and enhance our **built heritage**.

Best practice review



Space under elevated infrastructure - London



Overcoming severances - Hamburg



Activating spaces - Belfast



Urban greening - New York

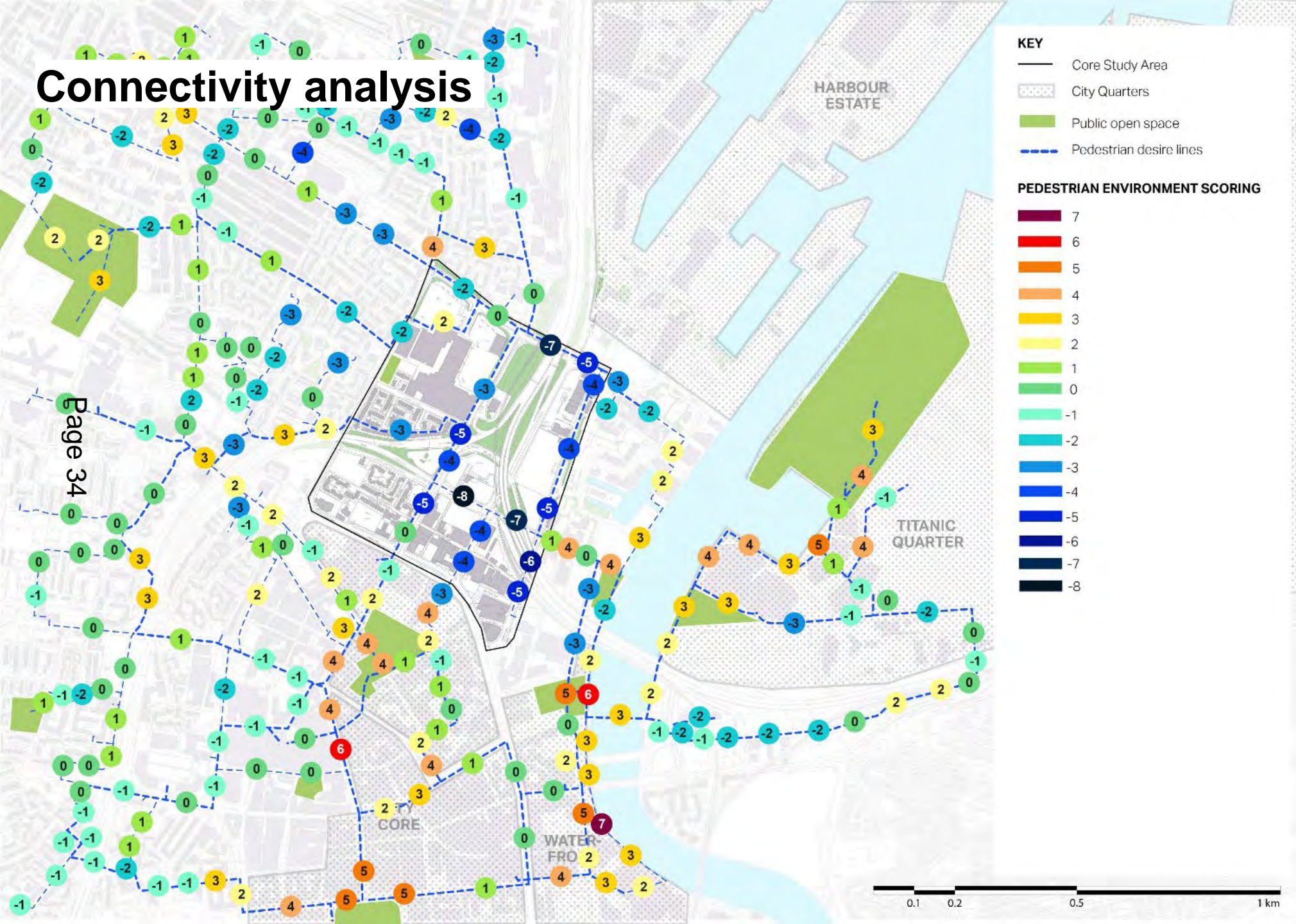


Reallocating road space - New York



Vibrant neighbourhoods - Belfast

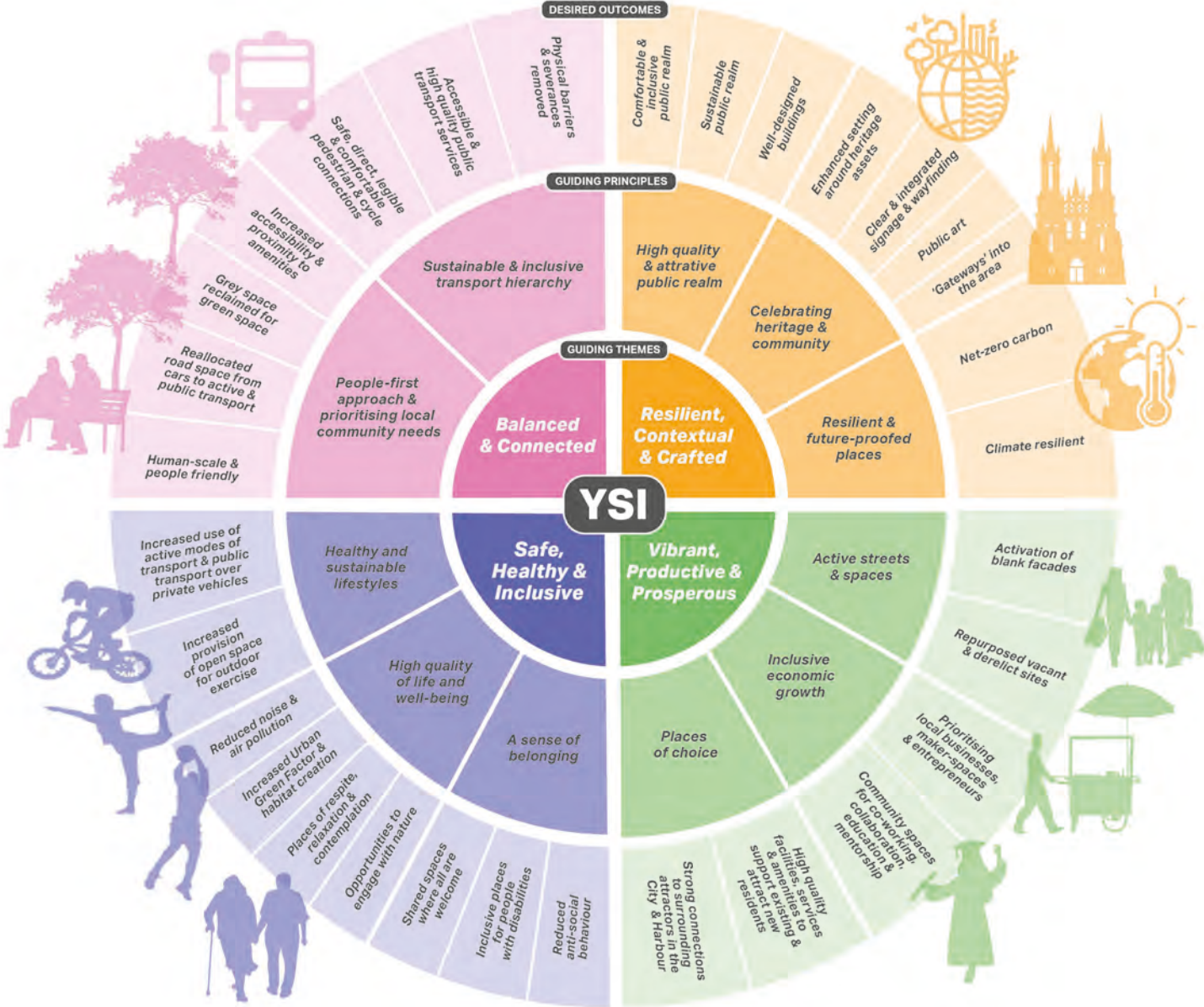
Connectivity analysis



Stakeholder engagement



Placemaking guiding themes, principles and desired outcomes for study area



Alignment with A Bolder Vision for Belfast (highlighted segments)



Bolder Vision for Belfast Principle 1

Creating a **healthy, shared, vibrant** and **sustainable environment** that promotes wellbeing for all, inclusive growth and innovation.



Bolder Vision for Belfast Principle 2

Fundamentally **changing** the centre of Belfast to **prioritise integrated walking, cycling and public transport** and **end the dominance of the car**.

Active Travel Review

Summary of Active Travel Review (ATR) process

Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.

1

Page 39

Audit existing layout

- Undertake Cycle Level of Service (CLOs) + Junction Assessments (JAT) of existing network against LTN 1/20
- Undertake pedestrian comfort and mobility impaired review of existing network

2

Active Travel feasibility design (YSI+)

- Amend YSI scheme design to incorporate largely segregated cycle facilities in accordance with LTN 1/20 + enhanced pedestrian facilities

3

Audit proposed YSI+ scheme

- Repeat CLOs, JAT, pedestrian comfort and mobility impaired review of proposed YSI+ scheme *with* Active Travel enhancements

Proposed YSI+ scheme | Summary of audit outcomes

Cycle Level of Service

Existing

	C1	C2	C3	C4	C5	C6	C7
A							
B							
C							
D							
E							
F							
G							

Proposed YSI+

	C1	C2	C3	C4	C5	C6	C7
A							
B							
C							
D							
E							
F							
G							

Critical Fail	1 or more
Fail	<70%
Pass	≥70-100%

C1	North Queen Street
C2	York Street
C3	Frederick St / Dunbar Link / High Street
C4	Brougham Street / Dock Street
C5	Garmoyle Street / Corporation Street
C6	Whitla Street Subway
C7	Clifton Street



Cycling Junction Assessments

Existing

	C1	C2	C3	C4	C5	C6	C7
J1							
J2							
J3							
J4							
J5							
J6							
J7							

Proposed YSI+ (Belfast Cycle Network)

	C1	C2	C3	C4	C5	C6	C7
J1							
J2							
J3							
J4							
J5							
J6							
J7							

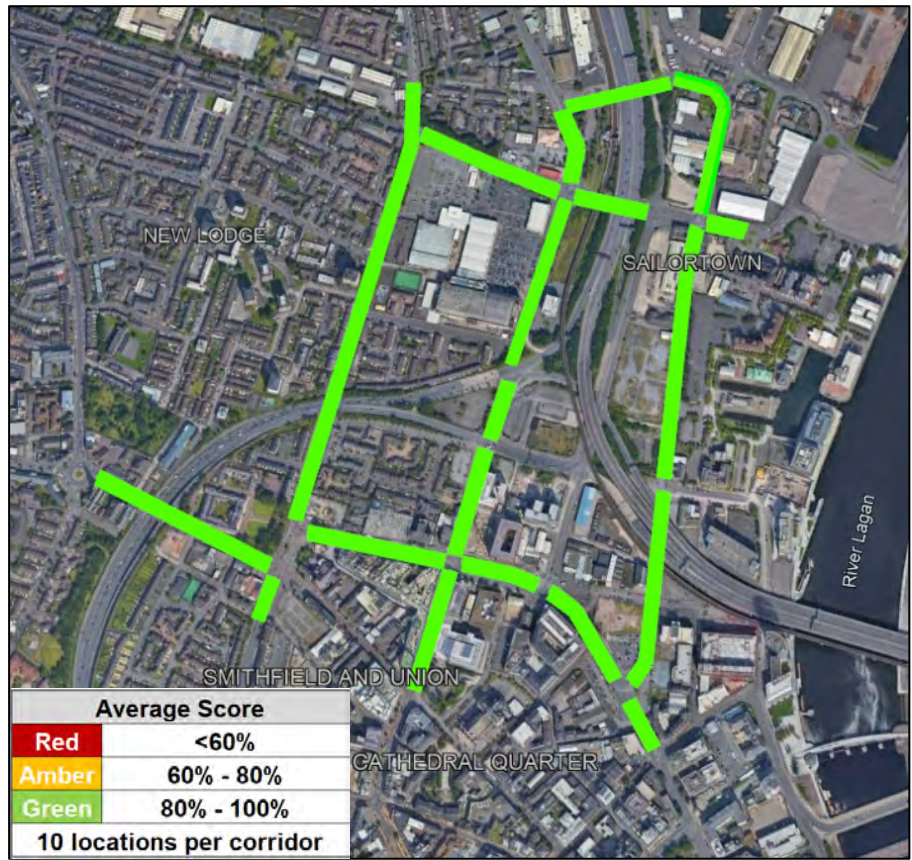
Red	Suitable only for confident existing cyclists
Amber	Likely to be acceptable for most cyclists but may pose problems for less confident cyclists
Green	Suitable for all potential and existing cyclists

* Grading reflects lowest scoring movements at junction

Proposed YSI+ scheme | Summary of audit outcomes



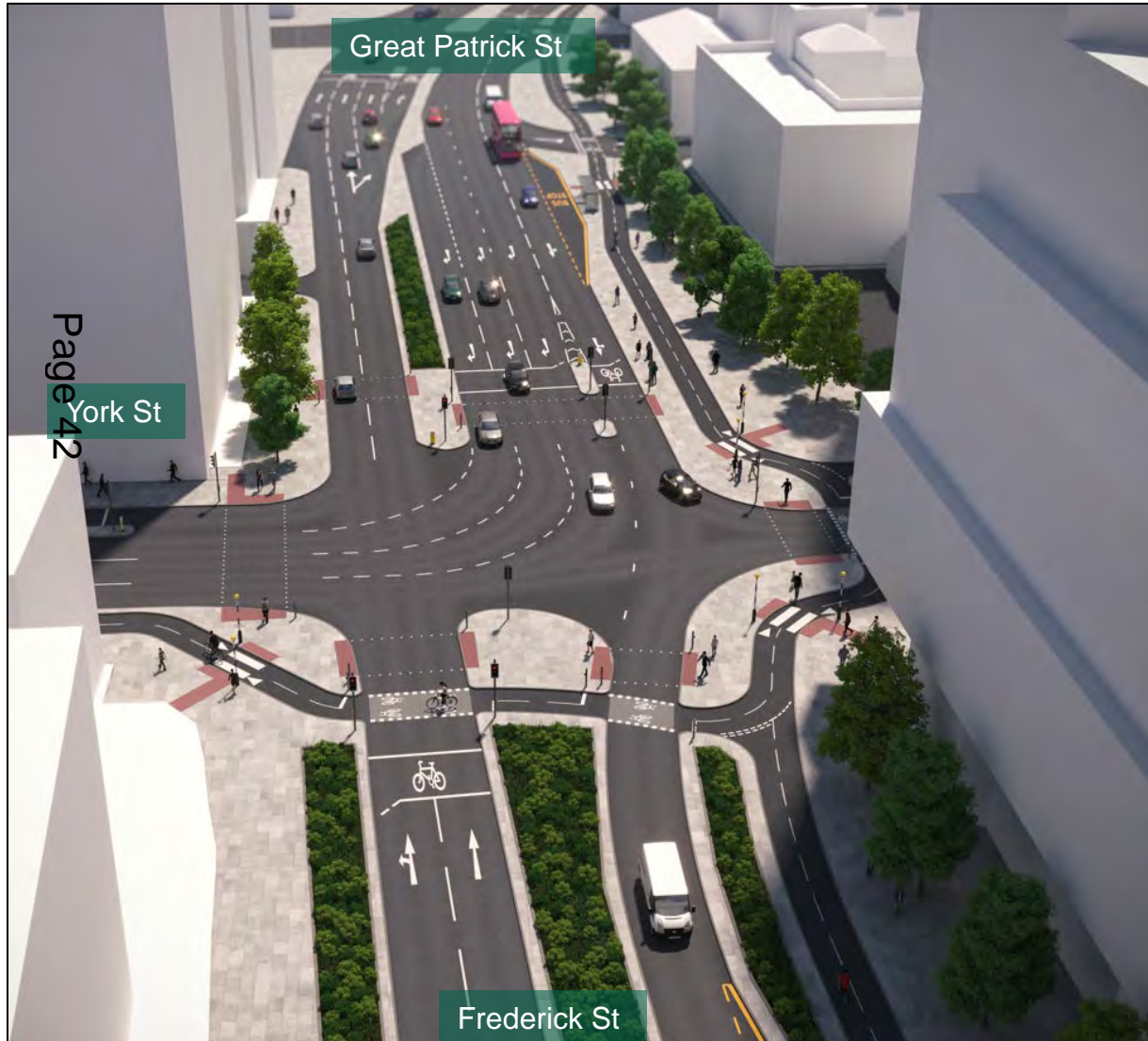
YSI+ Pedestrian Comfort Review



* Assessment reflects pedestrian comfort / level of service based on effective footway width and volume of pedestrians

