

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 – REPORTS TO FOLLOW

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:

3. Restricted Items

- (b) Business Cluster and Community Grant Programme (Pages 1 - 4)

5. Regenerating Places & Improving Infrastructure

- (a) Update on the Connectivity, Active and Sustainable Travel Strategic Priority (Pages 5 - 10)
- (b) Department for Infrastructure - York Street Interchange Review Presentation (Pages 11 - 66)

This page is intentionally left blank

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

Document is Restricted

This page is intentionally left blank



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
----------------------------------	---

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.

This page is intentionally left blank



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 <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	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

Page 15

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 16

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

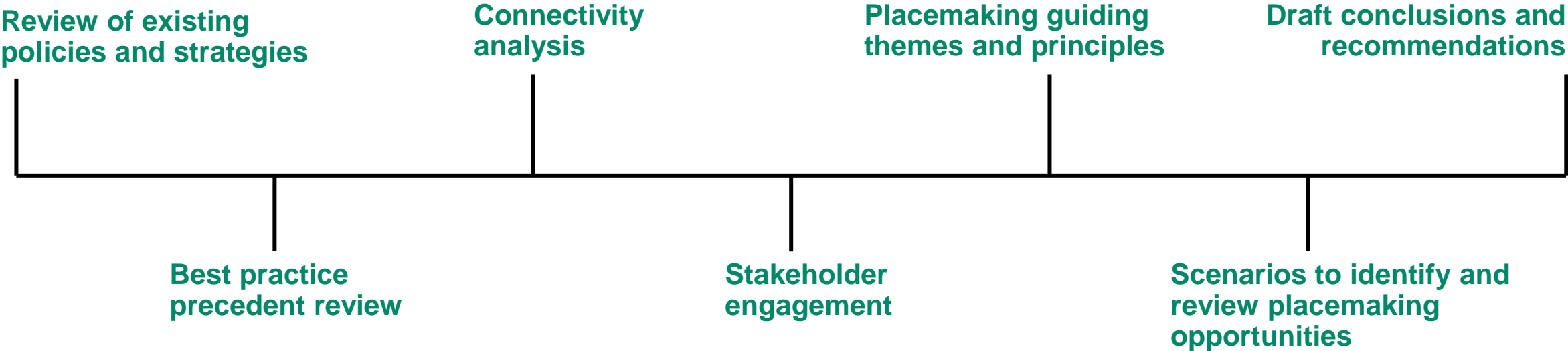
Overview of the PATR process and summary of the report