Proposed YSI+ scheme | Visualisations

Great Patrick Street / York Street / Frederick Street junction



York Street looking towards Great Georges Street

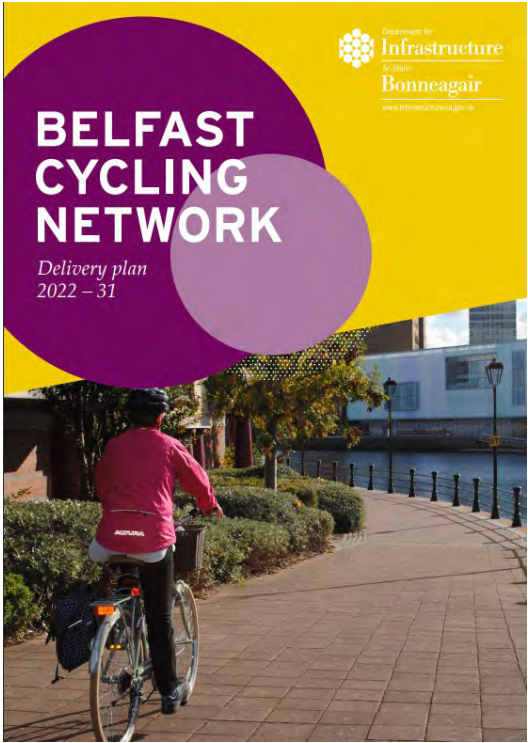
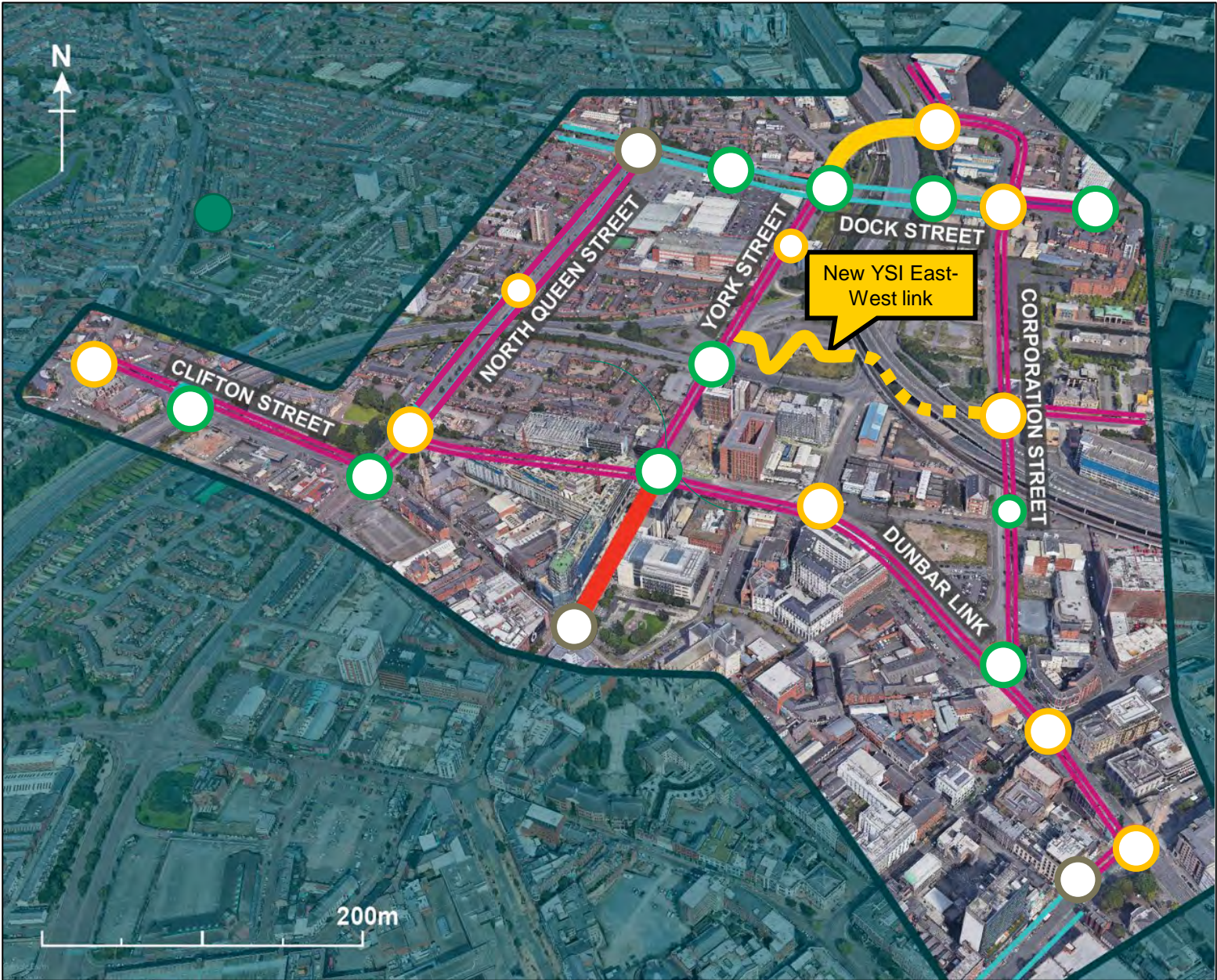


North Queen Street looking south towards Westlink Bridge



Proposed YSI+ scheme

- Key:
- One-way Cycle Track
 - Two-way Cycle Track
 - Shared Use Footway/Cycleway
 - On-Street Quiet Route
- Fully segregated cycling crossing facilities
- Partially segregated cycling crossing facilities
- Shared crossing facilities



Placemaking Analysis

Placemaking scenarios

0

Baseline

1

Current YSI scheme

2

Ashton Centre / Mark
Hackett alternative
proposal

3

Refined YSI scheme
within current parameters
with active travel and
placemaking
enhancements

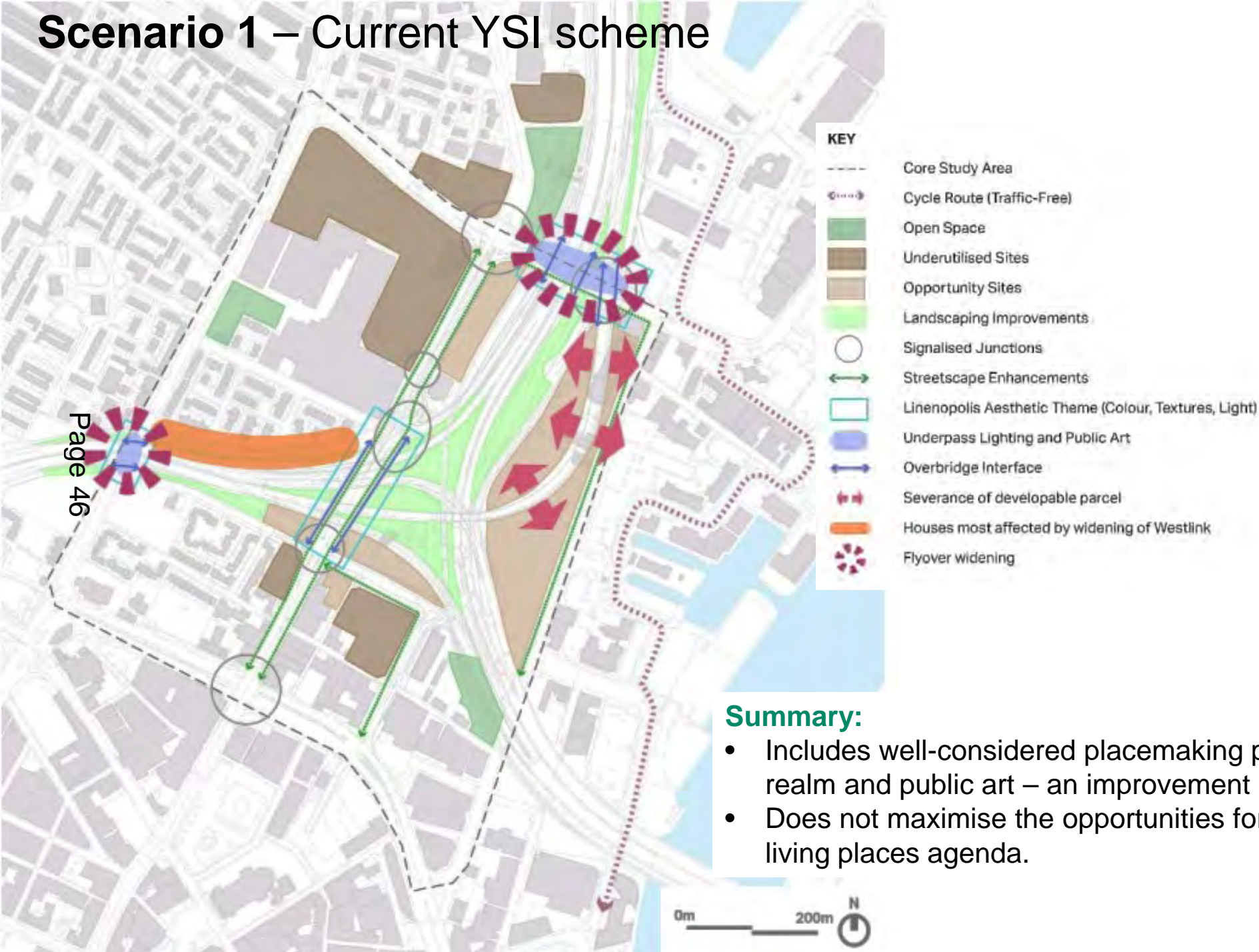
3A

Scenario 3 + substantial
refinements to YSI
scheme

4

Scenario 3A + wider area
opportunities

Scenario 1 – Current YSI scheme



North Queen St Bridge

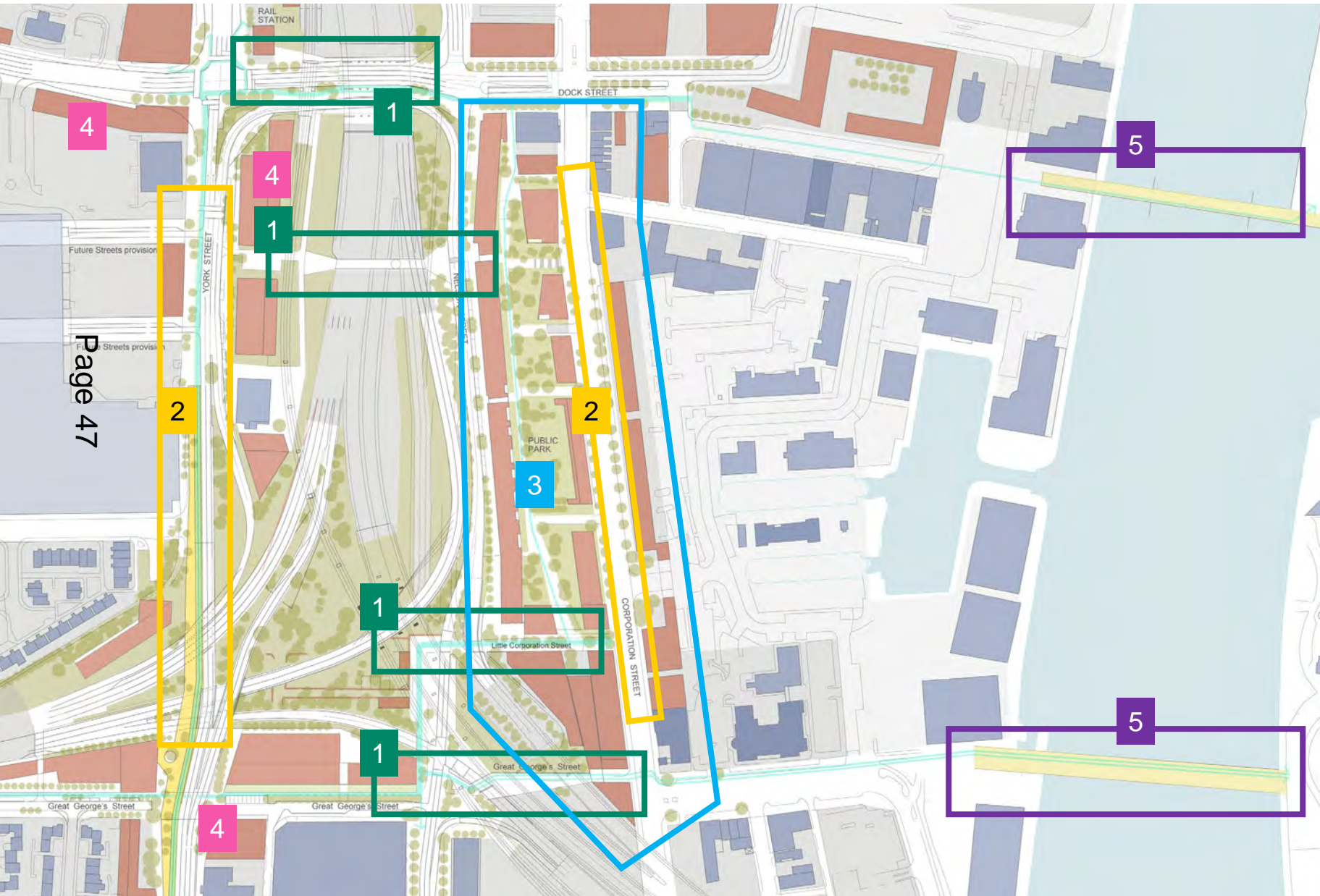


Dock St Bridge

Summary:

- Includes well-considered placemaking proposals for landscape, public realm and public art – an improvement compared to the baseline;
- Does not maximise the opportunities for connectivity and the wider living places agenda.

Scenario 2 – Ashton Centre/Mark Hackett alternative proposal



Key:

- 1 E-W connections
- 2 N-S connections: York Street (elevated) pedestrian connection and new building frontage on Corporation
- 3 Well-planned urban village community on Corporation Street
- 4 Re-development of underutilised sites
- 5 New bridges across the river

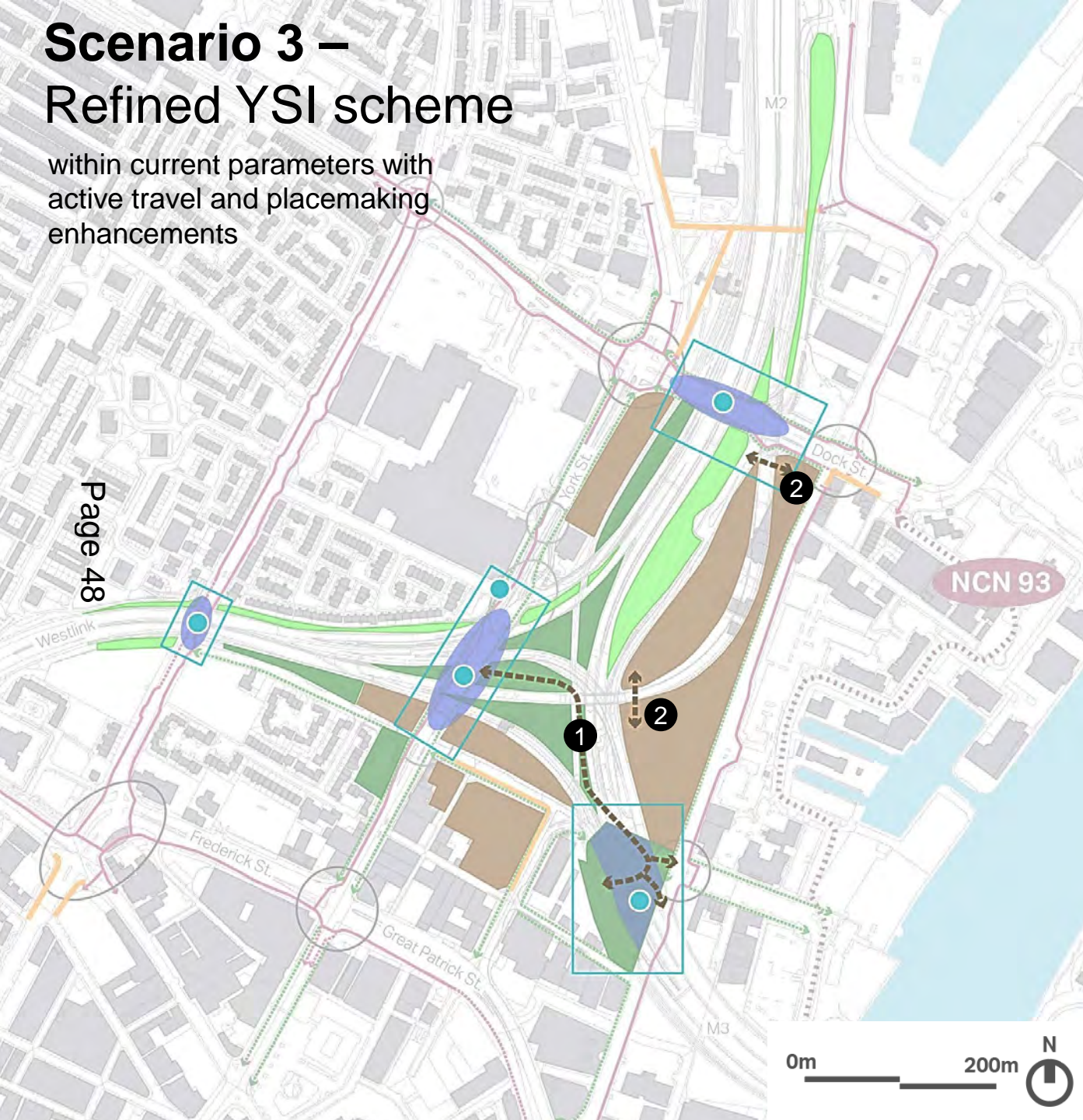
Summary:

- Much greater placemaking benefits compared to the current YSI design
- A number of areas could be improved upon
- Does not meet the stated strategic transport objectives of the scheme (separate engineering assessment report presented to Ashton Centre)
- Some principles have been carried over into other Scenarios

Scenario 3 – Refined YSI scheme

within current parameters with
active travel and placemaking
enhancements

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KEY - SCENARIO 3

- Opportunity Sites
- Open Space
- Landscaping Improvements
- Cultural & Heritage Aesthetic Theme (Colour, Textures, Light)
- Underpass Improvements
- Overbridge Interface
- Pedestrian Connections
- Highway Adjustments
- Existing Cycle Route (Traffic-Free)
- Kerb-Segregated Cycle Lanes
- On-Road Segregated Cycle Lanes
- CYCLOPS Junctions
- Widened Pavement & Shared Surface
- Streetscape Enhancements

Potential Interventions

- 1 East/west pedestrian/cycling connection under Lagan / Dargan Bridges
- 2 Connections across M2 to Westlink underpass to reduce severance of land parcels

Summary:

- A substantial uplift in placemaking benefits compared to the current design;
- Placemaking benefits come close to the Alternative Proposal (Scenario 2);
- This scheme however meets stated transport objectives
- Active travel and related placemaking elements are a key enabler of this uplift in overall placemaking benefit and should be prioritised.

Scenario 3 illustrative placemaking sketches



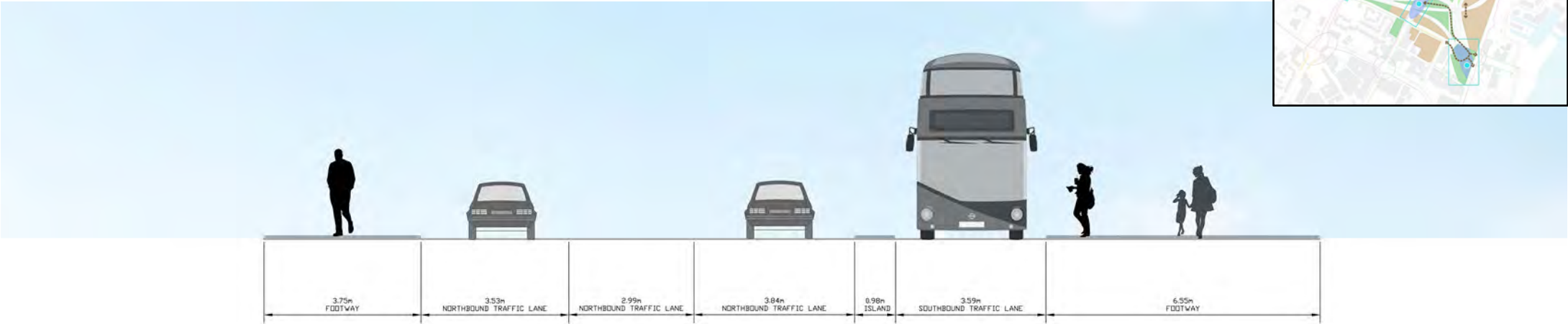
New E-W pedestrian/cycling connections across YSI



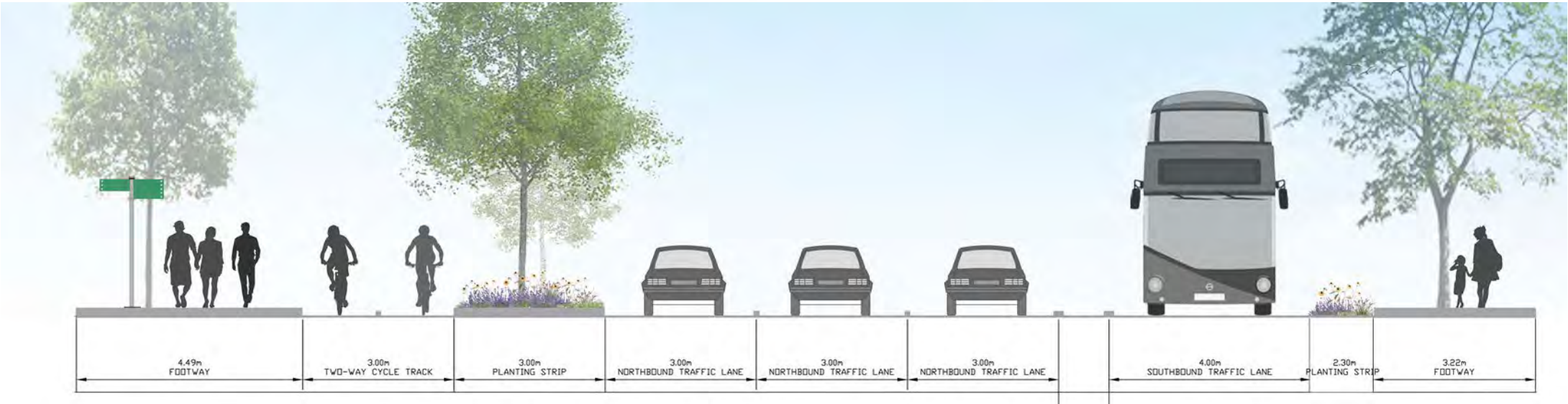
Corporation St. development opportunities

Scenario 3 – Active Travel + Urban Greening – York Street

Before



After



Scenario 3A – Scenario 3 + substantial refinements to YSI scheme

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KEY - SCENARIO 3A

- Opportunity Sites
- Open Space
- Landscaping Improvements
- Shared Space Deck
- Active Travel and Placemaking Enhancements
- Underpass Improvements
- Pedestrian Connections
- Highway Adjustments

Potential Interventions

- 1 Revised M2 to Westlink alignment to create development parcel for Sailortown urban village
- 2 East/west pedestrian/cycling connection under Lagan / Dargan Bridges
- 3 Widening of York St bridges / **minimum** green roofing of underpasses to create amenity space

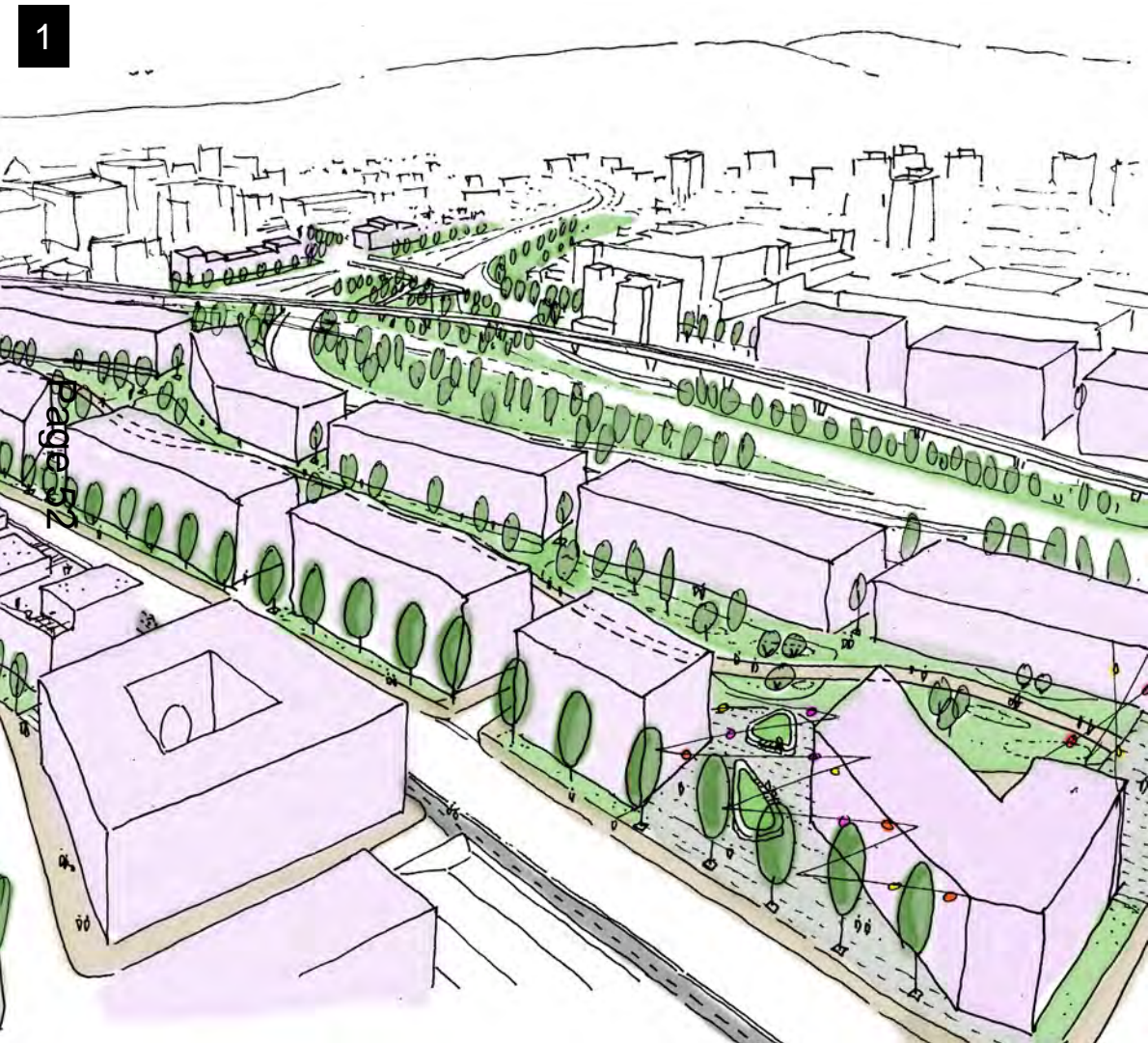
Summary:

- The more substantial refinements to the current YSI scheme alongside the proposals for active travel and enhanced placemaking;
- Could deliver a higher level of placemaking benefits than the alternative proposal while also meeting the strategic transport objectives of the project;
- This conclusion is subject to cost assessment and more detailed consideration of the proposals.

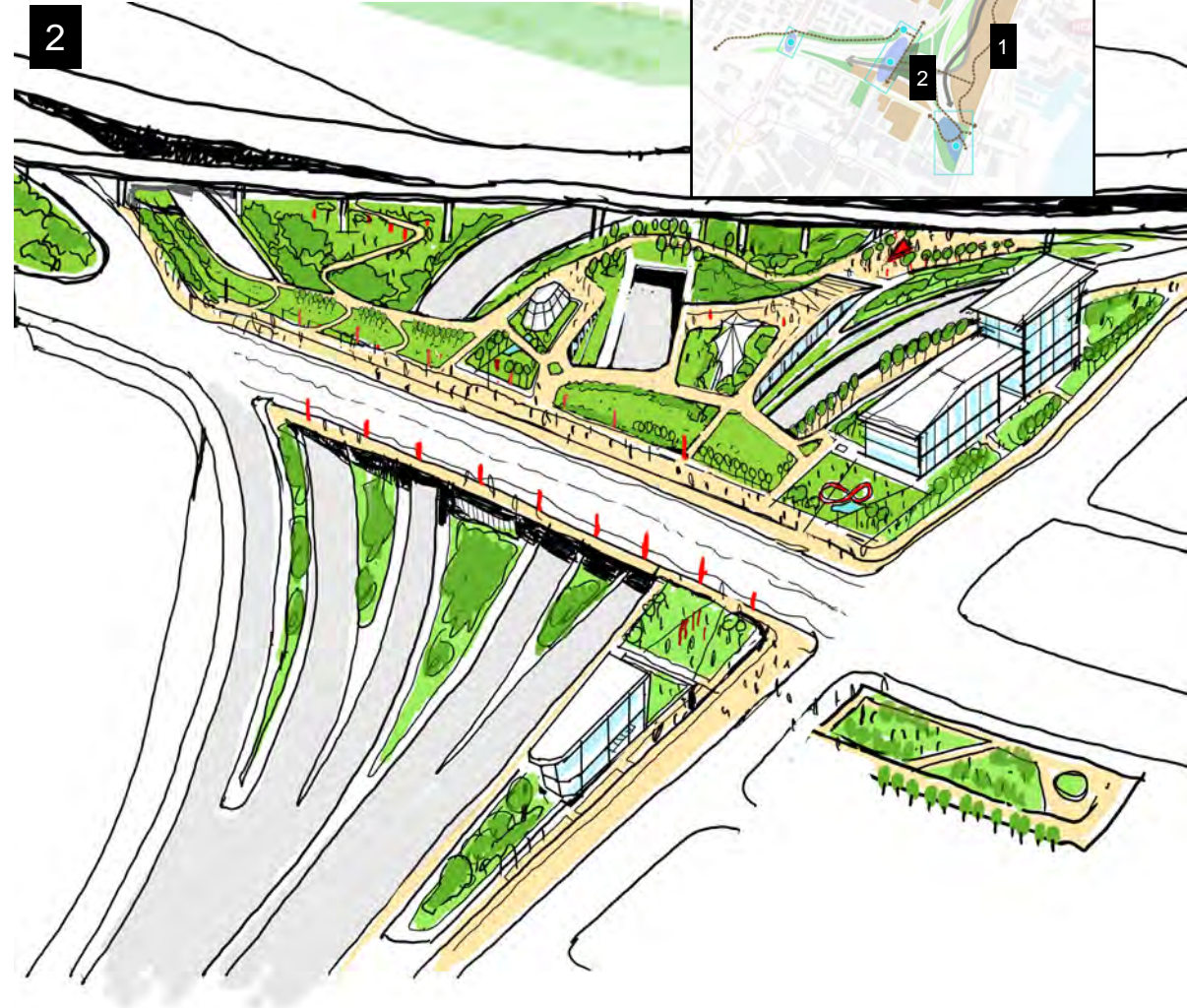
0m 200m 400m



Scenario 3A illustrative placemaking sketches

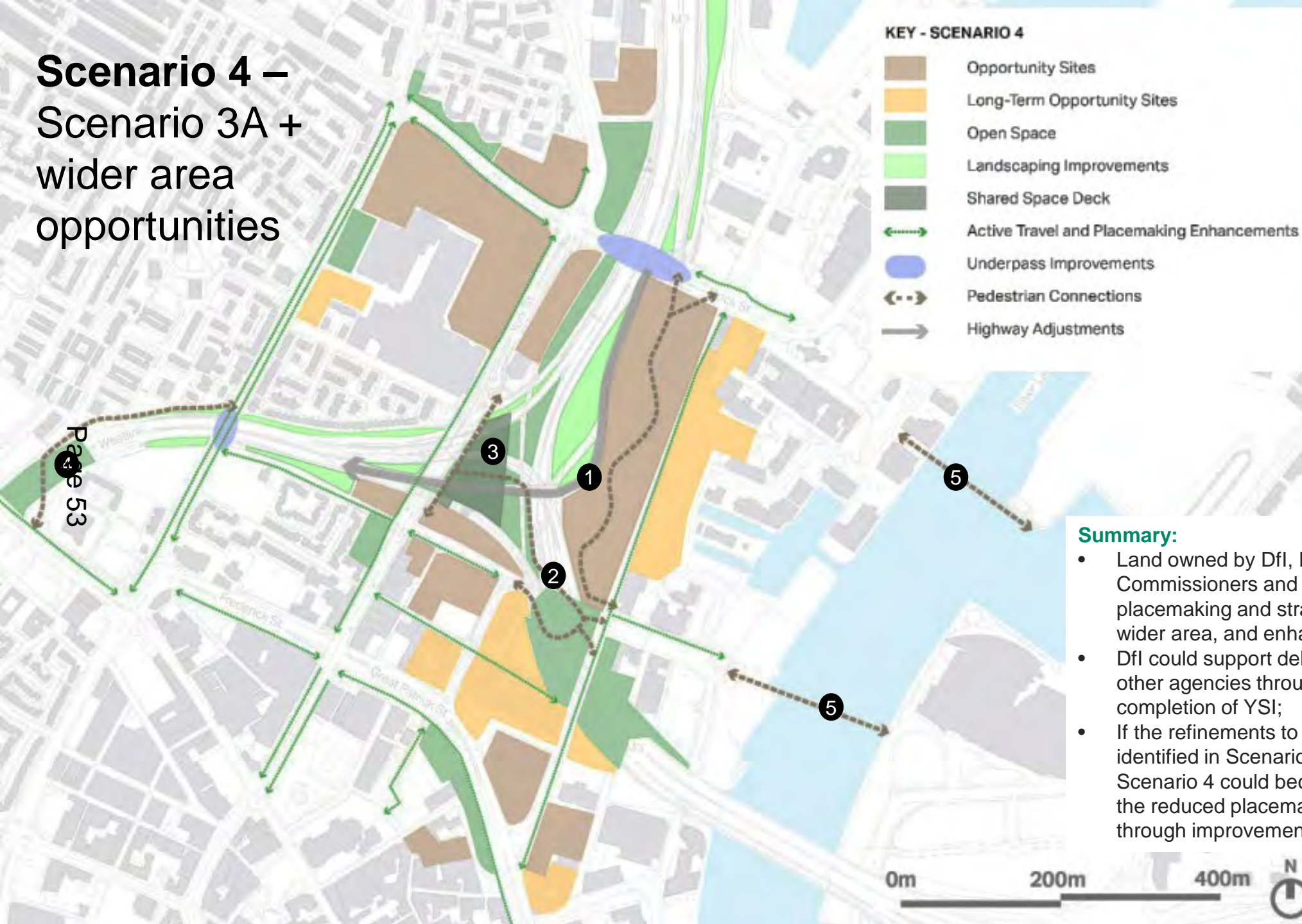


Corporation Street development opportunities



Green roof east of York Street

Scenario 4 – Scenario 3A + wider area opportunities



Summary:

- Land owned by DfI, DfC, BCC, the Harbour Commissioners and others has the potential to improve placemaking and strategic connectivity across the wider area, and enhance its liveability & attractiveness;
- DfI could support delivery of placemaking benefits by other agencies through release of lands post completion of YSI;
- If the refinements to the YSI scheme and/or proposals identified in Scenario 3A cannot be achieved, then Scenario 4 could become critical in counter balancing the reduced placemaking benefits of the project through improvements across the wider area.