Overview of the PATR process and summary of the report

Purpose of the study

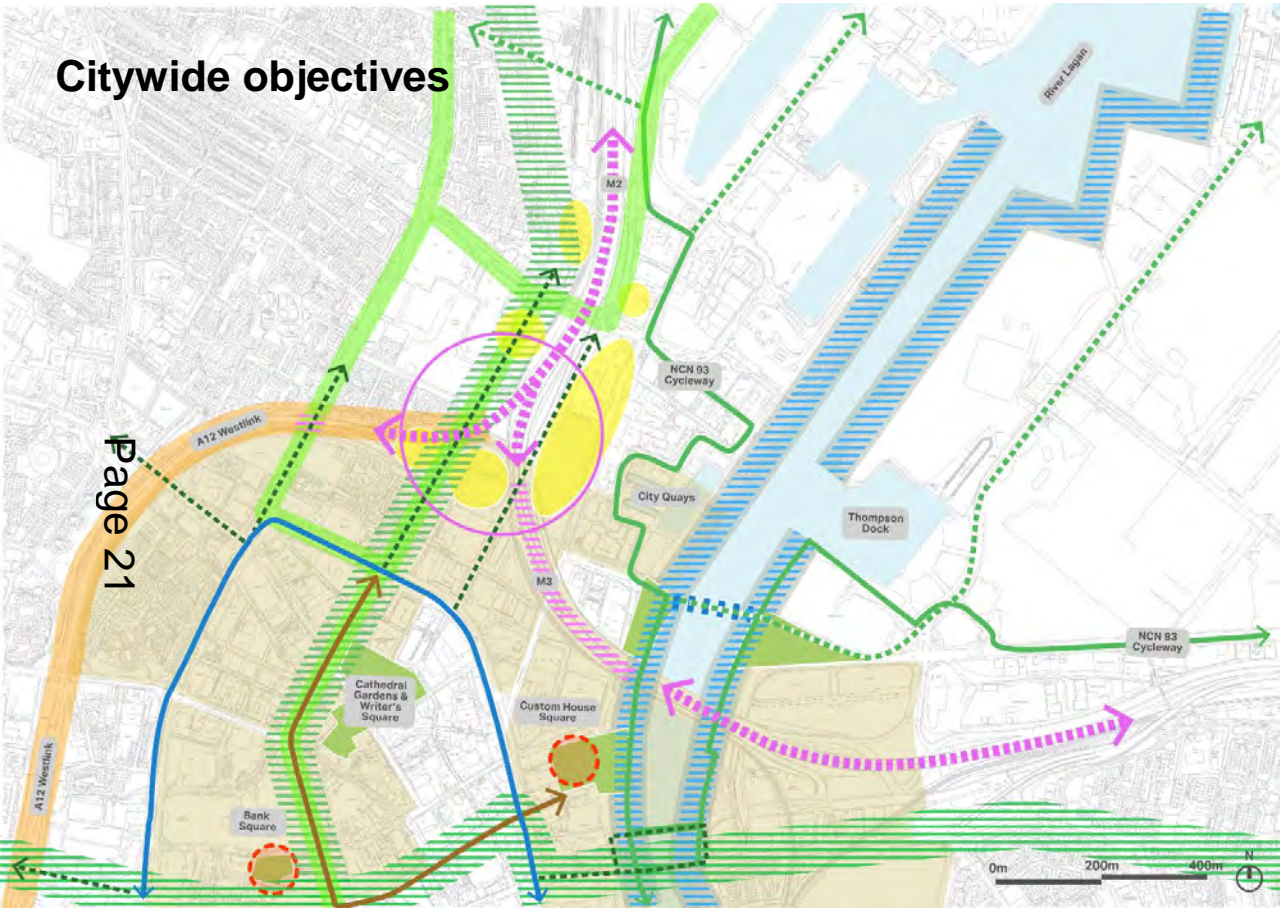
- To undertake further analysis around placemaking to identify opportunities to deliver benefits for communities, particularly in terms of connectivity and the wider living places agenda
- To consider how DfI can maximise the social, economic and environmental benefits of the project and its contribution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