Scenario 4 illustrative placemaking sketches

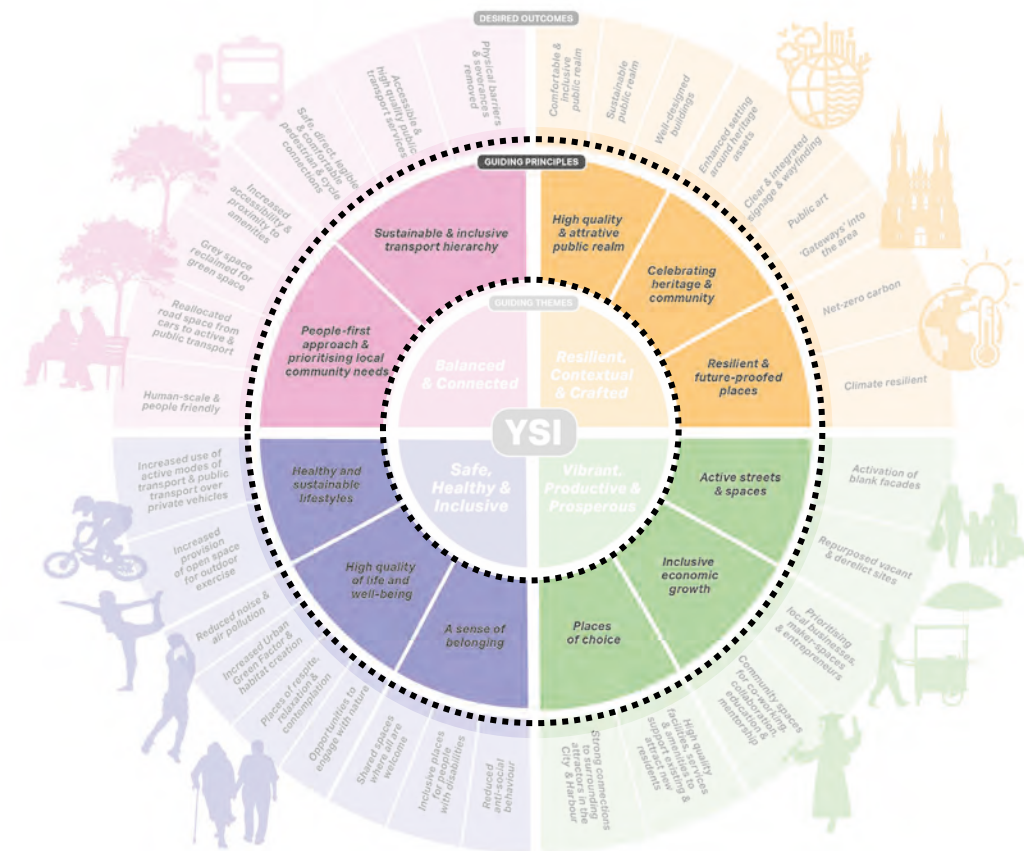
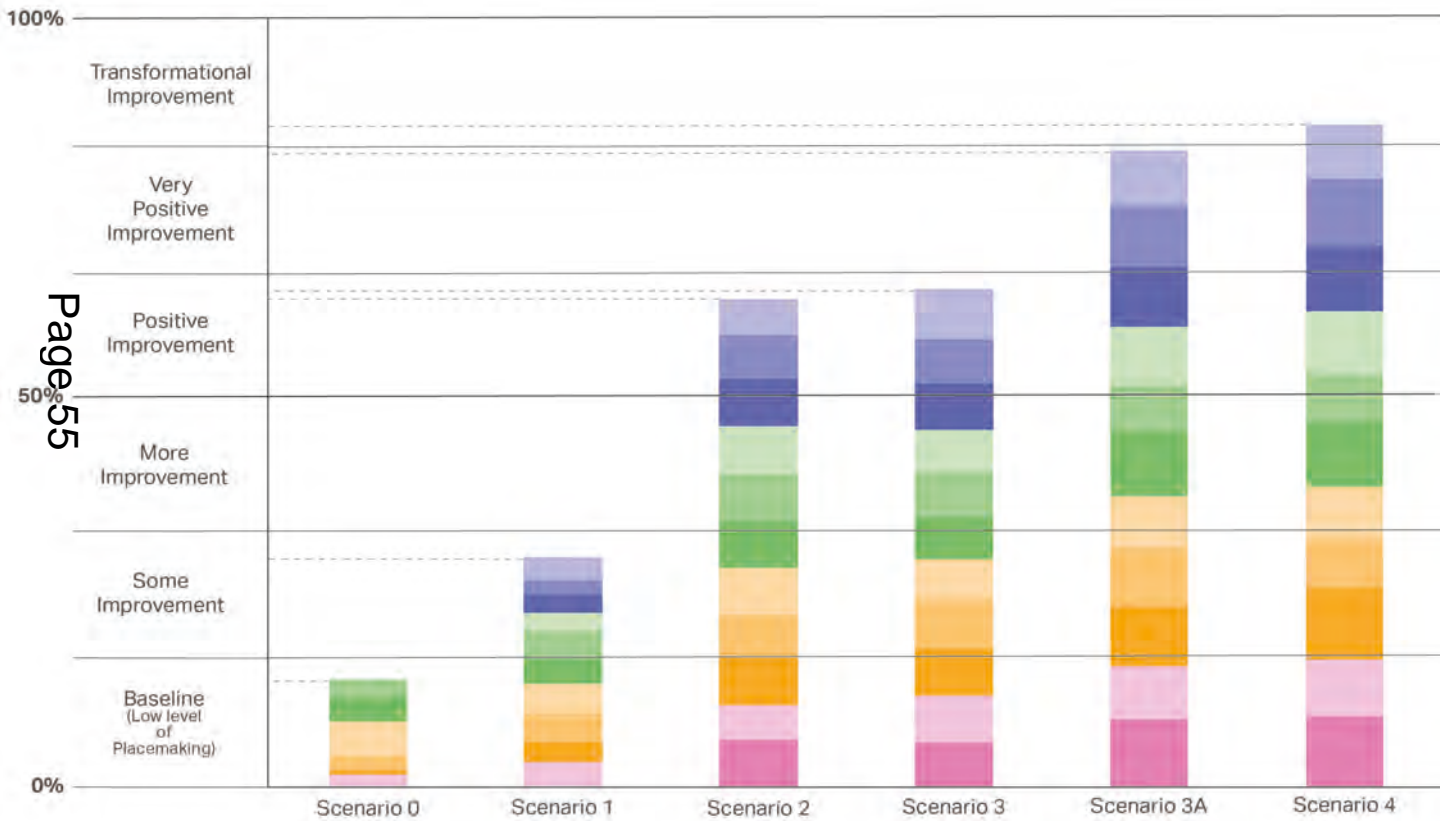


Extended green roof & potential connections to Corporation St



Redevelopment of Cityside Shopping Centre

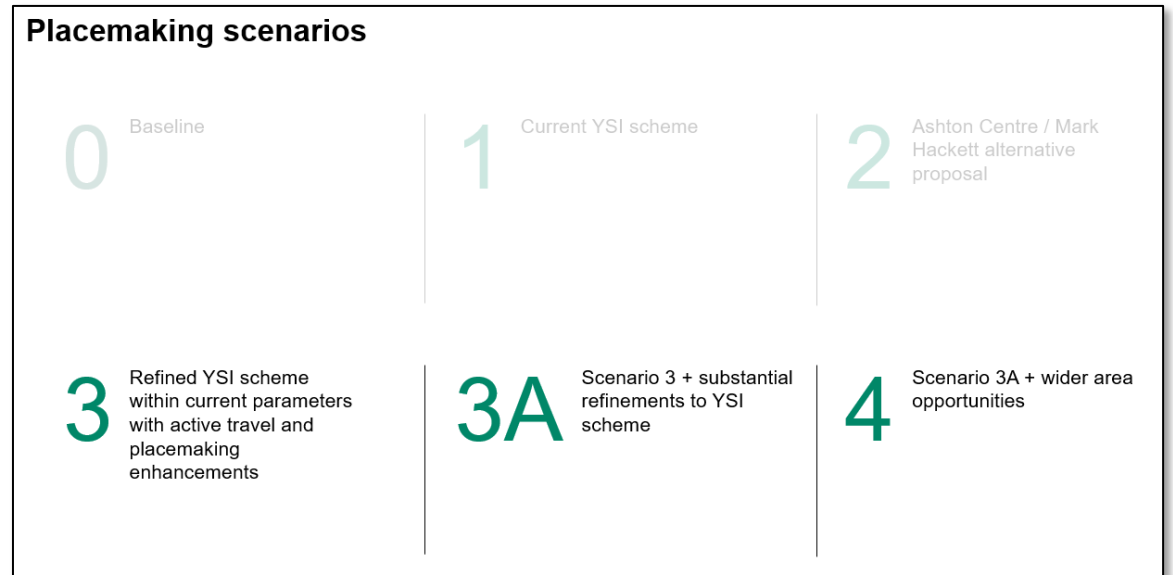
Evaluation against 11 Guiding Principles – overall comparison



Overall conclusions and recommendations

1. The current YSI design does not maximise placemaking benefits for communities or satisfy LTN 1/20 requirements for active travel.
2. The alternative proposal by Ashton Centre / Mark Hackett is good for placemaking **but does not meet the stated transport objectives of the YSI project.**
3. The placemaking and active travel analysis undertaken in Scenarios 3, 3A and 4 confirms that there are significant opportunities to increase the placemaking and active travel benefits of the YSI scheme **while meeting the stated transport objectives.**

It is recommended, from a placemaking and active travel perspective, that DfI continue to develop and refine Scenarios 3, 3A and 4 at this stage.



Stakeholder Engagement - Recommendations

1. The current commission has included a very productive round of consultation with stakeholders representing different interests across the City and Northern Ireland. It will be important to share the findings of the work with them to ensure that they continue to support the initiative taken by DfI. **It is recommended that an engagement strategy be developed so that this can follow on DfI and Ministerial review.**
2. Effective placemaking needs to include active involvement from people who live, work or study in the area. **As part of the engagement strategy, it is recommended that consideration is given to the potential for a programme of stakeholder consultation, community involvement and co-design that could unlock further local insights, support buy-in and create long term social value.**

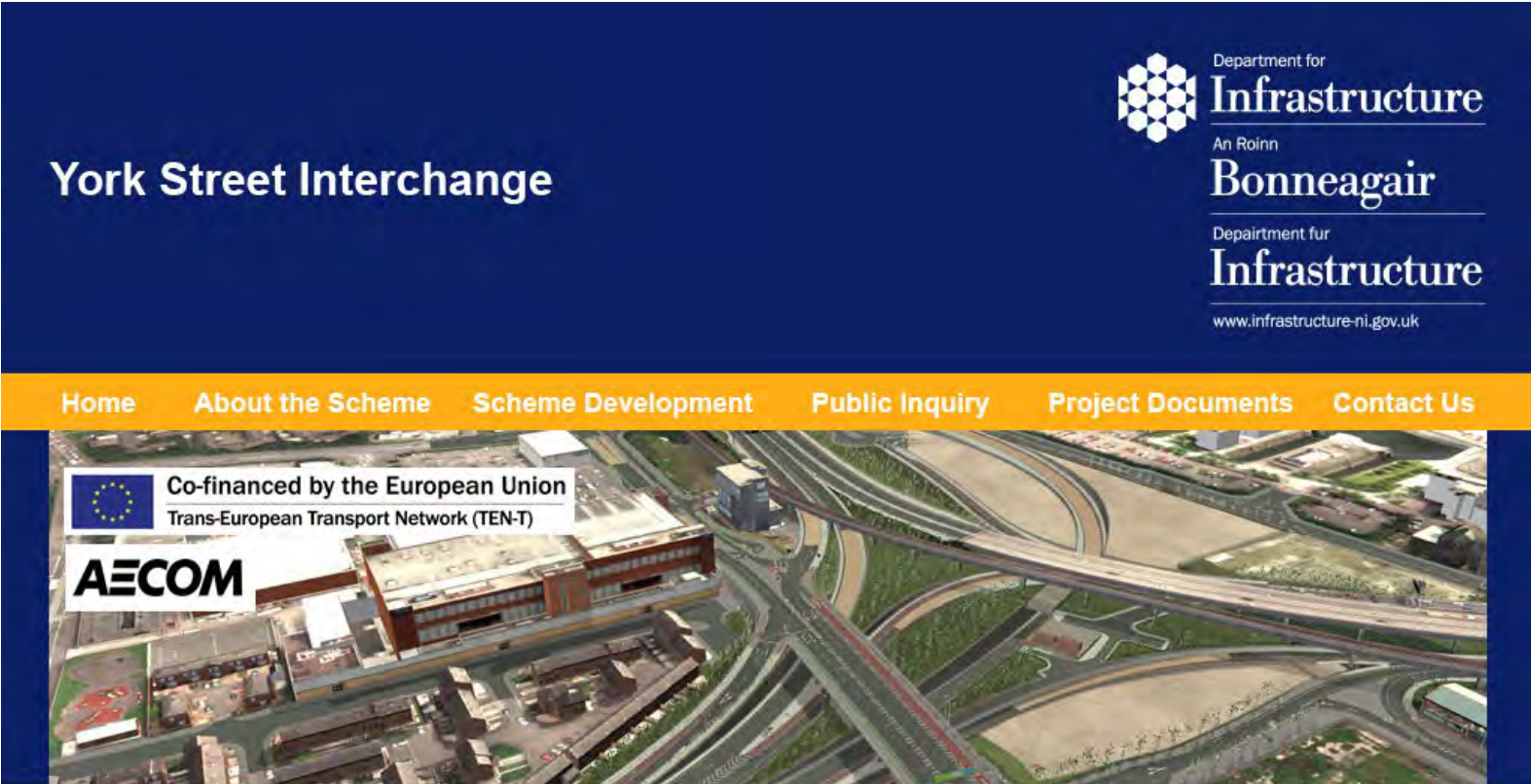
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Placemaking and Active Travel Review: report publication

“I see the publication of this report as the crucial next step in the York Street Interchange project. It will allow public debate and engagement. Not everyone will agree with the three shortlisted options in the report. However, I would encourage people, elected representatives and community organisations, particularly in the areas most affected, to engage with my officials as they work to refine those options and explore any implementation issues. This stakeholder engagement will help to deliver for communities, connectivity and the wider living places agenda.”

Infrastructure Minister John O'Dowd



Scheme Homepage	
Latest News	
Update: 11th October 2022	
O'Dowd publishes the Placemaking and Active Travel Review report for the York Street Interchange project	
Infrastructure Minister John O'Dowd has today published the Placemaking and Active Travel Review (PATR) report for the York Street Interchange project.	
PDF Document	File Size
The Inspector's Report	2.1 MB
Summary Considerations and Recommendations	3.2 MB
Departmental Statement	3.2 MB

03

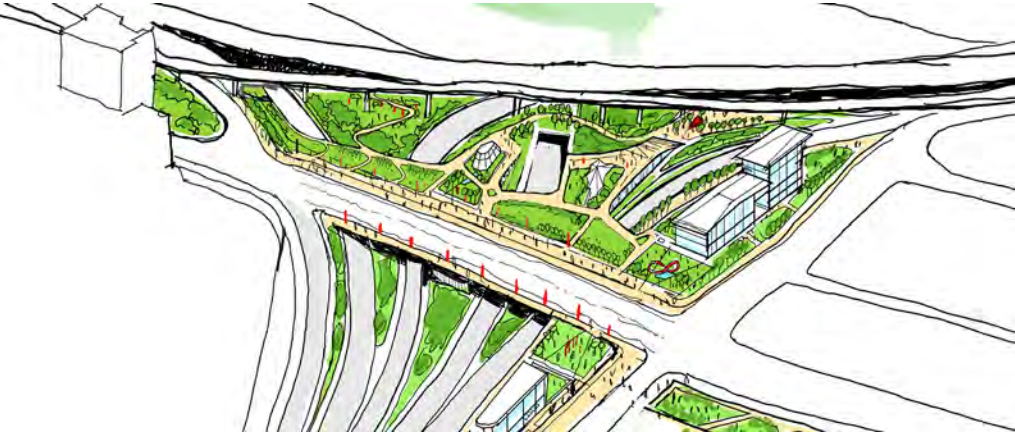
**Ongoing work to develop the Placemaking and
Active Travel proposals**

Evaluation of selected placemaking interventions

Central green deck – “do max”

LEVEL	ISSUE TO ADDRESS
City-wide	Poor air quality around the Interchange
	Underutilised sites due to severance by roads and infrastructure
	A focus on green and active corridors
	A focus on waterfront regeneration
	A focus on improving public realm quality
Wider study area	A focus on key attractors at the City Centre and Titanic Quarter
	A focus on activating gateways around transport hubs and key walking routes
	A focus on overall urban quality enhancements
City study area	A focus on active routes throughout the city
	The waterfront is a key attractor for the Sailortown & Greater Clarendon area
	A focus on reviving the historic city-grid of smaller blocks and higher permeability for better connectivity
	A focus on new pedestrian connections connecting east and west Belfast
	A focus on urban quality enhancements through green corridors and new public squares
	A focus on activation of underutilised spaces
City study area	A focus on key entrances to the City Centre and waterfront.

15 key issues addressed



City-wide level of benefit:



30 desired outcomes addressed

$(30+15) \times 3 = 135$ overall score

Evaluation of selected placemaking interventions

York Street below Frederick Street streetscape enhancements

LEVEL	ISSUE TO ADDRESS
City-wide	Poor air quality around the Interchange
	Underutilised sites due to severance by roads and infrastructure
	A focus on green and active corridors
	A focus on waterfront regeneration
	A focus on improving public realm quality
Wider study area	A focus on key attractors at the City Centre and Titanic Quarter
	A focus on activating gateways around transport hubs and key walking routes
	A focus on overall urban quality enhancements
	A focus on active routes throughout the city
Core study area	The waterfront is a key attractor for the Sailortown & Greater Clarendon area
	A focus on reviving the historic city-grid of smaller blocks and higher permeability for better connectivity
	A focus on new pedestrian connections connecting east and west Belfast
	A focus on urban quality enhancements through green corridors and new public squares
	A focus on activation of underutilised spaces
	A focus on key entrances to the City Centre and waterfront.

11 key issues addressed



City-wide level of benefit:



29 desired outcomes addressed

(29+11) x 3 = 120 overall score

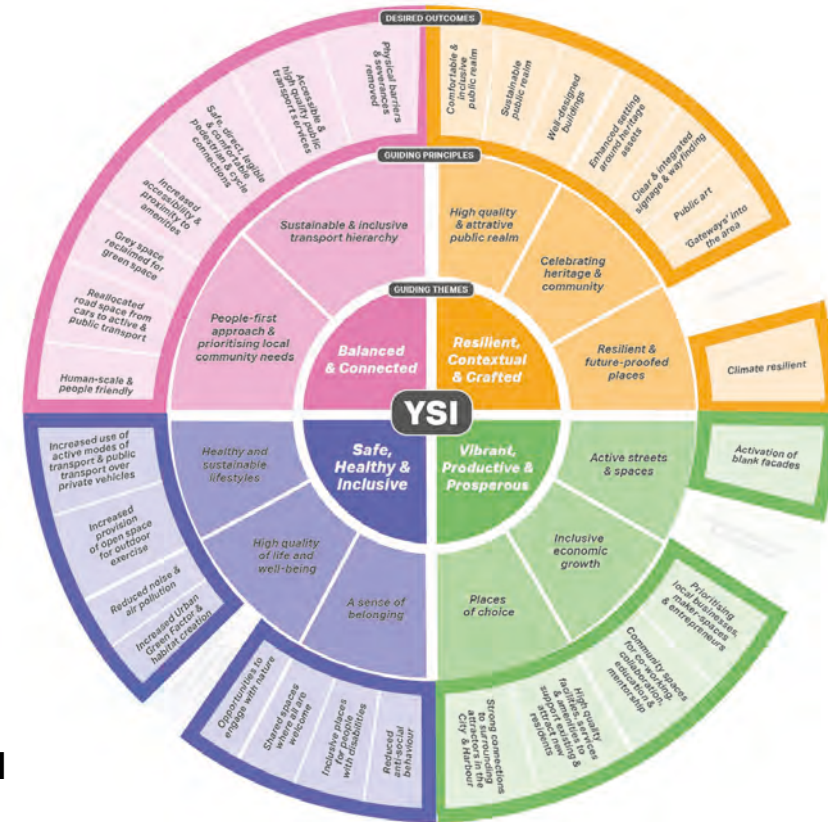
North Queen Street streetscape enhancements

LEVEL	ISSUE TO ADDRESS
City-wide	Poor air quality around the Interchange
	Underutilised sites due to severance by roads and infrastructure
	A focus on green and active corridors
	A focus on waterfront regeneration
	A focus on improving public realm quality
Wider study area	A focus on key attractors at the City Centre and Titanic Quarter
	A focus on activating gateways around transport hubs and key walking routes
	A focus on overall urban quality enhancements
	A focus on active routes throughout the city
Local study area	The waterfront is a key attractor for the Sailortown & Greater Clarendon area
	A focus on reviving the historic city-grid of smaller blocks and higher permeability for better connectivity
	A focus on new pedestrian connections connecting east and west Belfast
	A focus on urban quality enhancements through green corridors and new public squares
	A focus on activation of underutilised spaces
	A focus on key entrances to the City Centre and waterfront.