Page 20

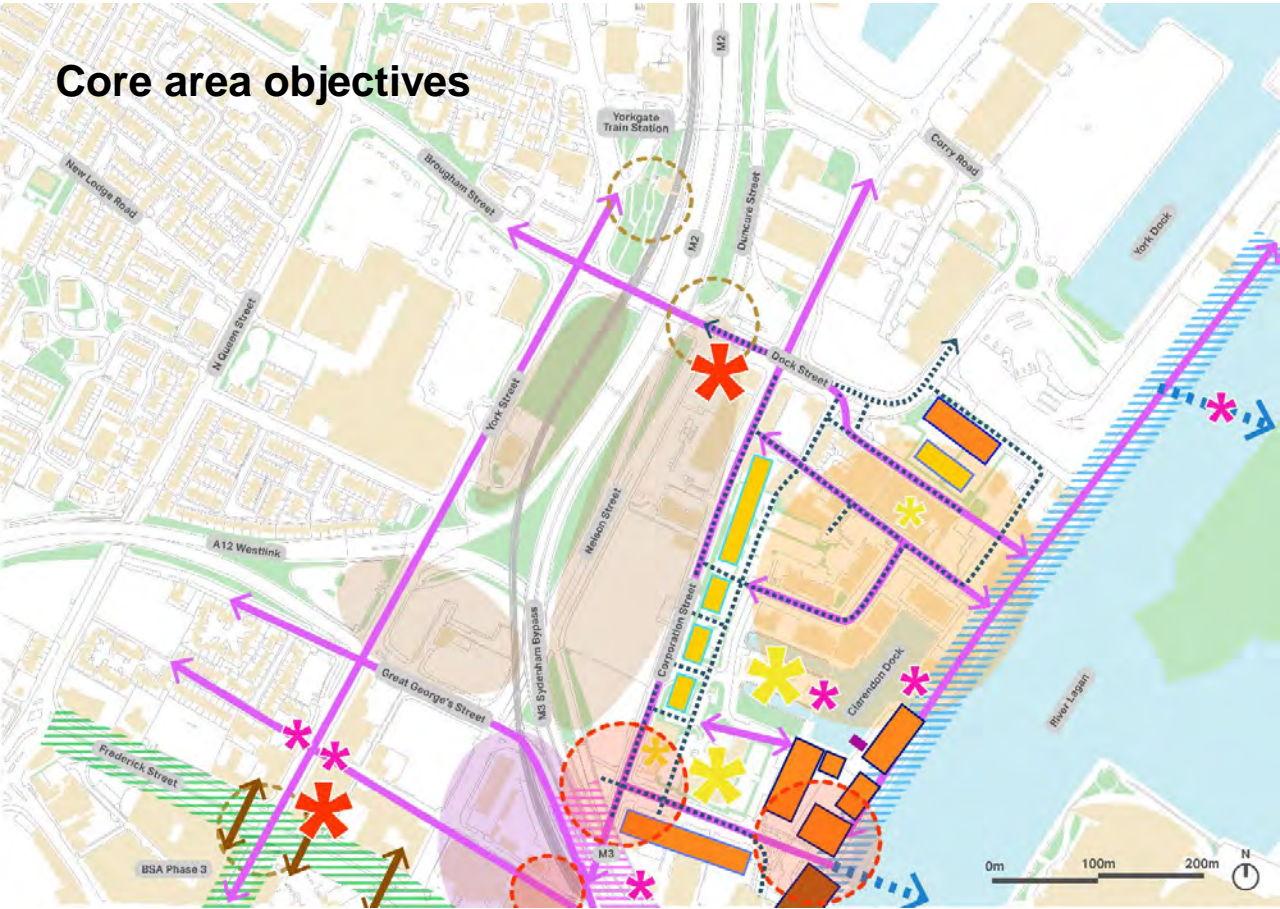


Policy & strategy review

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
	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.