11 key issues addressed



SS.10



**28 desired
outcomes
addressed**

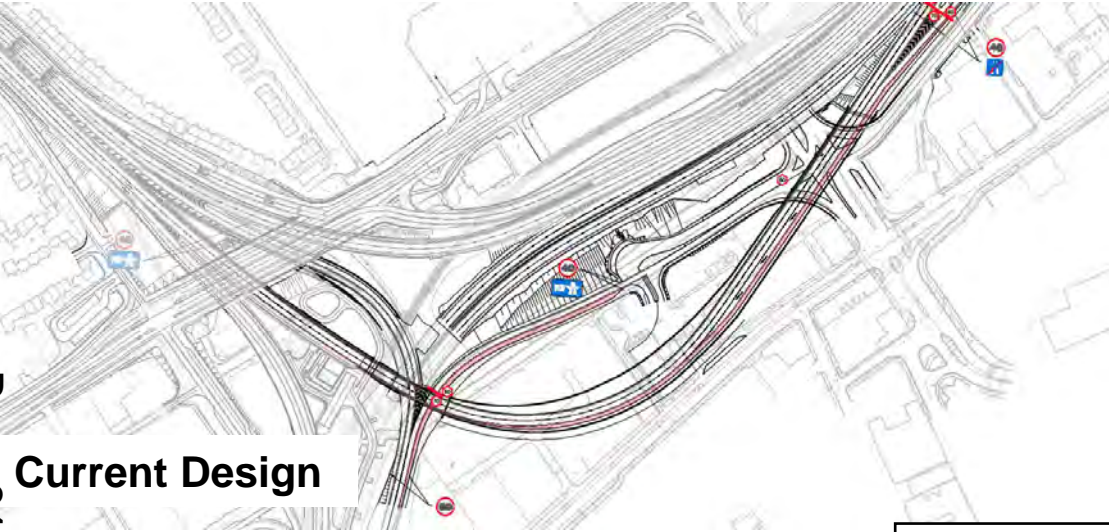
**City-wide level
of benefit:**



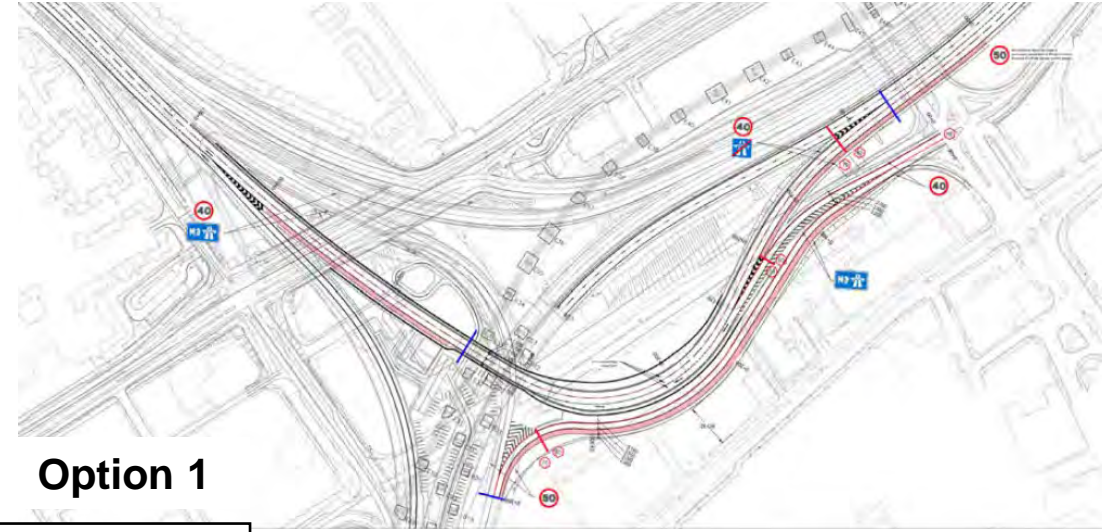
(28+11) x 3 = 117 overall score

M2 to Westlink Realignment Options considered

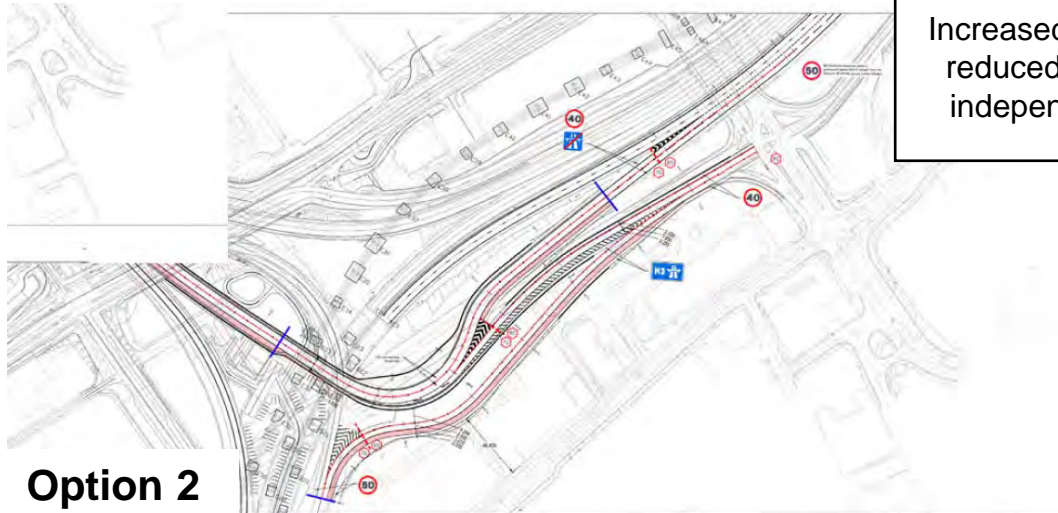
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Current Design



Option 1



Option 2

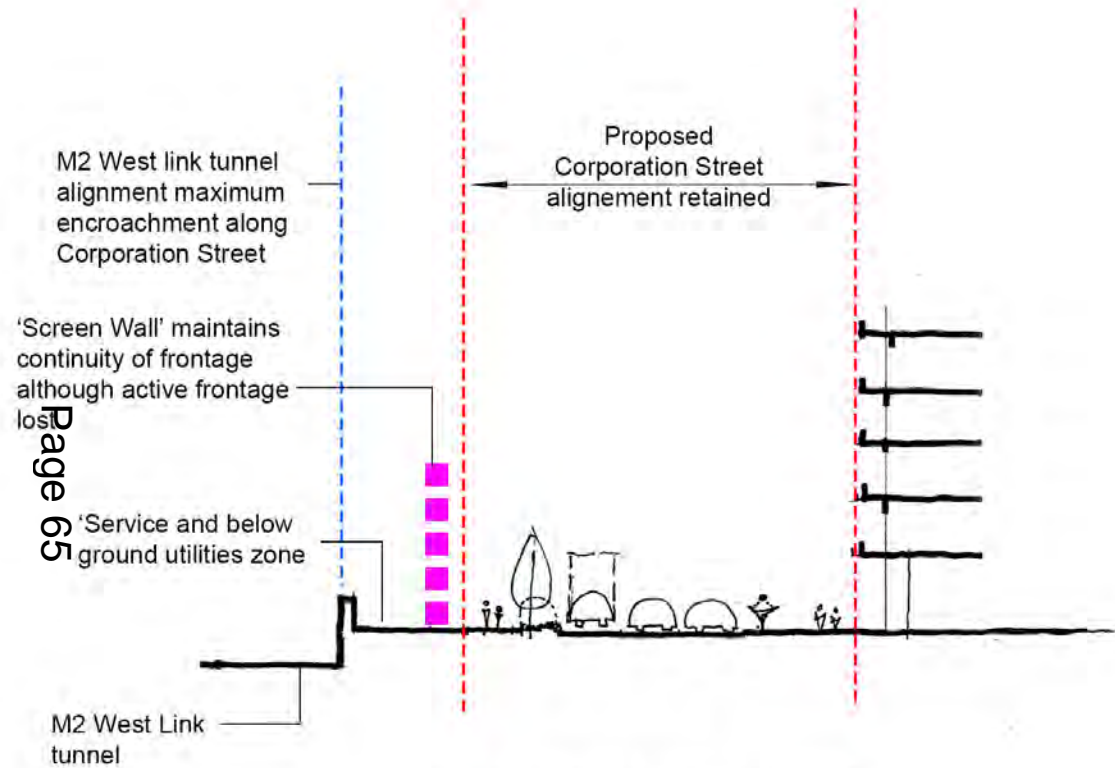
Note:
Increased risk to road user safety with
reduced road geometry – subject to
independent review/decision by DfI



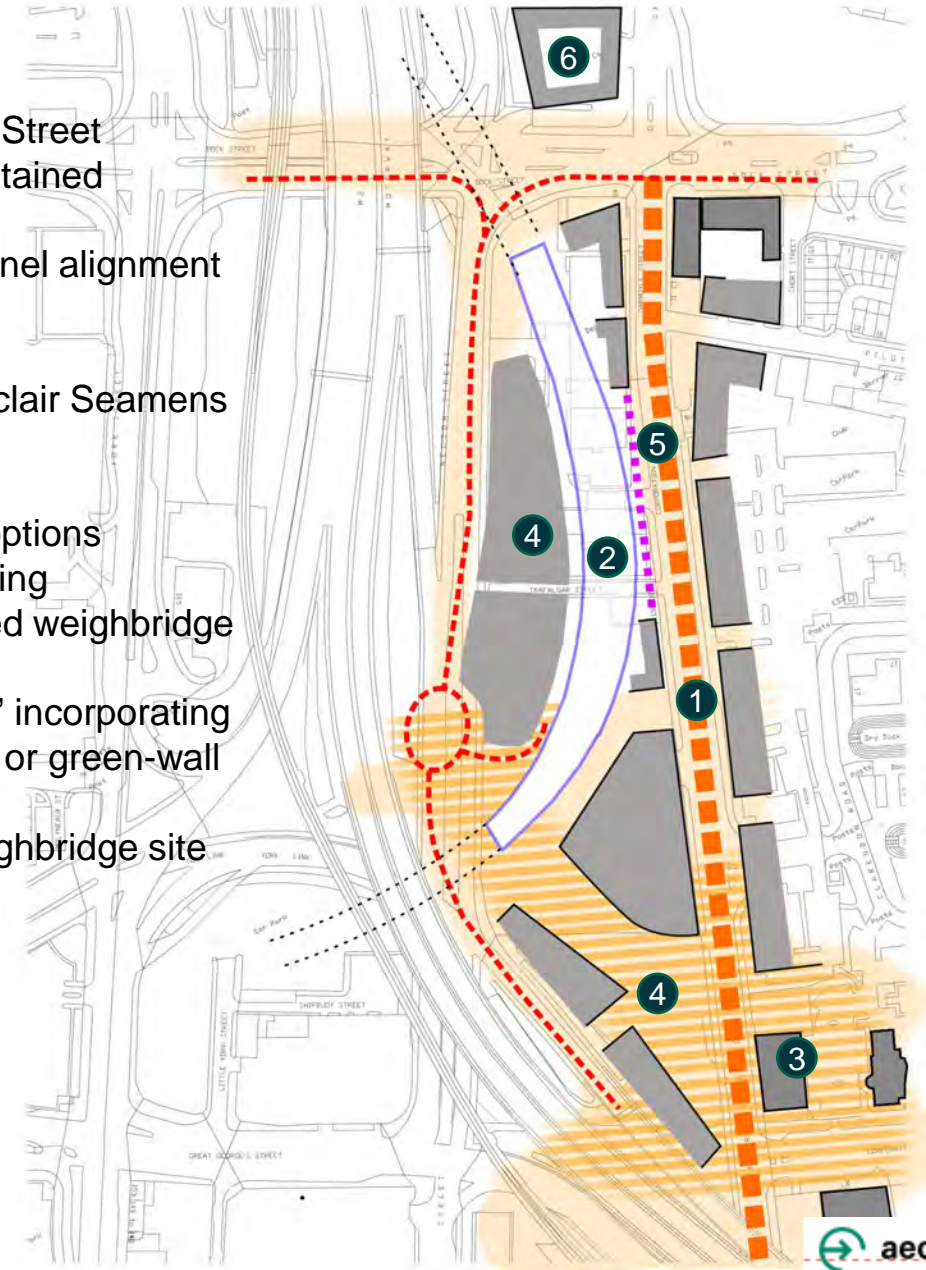
Option 3

Corporation Street

West Link Edge Study 01

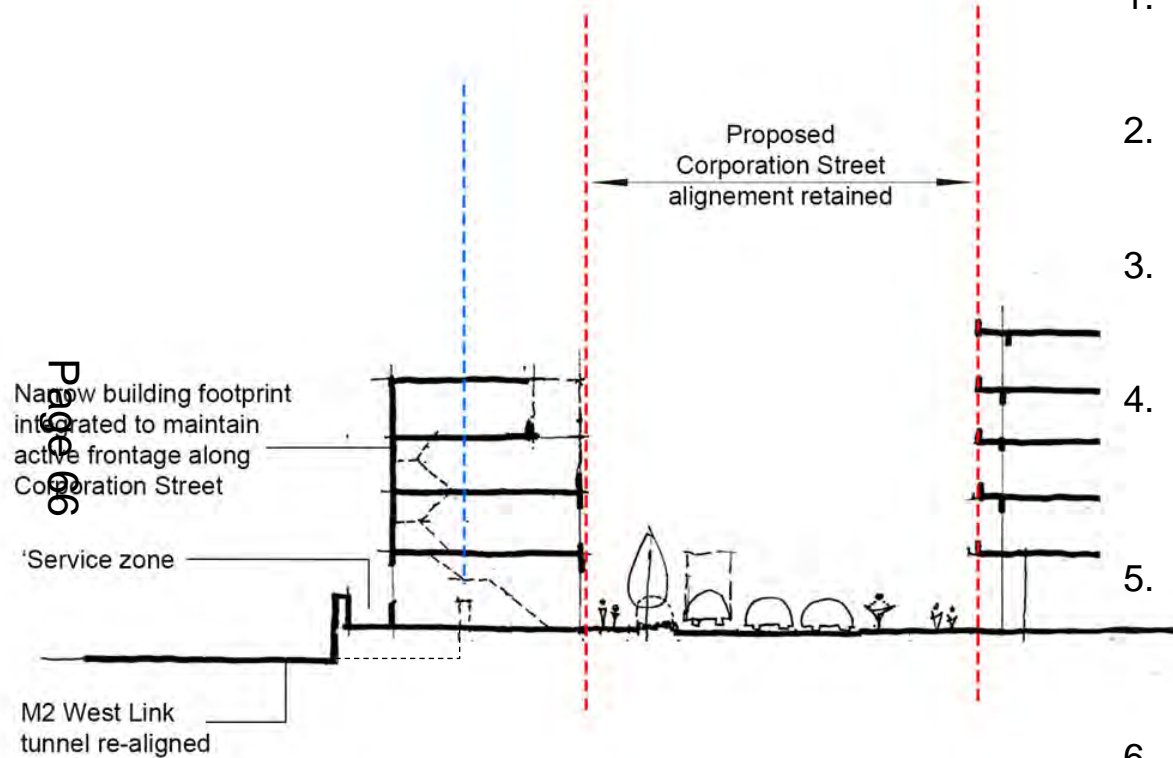


1. Corporation Street alignment retained
2. Westlink tunnel alignment retained
3. Existing Sinclair Seamens Church
4. Island Site options
 - Car parking
 - Relocated weighbridge
5. 'Screen wall' incorporating false façade or green-wall
6. Existing weighbridge site redeveloped

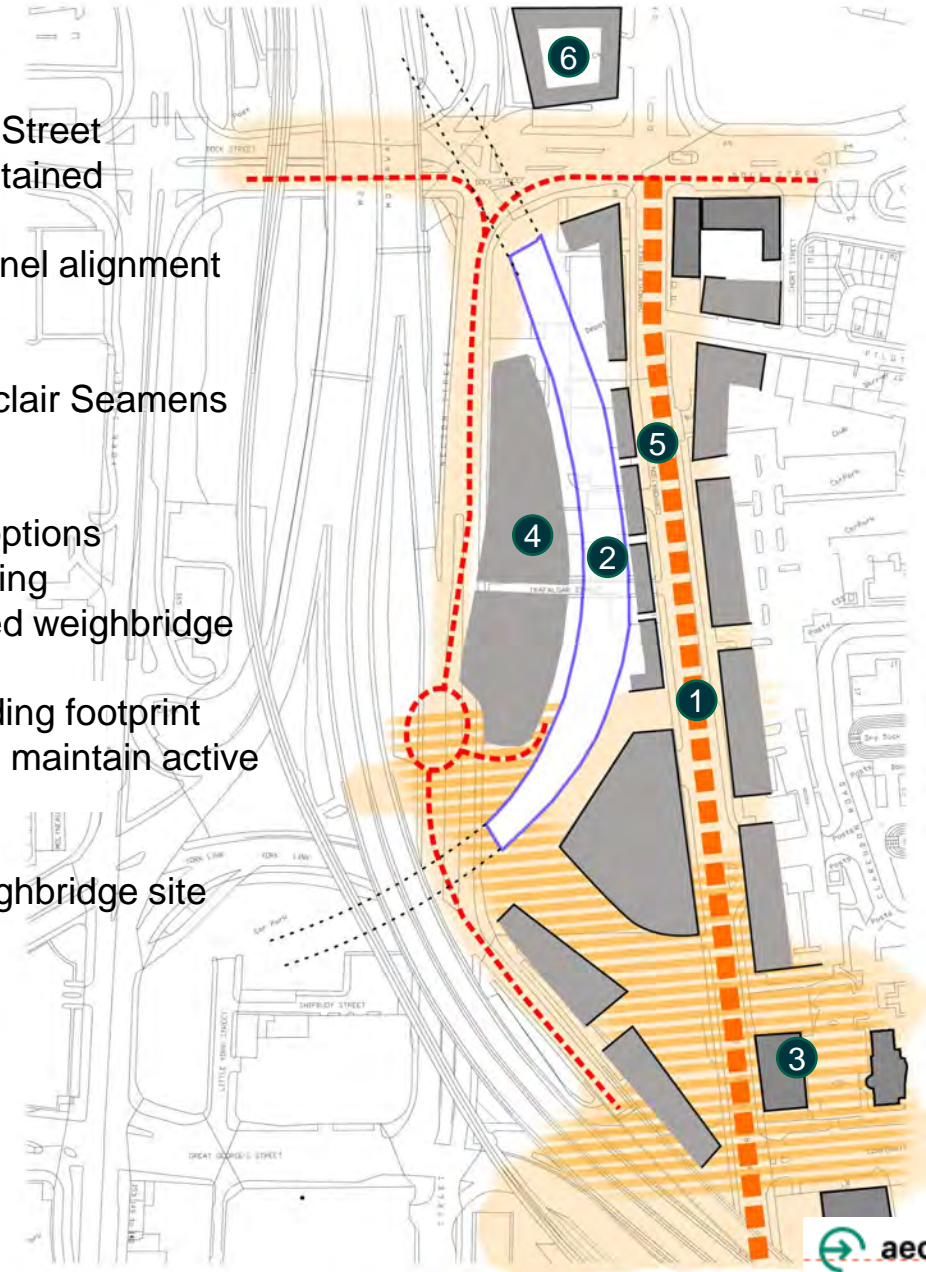


Corporation Street

West Link Edge Study 02



1. Corporation Street alignment retained
2. Westlink tunnel alignment re-aligned
3. Existing Sinclair Seamens Church
4. Island Site options
 - Car parking
 - Relocated weighbridge
5. Narrow building footprint integrated to maintain active frontage
6. Existing weighbridge site redeveloped



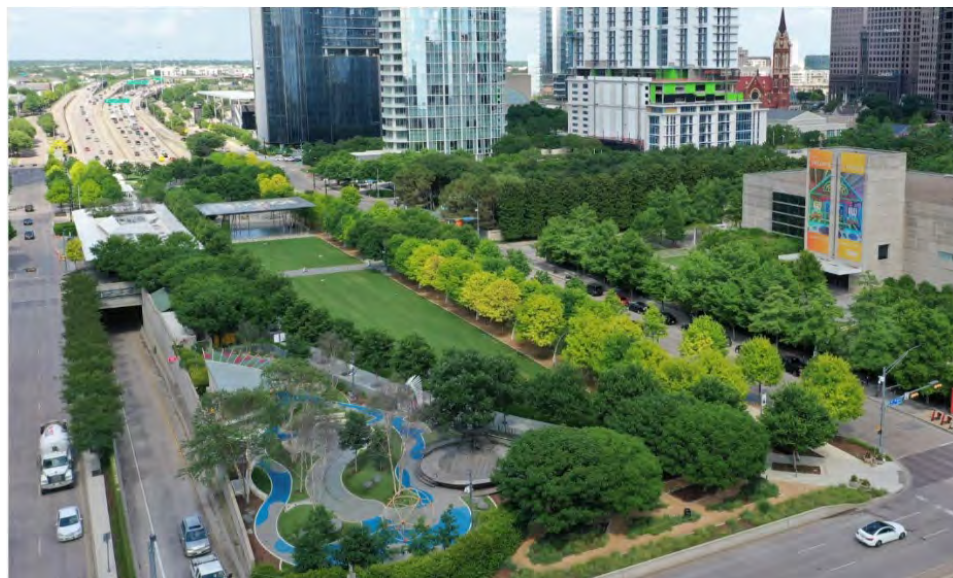
Development of Placemaking Interventions

York Street Green Roofing (S3a & S4)

International precedents



Freeway Park, Seattle



Klyde Warren Park, Dallas

A7 Deckel, Hamburg



Spatial Framework

From York Street to waterfront

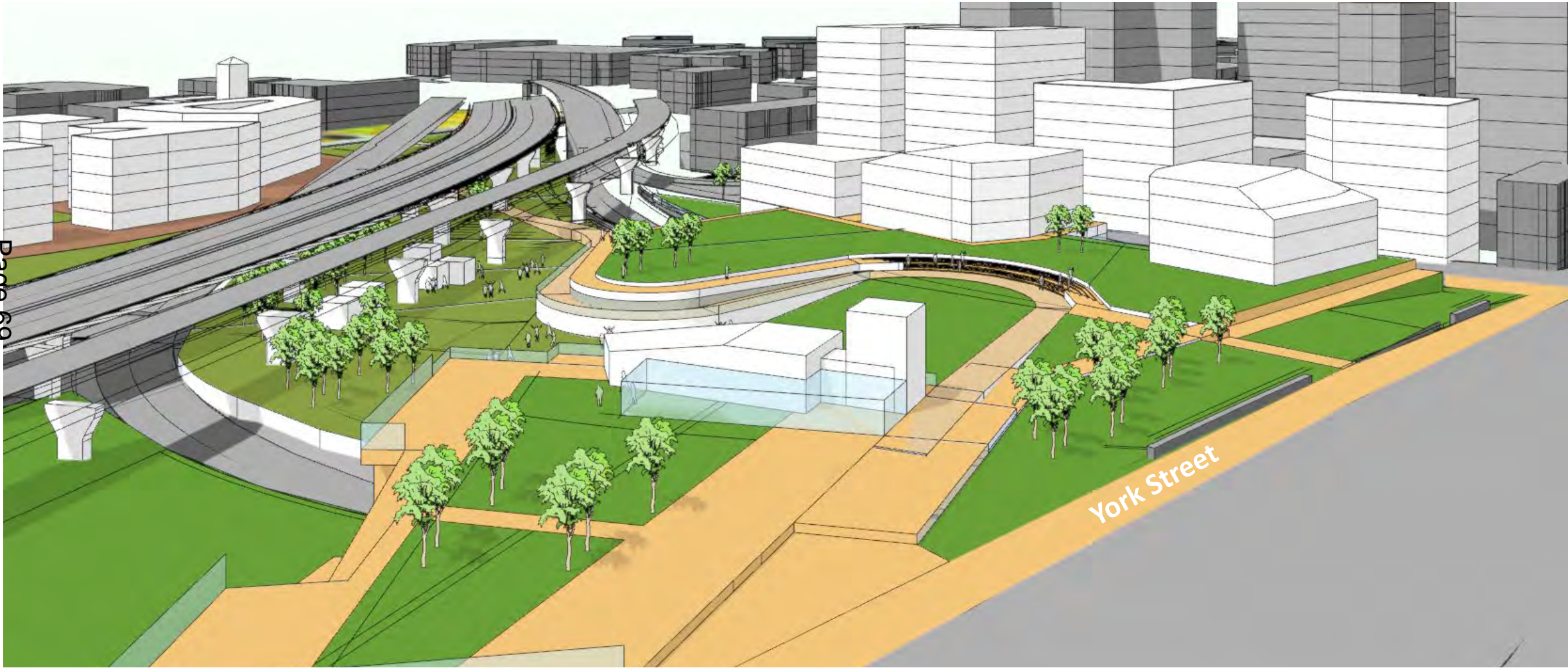


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- An approx. 500m walk from City Quays to the extended green roof
- Active street frontage on York Street, linking Yorkgate station to the city centre
- Active street frontage on Corporation Street with current alignment of M2 to Westlink slip road
- Open spaces and opportunity sites linked into one pedestrian network

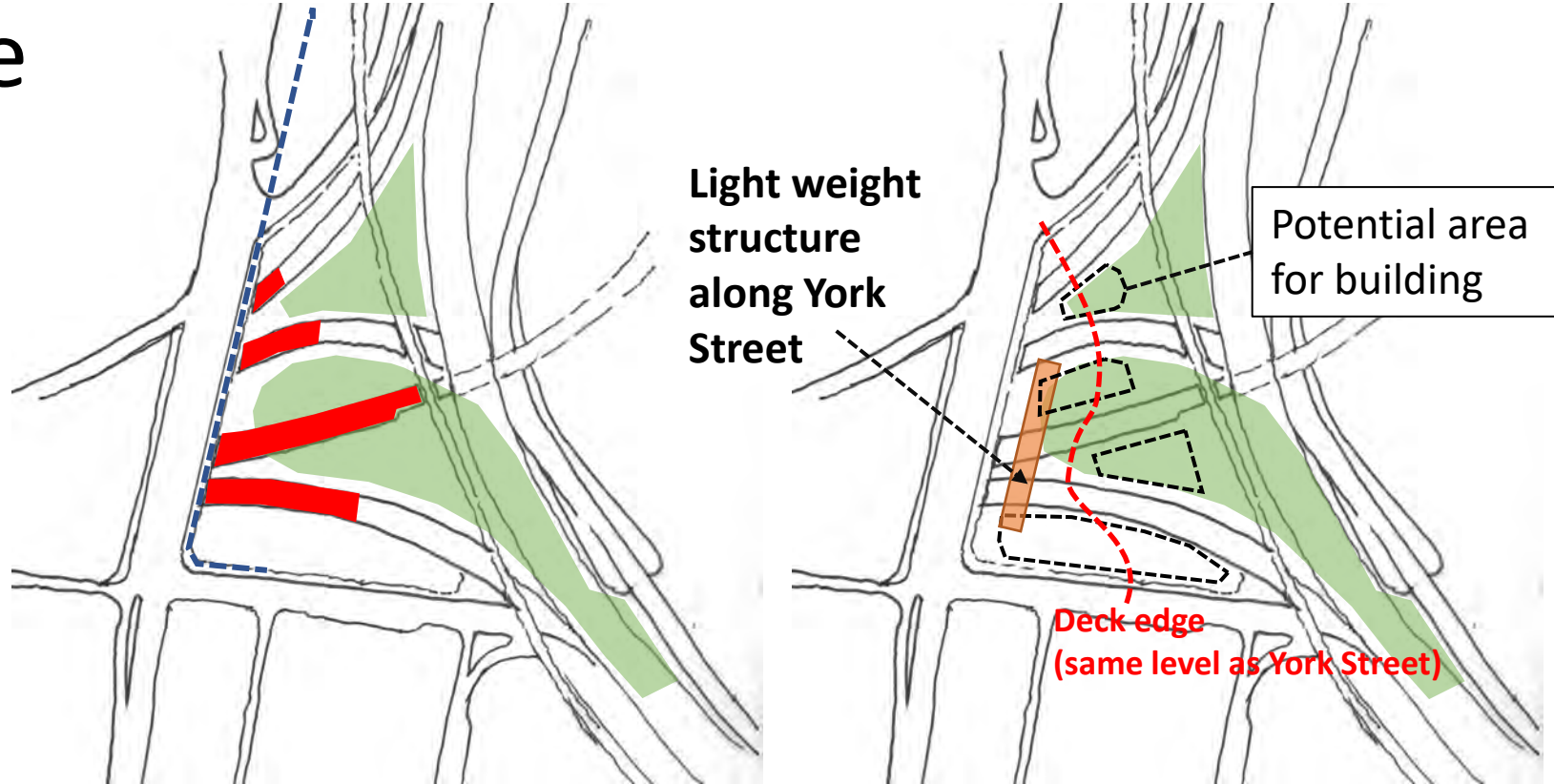


Early concept design showing green park linking York Street to Corporation Street



York Street frontage

- Widened bridges provides cover for the 4 underpasses below York Street.
- Major buildings would be built on the land between the underpasses only
- Only light weight structures would be built on top of the underpass roof slabs

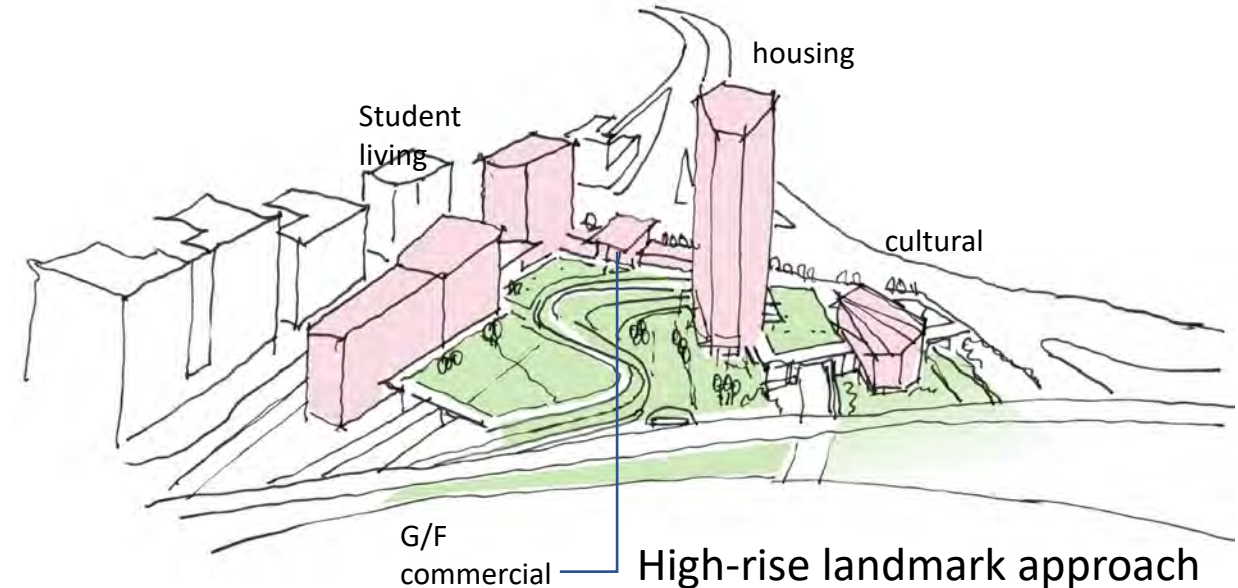
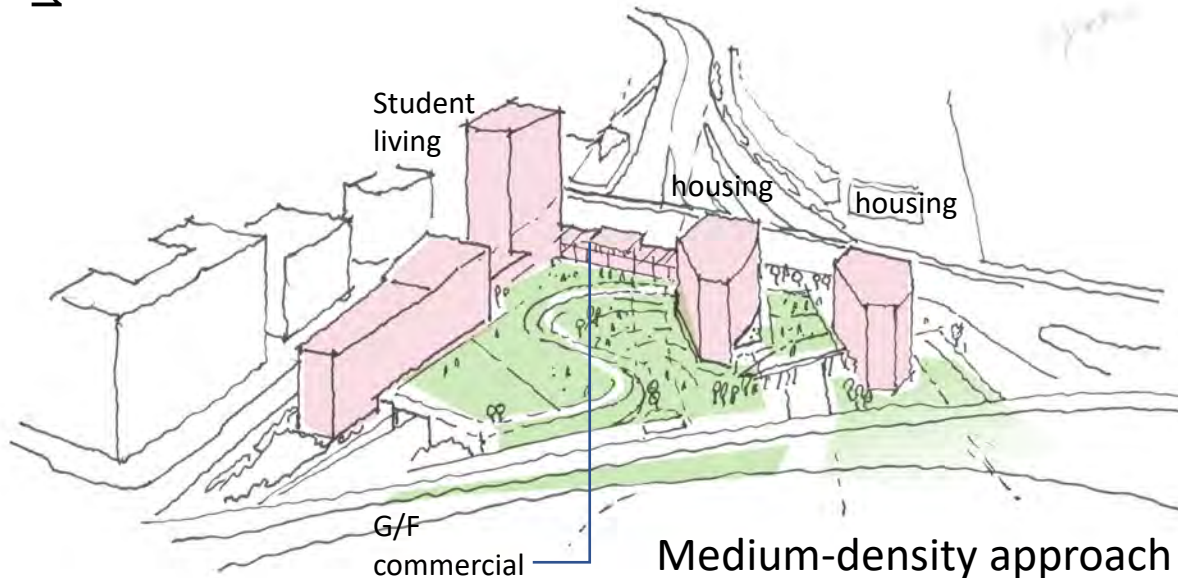
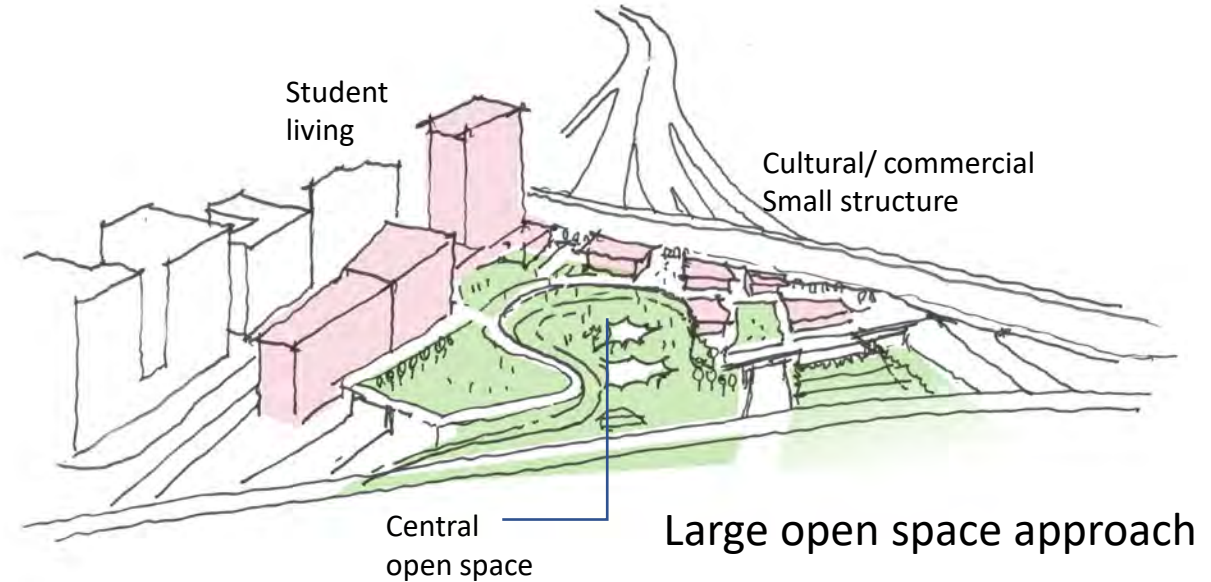


Extended Green Roof

Open space and massing density study

- **Large open space approach** – provides the largest area of public open space
- **Medium-density approach** - provides more development floor area, with residential upper floors, and more active frontage on deck level
- **High-rise approach** - provides more development floor area. The high-rise also becomes a city level landmark

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04

Next Steps

Next steps

1

Packaging and
phasing of delivery

2

Engagement with
delivery partners
around delivery and
long-term
maintenance

3

Cost analysis of the
interventions and
wider economic
benefits assessment

4

Further engagement
with stakeholders on
selected topics

5

Development of
preferred strategies
for recommendations
to DfI Minister

AECOM Delivering a
better world

Evaluation of selected placemaking interventions

Corporation Square streetscape enhancements

LEVEL	ISSUE TO ADDRESS
City-wide	Poor air quality around the Interchange
	Underutilised sites due to severance by roads and infrastructure
	A focus on green and active corridors
	A focus on waterfront regeneration
	A focus on improving public realm quality
Wider study area	A focus on key attractors at the City Centre and Titanic Quarter
	A focus on activating gateways around transport hubs and key walking routes
	A focus on overall urban quality enhancements
Page 75 study area	A focus on active routes throughout the city
	The waterfront is a key attractor for the Sailortown & Greater Clarendon area
	A focus on reviving the historic city-grid of smaller blocks and higher permeability for better connectivity
	A focus on new pedestrian connections connecting east and west Belfast
	A focus on urban quality enhancements through green corridors and new public squares
	A focus on activation of underutilised spaces
	A focus on key entrances to the City Centre and waterfront.