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

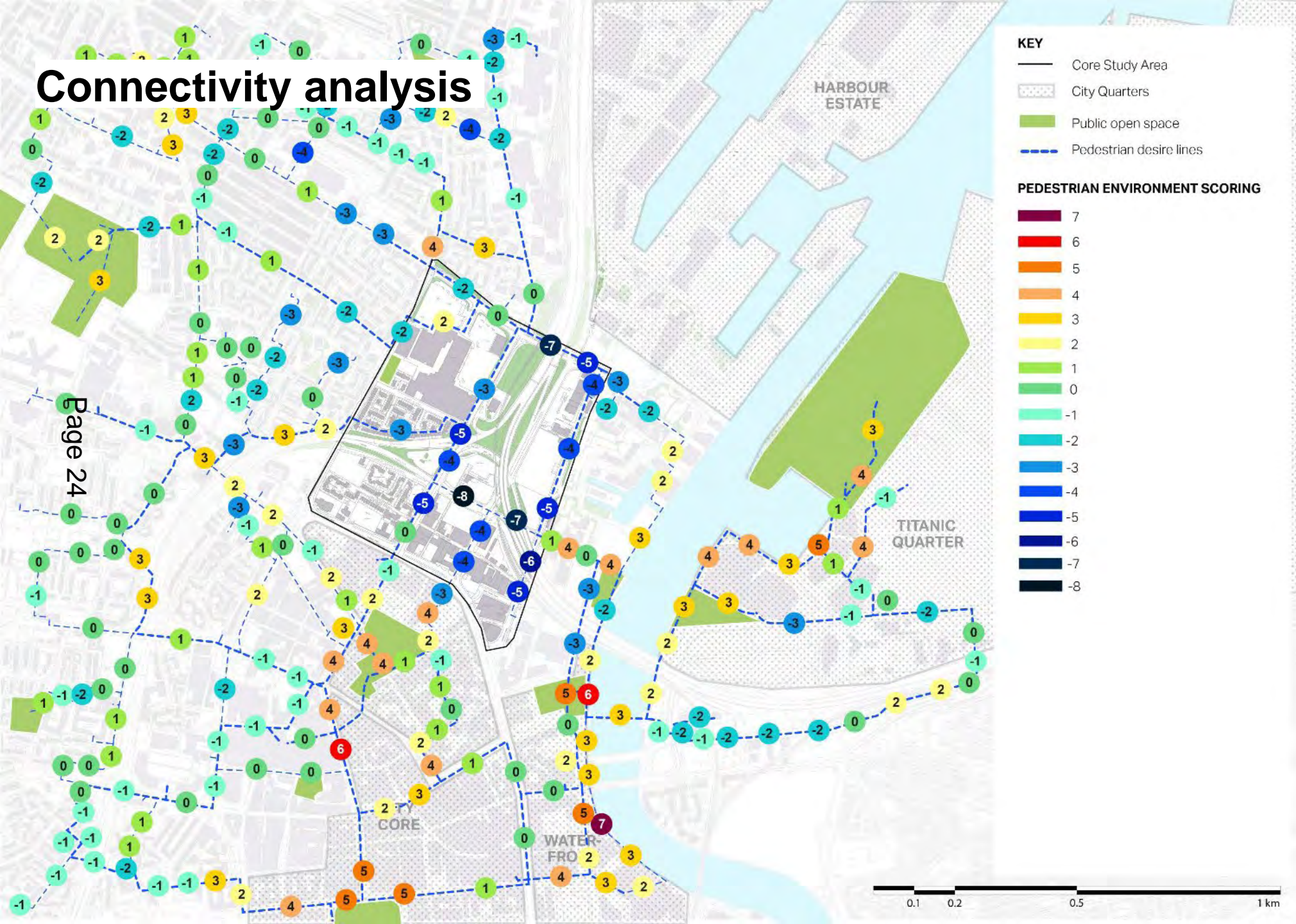


Reallocating road space - New York



Vibrant neighbourhoods - Belfast

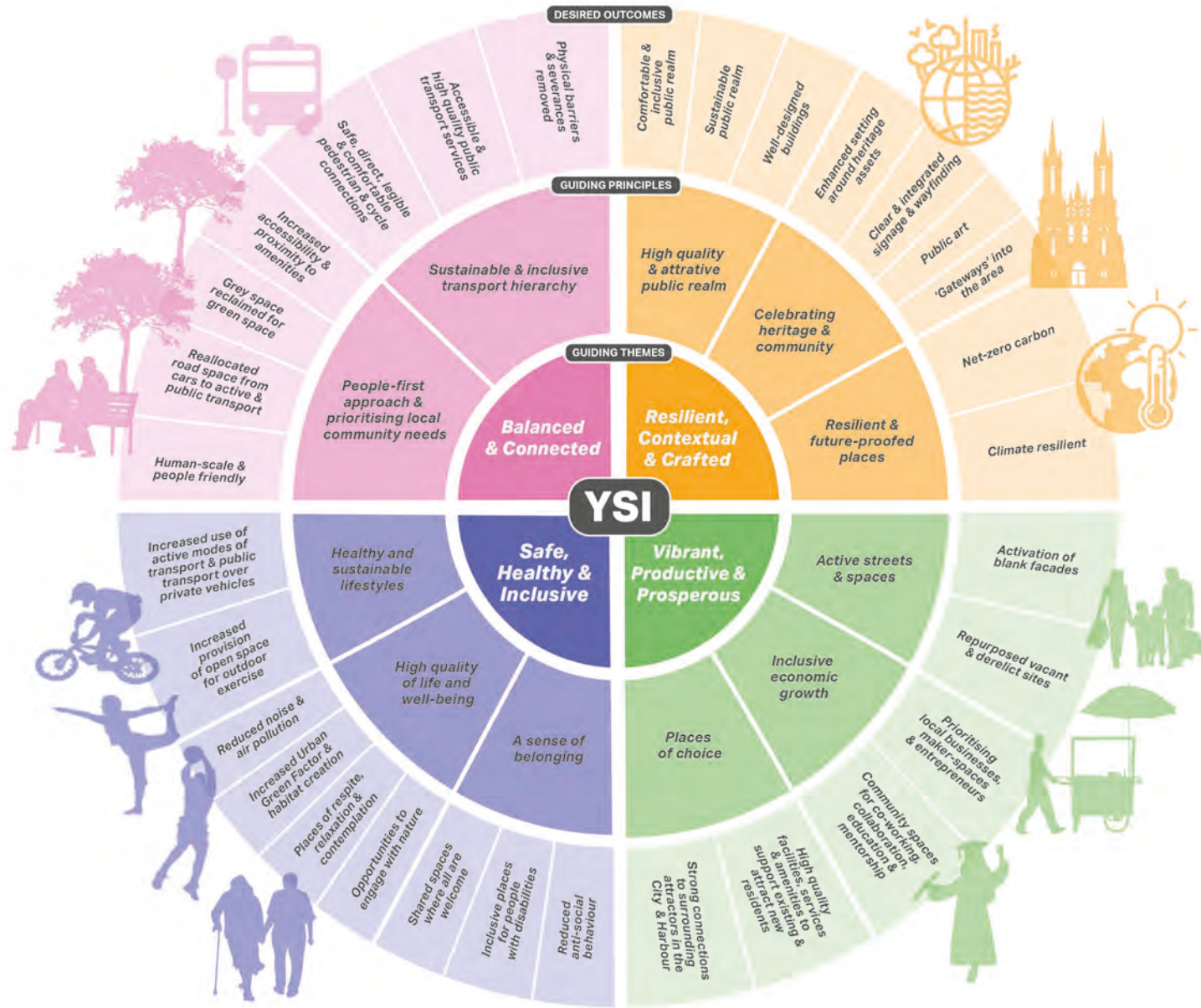
Connectivity analysis



Stakeholder engagement



Placemaking guiding themes, principles and desired outcomes for study area



Alignment with A Bolder Vision for Belfast (highlighted segments)