15 key issues addressed



City-wide level of benefit:



SS.4



29 desired outcomes addressed

(29+15) x 3 = 132 overall score

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Subject:	Performance Update on Belfast Bikes Scheme
Date:	08 th February 2023
Reporting Officer:	John Greer, Director of Economic Development
Contact Officer:	Fintan Grant, Operational Development Manager Cathryn Mc Oscar, Assets Development Officer

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of main Issues
1.1	To update Members on the performance of the Belfast Bikes scheme in the third quarter (1 st October 2022 – 31 st December 2022) of year 7 of operation.
2.0	Recommendations
2.1	The Committee is requested to: <ul style="list-style-type: none"> note the update of the Belfast Bikes performance for Year 7 Q3 (Oct-Dec 2022); note the update to the notice of motion regarding free access for young people; note the progress with regard to phase one and phase two expansion.
3.0	Main report

3.1	<p>Background</p> <p>The Belfast Bikes scheme was launched in 2015 as part Belfast City Council’s physical investment programme. The Department for Regional Development provided initial capital funding for the scheme as part of their Active Travel Demonstration Projects budget. The scheme launched with a network of 30 docking stations and 300 bikes. The scheme has been operated by NSL continually since inception using bikes and supporting infrastructure from ‘Nextbike by TIER’. The scheme currently operates with 428 bikes (including those in reserve for new stands) and 51 docking stations.</p>
3.2	<p><u>Expansion of the Scheme</u></p> <p>At CG&R on 12 May 2021 it was agreed that an additional four Belfast Bikes docking stations would be deployed using DFI Active Travel funding. Installation began in Q1 and current status is as follows:</p> <ul style="list-style-type: none"> • Lisnasharragh Leisure Centre was installed on 7 July 2022 and is operational; • Olympia Leisure Centre was installed on 25 October 2022 and is operational; • Kennedy Centre installation is currently ongoing and is expected to be operational by the end of January 2023 and is operational • Waterworks installation has been delayed due to supply chain issues and is expected to be operational by February 2023. <p>Council officers are currently liaising with the operator and supplier to improve the supply chain issues for future installations.</p>
3.3	<p>At CG&R on 9 June 2021 it was agreed to proceed with an additional 15 docking stations. At SP&R on 18 June 2021 members agreed for £500,000 to be invested in the expansion proposal.</p>
3.4	<p>Works is ongoing for the design and installation of eight stations in Phase 1 (to be installed 2022/23):</p> <ul style="list-style-type: none"> • North: Yorkgate and Shore Road • West: St Mary’s College and Shankill Road • South: Lisburn Road and Malone Road • East: Castlereagh Road, Upper Newtownards Road. <p>Seven stations will follow in Phase 2 in the following year (2023/24).</p>
3.5	<p>As previously agreed by the committee, discussion and agreement through Area Working Groups is required to determine exact locations and consider those against the Site</p>

	<p>Expansion Matrix. These site options and discussions with Area Working Groups commenced in November 2022. The AWGs have agreed the exact locations in South and North; the discussions in East and West are still ongoing.</p>
3.6	<p><u>Operational Performance</u></p> <p>Availability</p> <p>Following the ongoing challenges sourcing replacement bike parts, the number of bikes on the street have decreased during Q3. The average daily bikes on the street during Q3 was 294.</p>
3.7	<p>An additional 180 bikes have been purchased to facilitate the ongoing docking station expansion, so availability levels are expected to further increase in coming months.</p>
3.8	<p><u>Membership</u></p> <p>There were 76,565 registered Belfast Bike users at the end of Q3.</p> <ul style="list-style-type: none"> • In Q3 'Pay as you go' (PAYG) memberships remained the most popular form of membership, accounting for 88% of users. • Annual memberships accounted for 12% of users. There is an ongoing trend of users switching from annual membership to PAYG. • Casual memberships have greatly reduced, accounting for 1% of memberships, due to the introduction of PAYG.
3.9	<p><u>Journeys</u></p> <p>There have been 1,326, 035 journeys since the scheme was launched including 33,452 journeys during Q3 Year 7.</p> <p>Although this is a decrease of 24% from the same period in Year 6 (which was an exceptionally busy year for the scheme), journeys during this period increased by 3% against Q3 average since the scheme commenced.</p>
3.10	<p><u>Vandalism</u></p> <p>Members will be aware that vandalism is an ongoing problem. Upgrades to the forks to help prevent the unauthorised removal of bikes has been successful however, damage is now being caused to the rear wheels while bikes are being forced from docking stations.</p> <p>There were 123 instances of vandalism in Q3. Whilst this is lower than previous periods, it is higher than the quarterly average by 36%. Vandalism costs payable by the Council for this</p>

3.11	<p>period is £11,734. Whilst this figure is lower than the previous quarter, it is significantly higher than the quarterly average (£3,841)</p>
3.12	<p>Members should note that generally the number of vandalism incidents has decreased in recent times, however vandalism costs have increased due to the higher cost of parts associated with a higher quality of bike. Bikes were upgraded to 'SMART' bikes in 2021. For comparison, in the same period in 2017, there were 226 instances of vandalism at a cost of £7,242 i.e. higher incidents but at a lower cost. See Appendix 1 tables 2 and 3 for annual comparison.</p>
3.13	<p>Members should also note that following the upgrade to 'SMART' bikes, the amount of theft has decreased due to GPS tracking in the bike allowing for recovery. The operator is very proactive at retrieving missing bikes.</p>
3.14	<p>The bikes operator continues to deliver operational improvements and community engagement initiatives with PSNI to help decrease vandalism incidents.</p>
3.15	<p><u>Subscriptions and Usage Revenue</u></p> <p>Income from fees and charges in Q3 was £30,902. This is 22% higher than average for this period. Year to date income from fees and charges is £154,601.</p>
3.16	<p><u>MARCOMMS</u></p> <p>Marketing activity during Q3 included:</p> <ul style="list-style-type: none"> • Social Media messaging and video promotion on "Lock it Dock it" • Article in Winter City Matters magazine (circulation of 160k homes); on new stations at Lisnasharragh Leisure Centre, Olympia Leisure Centre, The Kennedy Centre and the Waterwork. <p>Belfast Bikes currently has 5.1k followers on Twitter; 1.7k on Facebook; and 1.1k on Instagram.</p>
3.17	<p><u>Operator contract</u></p> <p>NSL continues to operate the Belfast Bikes scheme, with a contract renewal available until 2024. Council staff are reviewing the scheme and will make future recommendations for the management, operation and potential expansion of the scheme as part of a new procurement package.</p>

3.18	<p><u>Sponsorship</u></p> <p>Sponsorship ended in September 2022 and council officers are currently assessing procurement options for a new sponsor of the scheme. The preferred option is to tender for a “sponsorship expert” with the required market experience in similar bike schemes, to identify an appropriate sponsor and market value for the Belfast scheme.</p>				
3.19	<p><u>Response to Notice of Motion</u></p> <p>Following a Notice of Motion from Councillor O’Hara the Committee agreed on 4th March 2020 to investigate “ <i>as part of the current strategic review of the Belfast Bikes Scheme, consideration be given to granting free access to young people 25 years of age and under to the scheme</i>”.</p>				
3.20	<p>Belfast Bikes operator, NSL, added date of birth (D.O.B.) as an essential criteria for users from 13 October 2022. It would be prudent to wait approximately six months to allow the majority of users to upgrade their information before accurate age demographics can be determined.</p>				
3.21	<p>However, initial reports indicate 53% of users fall within the ‘25 and under’ age group. Providing free usage to under 25’s is likely to have a significant detrimental impact on revenue generated from the bike scheme, which directly contributes to operating costs.</p>				
3.22	<p><u>Update on Covered Cycle Stands city-wide</u></p> <p>Whilst Covered Cycle Stands are not part of the Belfast Bikes scheme, both initiatives are aligned to the Bolder Vision with a focus on improvements in the active travel provision and infrastructure across the city. Covered Cycle Stands are part of the Active Travel Enablers project.</p>				
3.23	<p>Phase 1</p> <p>Under the DfI Sustainable and Active Travel elements of the DfC Covid-19 Revitalisation Programme, 10 covered cycle stands were funded city-wide. Locations were agreed in previous CGR Committee and the status is as follows:</p> <table border="1" data-bbox="256 1888 1386 1989"> <tr> <td data-bbox="256 1888 759 1939">Gasworks</td><td data-bbox="759 1888 1386 1939">Installed July 2022</td></tr> <tr> <td data-bbox="256 1939 759 1989">St. George’s Market</td><td data-bbox="759 1939 1386 1989">Stand delivered but still awaiting DfI approval</td></tr> </table>	Gasworks	Installed July 2022	St. George’s Market	Stand delivered but still awaiting DfI approval
Gasworks	Installed July 2022				
St. George’s Market	Stand delivered but still awaiting DfI approval				

	Grosvenor Community Centre	Installed September 2022
	Shankill Leisure Centre	Installed July 2022
	Belmont Park	Installed August 2022
	Inverary Community Centre	Installed August 2022
	Belfast Zoo	Installed August 2022
	Waterworks	Installed August 2022
	Belvoir Activity Centre	Installed August 2022
	Mary Peter's Track	Installed September 2022
3.24	<p>Phase 2</p> <p>Members received an update on the DfI funding for the Active Travel Enabling Projects in March 2022 that outlined the projects, budget and timeframe for delivery. In terms of the covered cycle stands, officers drew upon the priority areas identified by Sustrans, and these locations were also assessed in terms of the deliverability within the timeframe as well as the key criteria aligned to cycle infrastructure provision.</p> <p>Following a procurement process, a supplier has been appointed for the next 10 covered cycle stands being delivered in-year.</p>	
3.25	<p>Financial & Resource Implications</p> <p><u>Finance</u></p> <p>There are no specific financial or resource implications contained within this report.</p>	
3.26	<p><u>Equality or Good Relations/ Implications</u></p> <p>None</p>	
4.0	Appendices – Documents Attached	
	Appendix 1: Belfast Bikes - Performance Data Q3 (Sept 2022- Dec 23)	

Table 1 – Belfast Bike rentals by Month and Year

Month	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
April	2,162	15,163	17,253	13,274	13,306	0*	30,693	10,617
May	16,151	20,490	21,689	17,867	16,720	0*	20,533	12,711
June	20,828	20,404	21,902	17,448	14,698	0*	26,142	15,579
July	19,807	16,593	18,461	16,878	15,350	2,898	25,310	17,891
August	17,709	21,345	19,756	15,406	13,799	4,693	23,840	20,858
September	19,448	21,448	17,037	15,438	11,959	4,755	22,968	17,426
October	18,807	21,270	17,348	19,373	12,402	3,274	18,587	14,564
November	15,274	18,676	12,726	15,031	9,173	3,462	15,716	11,794
December	13,036	15,022	7,724	10,526	7,829	3,149	9,678	7094
January	12,121	16,300	9,461	13,316	9,712	4,967	10,053	
February	13,846	15,695	10,640	13,434	7,540	9,233	8,137	
March	14,982	19,064	11,199	12,314	4,761	28,903	12,119	
Total	184,171	221,470	185,196	180,305	137,249	65,334	223,776	128,534

*Not operational due to Covid-19

Table 2 - Vandalism costs to Council

Mth	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/2022	2022/23
Apr		£411.00	£429.24	£225.72	£1,060	£0.00	£3,449.83	£0.00
May	£949	£1,862	£2,970.54	£0.00	£1,707	£0.00	£1,766.12	£748.91
Jun	£1,005	£1,025	£1,829.92	£977.04	£2,303	£0.00	£1,934.00	£3,371.76
Jul	£0.00	£846.08	£1,793.98	£0.00	£904	£404.21	£1,427.00	£7,256.48
Aug	£744	£2,258	£1,794.00	£222.15	£1,374	£967.16	£1,815.32	£3,573.92
Sep	£356	£3,527	£2,444.02	£1,635	£0.00	£991.79	£1,809.04	£6,370.18
Oct	£556	£1,297	£4,918.74	£0.00	£939.41	£0.00	£397.23	£7,303.39
Nov	£674	£771.22	£2,459.30	£2,316	£701.91	£0.00	£1,314.79	£2838.65
Dec	£0.00	£2,374	-£135.48	£0.00	£417.24	£0.00	£ 0.00	£1592.39
Jan	£0.00	£1,170	£1,763.62	£1,130	£1,274	£259.31	£0.00	
Feb	£0.00	£3,227	£1,112.26	£930.35	£0.00	£432.43	£ 173.06	
Mar	£0.00	£840.68	£464.54	£119.20	£215.05	£3,153	£494.28	
Total	£4,285	£19,612	£21,844	£7,556	£10,898	£6,208	£13,913	£33,055.68

Table 3 – Vandalism incidents

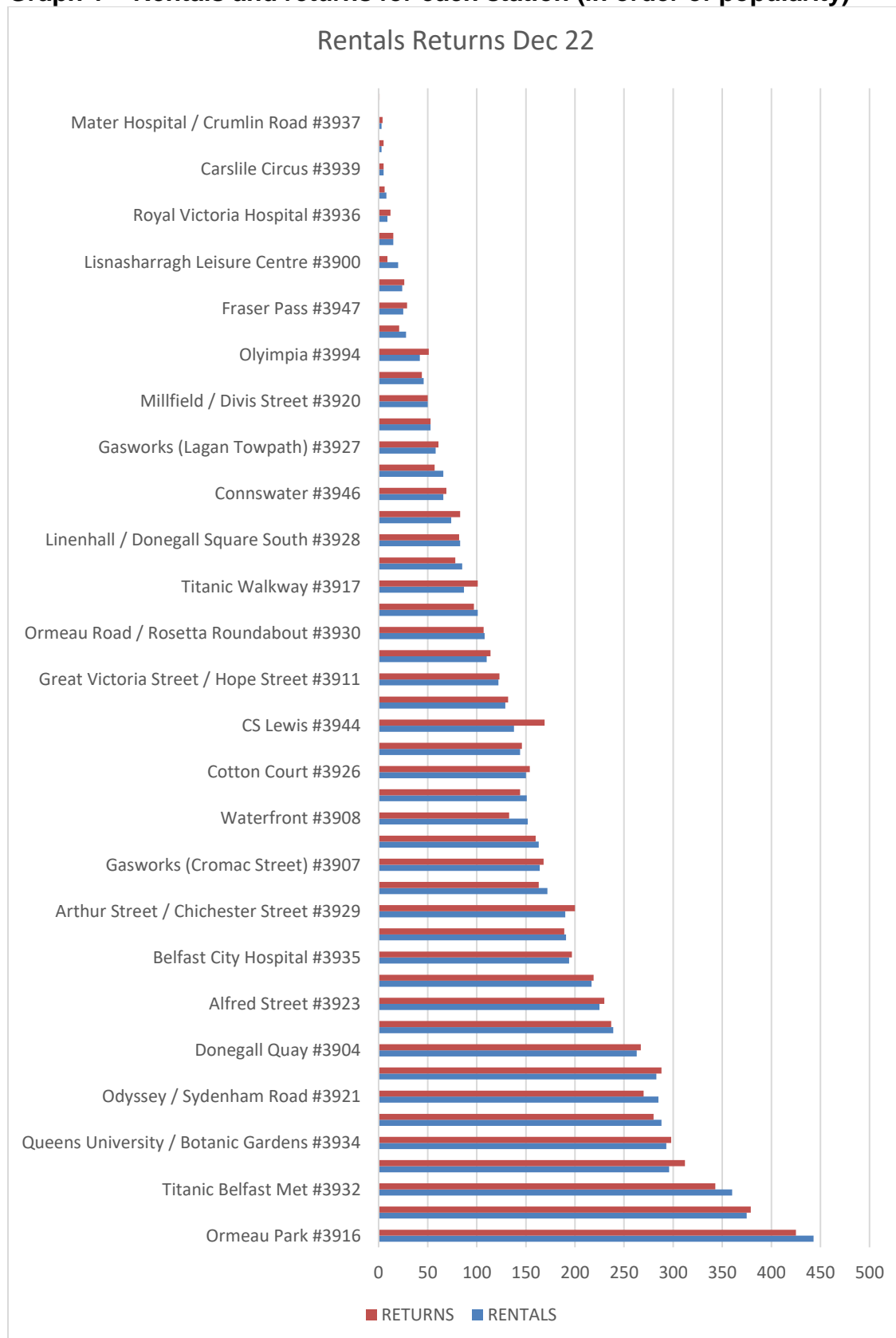
	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
Apr		16	82	35	23	17	84	17
May	7	50	111	31	45	0	70	17
June	6	19	78	32	54	0	47	24
July	13	17	61	28	31	21	48	35
Aug	14	28	84	34	8	31	40	27
Sept	16	17	98	87	5	43	61	68
Oct	15	22	107	27	26	13	34	50
Nov	11	28	78	12	18	15	18	41
Dec	7	47	41	37	23	15	5	5
Jan	7	41	23	19	27	14	13	
Feb	4	59	35	33	17	14	18	
Mar	4	54	29	20	17	92	12	
Total	104	398	827	395	294	275	450	284

Table 4 – Location of docking stations December 2022 (alphabetical order)

Place name	Official Station	Station number	Bike racks
Alfred Street	1	3923	14
AllState	1	3948	12
Antrim Road / Duncairn Centre	1	3943	8
Arthur Street / Chichester Street	1	3929	8
Bankmore	1	3918	16
Belfast City Hospital	1	3935	18
Botanic Avenue	1	3909	16
Bradbury Place	1	3924	16
Carrick Hill / St Patricks Church	1	3915	12
Carlisle Circus	1	3939	20
Castle Place / Royal Avenue	1	3912	22
Cathedral Gardens	1	3914	20
City Hall	1	3902	20
College Square East	1	3919	16
Connswater	1	3946	10
Corporation Square	1	3922	14
Cotton Court	1	3926	12
CS Lewis	1	3944	16
Donegall Quay	1	3904	16
Europa Bus Station / Blackstaff Square	1	3910	16
Falls Road	1	3941	8
Fraser Pass	1	3947	14
Gasworks (Cromac Street)	1	3907	12
Gasworks (Lagan Towpath)	1	3927	16
Girwood Community Hub / Cliftonville Park Avenue	1	3942	14
Great Victoria Street / Hope Street	1	3911	18
Grosvenor Road / Servia Street	1	3940	12
Lanyon Station Mays Meadow	1	3905	20
Linenhall / Donegall Square South	1	3928	16
Lisnasharragh Leisure Centre	1	3900	12
Mater Hospital / Crumlin Road	1	3937	10
Millfield / Divis Street	1	3920	18
Odyssey / Sydenham Road	1	3921	22
Olympia Leisure Centre	1	3994	12
Ormeau Park	1	3916	12
Ormeau Road / Rosetta Roundabout	1	3930	16
Ormeau Road / Somerset Street	1	3913	12
Queens University / Botanic Gardens	1	3934	14
Queens University Road	1	3933	16
Royal Avenue / Castlecourt	1	3925	12
Royal Victoria Hospital	1	3936	20
Shankill Leisure Centre / Shankill Road	1	3938	18
Skainos	1	3945	8
St Georges Market / Cromac Square	1	3906	12

Stranmillis	1	3931	14
Titanic Belfast Met	1	3932	18
Titanic Walkway	1	3917	20
Victoria Square	1	3903	10
Waterfront	1	3908	24

Graph 1 – Rentals and returns for each station (in order of popularity)



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Belfast
City Council

Subject:	St Patrick's Day Update 2023
Date:	8 th February 2023
Reporting Officer:	John Greer, Director of Economic Development
Contact Officer:	Kerry Mc Mullan, Tourism and Events Development Manager

Restricted Reports

Is this report restricted?

Yes

☐

No

☒

If Yes, when will the report become unrestricted?

After Committee Decision

After Council Decision

Some time in the future

Never

☐
☐
☐
☐

Call-in

Is the decision eligible for Call-in?

Yes

☒

No

☐

1.0	Purpose of Report
1.1	<p>The purpose of this report is to provide Members with an update on St Patrick's Day 2023 to include:</p> <ul style="list-style-type: none"> - Detail on procurement (design award) and duration - Outline programming plans
2.0	Recommendations
2.1	<ul style="list-style-type: none"> • Members are asked to note details of the report specifically the outlined programme. • Note that a report will be brought to Committee to update Members on the post event evaluation and the proposed creative commissioning process for 2024 and beyond.

	<ul style="list-style-type: none"> Members are asked to approve the allocation of up to £30,000 from the Extended Cultural Programme agreed by SP&R on 18th February 2022 to support the development and delivery of the described programme by Féile an Phobal during 1st – 17th March. Approve a £15,000 contribution in this financial year from existing and approved departmental budgets for the Gradam Ceoil Bursary Scheme in partnership with Duncairn Arts Centre, Red Shoe productions and TG4. Approve the financial allocations at 3.6 of £100,000 to Beat Carnival, £50,000 to Feile and Phobal and £80,000 to Duncairn Arts
3.0	Main report
3.1	<p>Background</p> <p>It was agreed by Strategic Policy and Resources Committee in January 2021, that a different approach would be taken to the future development of St Patrick's Day. Officers designed an open and competitive process to support applications for creative development awards for St Patrick's Day (SPD) 2022. This opportunity was published in the Council's cultural database, promoted on social media and via Council's website as well as through partner organisations and networks.</p>
3.2	<p>Detail on procurement (design award) and duration</p> <p>Building on the strong foundation of recent years, Council agreed to develop an ambitious approach to St Patrick's Day in the City. This opportunity was designed to allow space for real innovation and experimentation and genuine co-design with the people of the city. Rather than commissioning an external consultant to review the event it was agreed to test a different approach by directly investing in the local sector through Creative Development Awards that could then be progressed to a next stage commission for March 2022. As a result of this process, four organisations were awarded funding in 2022: Duncairn, Beat Carnival, Maywe and Feile.</p>
3.3	<p>2023 Approach</p> <p>At September 2022 Committee, it was agreed that organisations who had the opportunity to pilot ideas in March 2022 with 'testing' in real time would be taken forward to full delivery in 2023. Officers believed that as per 2022, all four pilots merited support in 2023. Retrospective approval was granted for the 2022 procurement process, which did not include a 'Contest Notice' or an 'Award Notice' as per the Public Contract Regulations 2015.</p>

3.4	It was further agreed that a new Design Contest would be run in a timely manner for any required service contracts to support the delivery of St Patrick's Day in 2024 and beyond. This would be conducted with the support of CPS to ensure compliance with the requirements of the Public Contracts Regulations.
3.5	As in 2022, it was agreed that Council would have an overarching curatorial, programming, production and co-ordination role to produce a festival of events over multiple days and also lead on the marketing of the event.
3.6	<p>At November 2022 Committee, Members were reminded that £240,000 was approved previously by Committee in April 2022 for the St Patrick's Day 2023 event. Further approval was granted to allocate an additional £90,000 from existing Council and department budgets. This brought the overall budget allocation to £330,000. It is proposed that these monies are allocated to,</p> <ul style="list-style-type: none"> - £100,000 Beat Carnival To deliver a commission for the St Patricks Day parade 2023. Service contract to be awarded to Beat using the previous run Design Contest (competitive process). - £50,000 To deliver a music programme city wide for the St Patricks Day celebrations 2023. Service contract to be awarded to Feile using the previous run Design Contest (competitive process) approved at Committee in September 2022. - £80,000 To deliver a commission for the music element of St Patricks Eve concert 2023. Service contract to be awarded to Duncairn using the previous run Design Contest (competitive process). <p>Plans for St Patrick's Day 2023:</p>
3.7	Council Officials are currently engaged on finalising event proposals, refining both themes and event concepts for 2023.
3.8	<p>16th March 2023</p> <p>The concert on the 16th evening at Custom House Square will again take place as per 2022, with Duncairn leading the creative programming and with Council facilitating production, operational and logistical arrangements. This will be a free, but ticketed event.</p>
3.9	<p>17th March 2023</p> <p>The Events Team have been guided by health and safety advice over recent months with respect to the 2022 event and as a consequence have engaged with multi-agencies to</p>

	<p>elongate the parade route by approximately one third. This decision is in large part due to crowd density experienced around the route in 2022, minimising 'pinch points' and to assist in improving the visitor experience from a visibility perspective.</p>
3.10	<p>The proposed route for the 2023 parade is as follows: City Hall, Chichester Street, Victoria Street, High Street, Donegall Place and return to City Hall for de - rig. The parade will also incorporate the role of 'punk' music and the importance of this to Belfast, re - creating parts of the 'Good Vibrations' film and stage show which will tour America later in 2023.</p>
3.11	<p>St George's Market will be fully operational on St Patrick's Day. Ards CCE (a key partner in the bid for Fleadh Cheoil) are programming a number of musical and dance performances to take place within the market to enhance the visitor experience and expand the city - wide offering on St Patrick's Day.</p>
3.12	<p>On 17th March within 2RA, Maywe will offer four oral history sessions with community groups, story oral recording and a showcase of stories. Additionally on March 18th, Maywe in conjunction with Ards CCE will host Celtic Storm, a globally acclaimed group of Irish traditional musicians and dancers, which has performed to audiences all over the world. The performance will be lead by a group from Ards CCÉ which includes All Ireland Champion musicians, vocalists and dancers.</p>
3.13	<p>Féile will run a series of Irish Traditional Sessions between the 10th – 17th March 2023. This will include 40+ venues across the city and city centre (venues will be confirmed by mid-February) with 30+ Irish traditional musicians performing. There will also be a showcase of Irish traditional music in the city centre on St Patrick's Day during the parade, as well as partnership performances with Duncairn Arts in Custom House Square.</p>
3.14	<p>Gradam Ceoil Bursary Scheme</p> <p>At the City Growth and Regeneration Committee on Wednesday 8 September 2021, members agreed to support the Gradam Ceoil bursary scheme of a five-year period (2021 – 25) and contribute £15,000 each year.</p> <p>The Gradam Ceoil Bursary Scheme is a series of three annual awards awarded to young (18–25-year-old) traditional musicians in Belfast, in partnership with Duncairn Arts Centre, Red Shoe productions and TG4.</p> <p>Each award is valued at £3,000 each and the programme aims are:</p> <ul style="list-style-type: none"> • To provide support, training and mentoring • To support creativity and cultural expression

	<ul style="list-style-type: none"> • Build capacity in online/broadcasting presentation skills (in acoustics and visuals) • Develop capacity and profile for the traditional music sector in Belfast. <p>After attracting a high number of quality applications, the 2021/22 scheme selected three young Belfast traditional musicians to award. Highlights from the 2022 awards included the recipients performing at the Gradam Ceoil awards in Dublin for the Irish President, Michael D. Higgins, as well as an invite to the Lord Mayor's parlour for a reception to celebrate. It is proposed to continue this important partnership with a £15,000 contribution in this financial year.</p> <p>Language as Culture</p>
3.15	<p>Members will recall that support up to £30,000 was allocated to Language as Culture within the Extended Cultural Programme that was approved by SP&R on the 18th February 2022, focused on initiatives exploring the diversity of language in our city through cultural activity. Officials from the Culture and Tourism team are currently engaged on the development of a programme through a partnership with Féile an Phobail to celebrate language and develop a weeklong series of events in March 2023 as part of Seachtain na Gaeilge (Irish Language Week).</p> <p>Seachtain na Gaeilge is an international Irish language festival and one of the biggest celebrations of language and culture that takes place each year in Ireland and in many other countries.</p> <p>The week coincides with the dates of the Spring Festival, Féile an Earraigh, which is run by Féile an Phobail. To coincide and build on this synergy, Féile an Phobail are aiming to programme events in key city centre spaces that attract footfall and will be visible to the general public. Sites under consideration include at Custom House Square, Writers Square, and Bank Square. Members are asked to approve the allocation of up to £30,000 to support this programme.</p> <p>Marketing</p> <p>From January 2022, the Events Team have been engaging with our internal colleagues in Marketing and Visit Belfast on the development and delivery of an Integrated PR and Marketing Plan for St Patrick's Day.</p> <p>Future Planning for City Events (including SPD):</p>
3.16	

3.17	<p>Planning is already underway by the Tourism. Events and Culture Teams to uplift and future proof SPD ahead of 2024. This will also ensure that the necessary benchmarking and research delivery structures, stakeholder engagement and early procurement are confirmed at an early stage ahead of 2024.</p>
3.18	<p><u>Equality & Good Relations Implications/Rural Needs Assessment</u></p> <p>All events will take equality and good relations implications into account and will be reflected in all agreements issued to partner organisations.</p>
3.19	<p><u>Financial and Resource Implications</u></p> <p>There are no new financial implications. The activities outlined in this report will be resourced from the 2022/23 budget for the Culture and Tourism section of the Economic Development division of the Place and Economy Departmental budget.</p>
4.0	Appendices
	N/A



Subject:	Belfast Zoo – Supported Charities amendment
Date:	8 th February 2023
Reporting Officer:	John Greer
Contact Officer:	Alyn Cairns, Zoo Manager Julie Bryans, Commercial Support Officer

Restricted Reports

Is this report restricted?

Yes

☐

No

☒

If Yes, when will the report become unrestricted?

After Committee Decision

After Council Decision

Some time in the future

Never

☐
☐
☐
☐

Call-in

Is the decision eligible for Call-in?

Yes

☒

No

☐

1.0	Purpose of Report or Summary of main Issues
1.1	The purpose of this report is to update and request changes to the approved conservation projects that are supported by Belfast Zoo.
2.0	Recommendations
2.1	Members are requested to: <ul style="list-style-type: none"> - Note that three projects can no longer be supported; - Approve a new project to be supported.
3.0	Main Report:
3.1	Background

A significant proportion of Belfast Zoo’s animal collection represents species that are endangered or under threat in the wild, and many are managed as part of international collaborative breeding programmes. Such programmes are managed by the European (EAZA) and World (WAZA) zoo associations, of which Belfast Zoo is a member. One of the roles of these programmes is to create conservation links between captive populations of endangered species being managed *ex situ* (i.e. the process of protecting an endangered species outside of its natural habitat), and wild populations being managed *in situ* (i.e. in the species natural habitat). Such links provide education/awareness, scientific/research opportunities and financial support to those working on these projects.

3.2 Under the terms of the zoo licence issued by NIEA, Belfast Zoo is required to demonstrate that it supports in situ conservation projects.

3.3 Parks and Leisure Committee in January 2015 approved the support of several local, national and international conservation organisations. These projects would be financially supported by Belfast Zoo by distribution of donations received from visitors.

3.4 The zoo receives donations from visitors who can either choose to add a set donation amount to their admission ticket, or provide donations of any amount via website, cheque, over the phone or in-person at the zoo.

3.5 The conservation projects previously approved include:

Project	Species	Country/region	Associated info
Tenkile Conservation Alliance	Tree kangaroo	Southeast Asia	Via EEP
The Lemur Conservation Association (AEECL)	Lemurs	Madagascar/Africa	AEECL
Wildlife Conservation Society Nigeria	Gorillas	Madagascar/Africa	Cross River Gorilla Project
Bird Watch Ireland barn owl project	Barn owls	Northern Ireland	UWT research and nest box project
Lion tamarins of Brazil Fund	Lion tamarins	South America	Via Bengt Holst, EAZA
Sifaka Conservation Trust	Sifaka	Madagascar/Africa	
Guanxi François langur conservation action plan	Francois langur	Southeast Asia	Via EEP/IUCN project
Asian nature Conservation Foundation	Asian elephant	Southeast Asia	Kaziranga National Park
Visayan warty pig Conservation Programme run by Philippines Biodiversity Conservation Foundation	Visayan warty pig	Southeast Asia	Via EEP, Zoological Society for the Conservation of Species and Populations (ZGAP)
The Red Panda Network	Red panda network	China	Via EEP

3.6	Moloch gibbon conservation	Moloch gibbon	Southeast Asia	Via EEP / The Aspinall Foundation
	White tailed sea eagles	White tailed sea eagle	Northern Ireland	
<p>These were critically challenged against a set of criteria which included:</p> <p><u>IUCN (International Union for the Conservation of Nature) status:</u> i.e. vulnerable, rare, endangered etc. Assistance should be driven towards those species most endangered in the wild;</p> <p><u>Belfast Zoo species:</u> Fundraising activities would be somewhat easier if the species was part of the zoo's current animal collection;</p> <p><u>EAZA or WAZA breeding programme:</u> Species that were managed at European or Global level represented those with the best long-term options for zoo lead <i>in situ</i> conservation activities;</p> <p><u>Project endorsement:</u> Projects that are endorsed by a recognised conservation body (i.e. UWT, NIEA, BIAZA, EAZA, WAZA, IUCN);</p> <p><u>Length of project:</u> Conservation projects that had been established for a significant period are preferred;</p> <p><u>Endowment to hold in zoo:</u> some of the rarest species' zoos look after can only be held in the zoo via payment of a one-off or annual management fee to their related conservation programmes;</p> <p><u>Clear evidence of where funds would be spent:</u> Reviewed conservation aims, objectives and evidence of how and where money would be spent, which can be used to promote the supported projects to zoo visitors.</p> <p><u>Established link:</u> Relationships were already established with some projects and had already considered that the project was strong and worthy of funding support;</p> <p><u>Other support:</u> the impact of Belfast Zoo's support would be more considerable for projects with a limited number of supporters.</p>				

<p>3.7</p> <p>3.8</p> <p>3.9</p> <p>3.10</p> <p>3.11</p>	<p><u>Regional mix:</u> given the comprehensive animal collection in Belfast Zoo species represented from around the world and all seven continents, it was felt that it would be prudent to select set geographical regions where the zoo would focus efforts of <i>ex situ</i> support activities, and which would further bring clarity for visitors and other donors.</p> <p>Future</p> <p>Three of the previously selected conservation programmes can no longer be supported:</p> <ul style="list-style-type: none"> • Francois’ langurs – the Fauna & Flora International Species Conservation Programme no longer oversees conservation efforts for Francois’ langurs; • White-tailed sea eagle program was originally a short-term project run by the Golden Eagle project which is no longer in existence; • Asian Elephant - The Asian Nature Conservation Foundation (ANCF), a not-for-profit charitable trust, is required by Indian law to obtain prior permission from the Government of India to receive funds from foreign sources on a case-by-case basis or through a prescribed license. They do not have the required license therefore are unable to receive donated funds. <p>The zoo has selected an additional charity to support:</p> <p>The zoo is currently in process of building a new lion habitat which is scheduled to open for Easter 2023. To highlight and complement this major new development, the zoo would like to support the Panthera.org conservation programme. It is devoted exclusively to the conservation of the world’s 40 species of wild cats, including lions, and the vast ecosystems they inhabit.</p> <p>Supported projects will be reviewed on an annual basis to ensure they remain suitable for support and meet the required criteria.</p> <p>Current donation status</p> <p>The current donation total in the deferred income account is £12.6k (this has been rolled over from previous years). At the end of this financial year, these funds will be distributed to approved projects with the exception of the three projects that can no longer be supported.</p> <p>Support for the new project, Panthera.org, will commence in the new financial year i.e. 1 April 2023.</p>
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3.12	<p><u>Financial & Resource Implications</u></p> <p>Donations will continue to be collected as per normal operational process. Approximately £3-4k donations are expected annually.</p> <p>Donations will be distributed to the selected projects on an annual basis, or rolled over as deferred income in the event that total amount collected is deemed to be too low for international banking transfer fees.</p>
3.13	<p><u>Human Resources</u></p> <p>There are no identified HR implications.</p>
3.14	<p><u>Asset and Other Implications</u></p> <p>There are no identified implications.</p>
3.15	<p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p> <p>There are no identified implications.</p>
4.0	Appendices – Documents attached
	N/A

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