A BOLDER VISION FOR BELFAST
Reimagining the Centre



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 29

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							

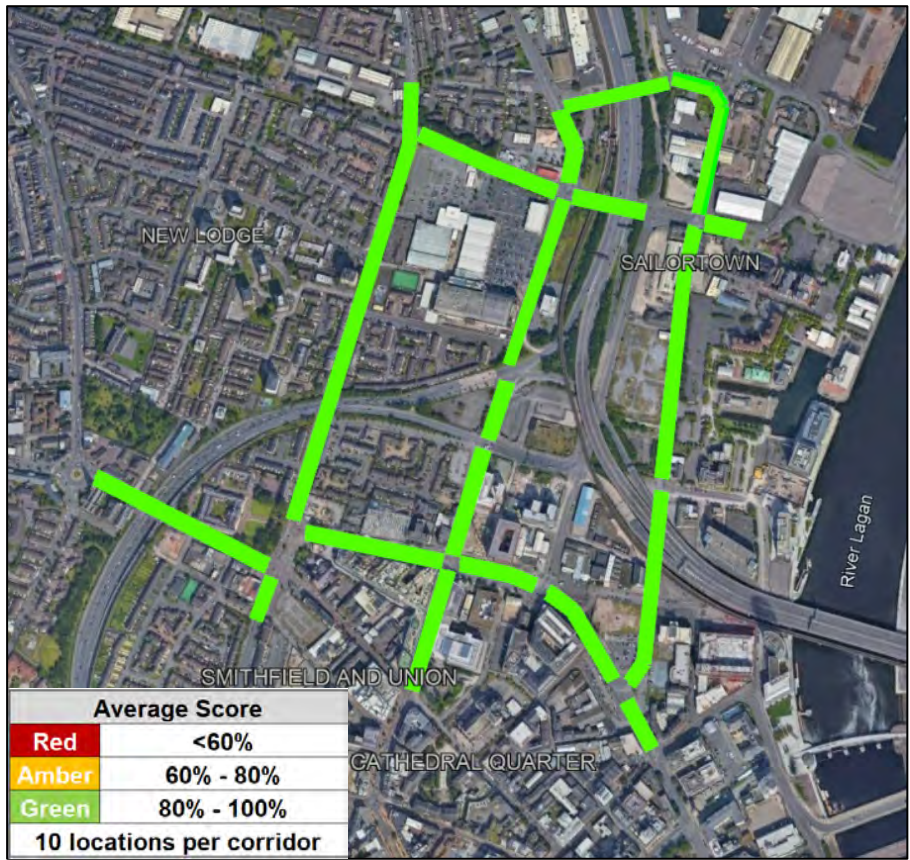
Red	Suitable only for confident existing cyclists
Amber	Likely to be acceptable for most cyclists but may pose problems for less confident cyclists
Green	Suitable for all potential and existing cyclists

* 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

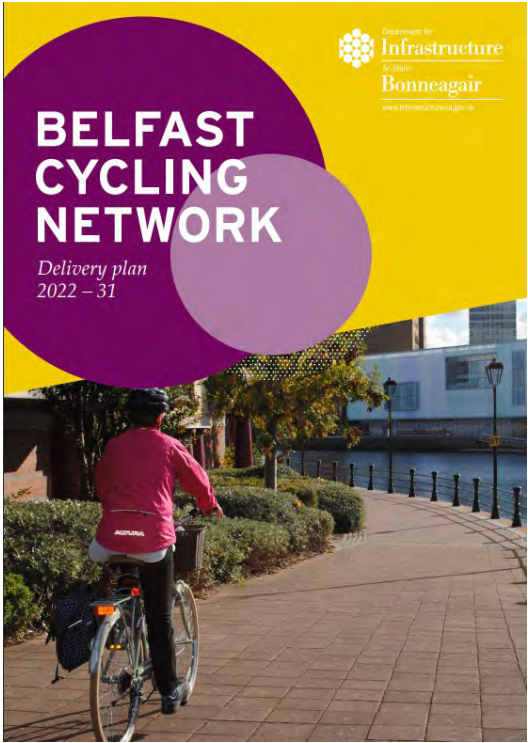
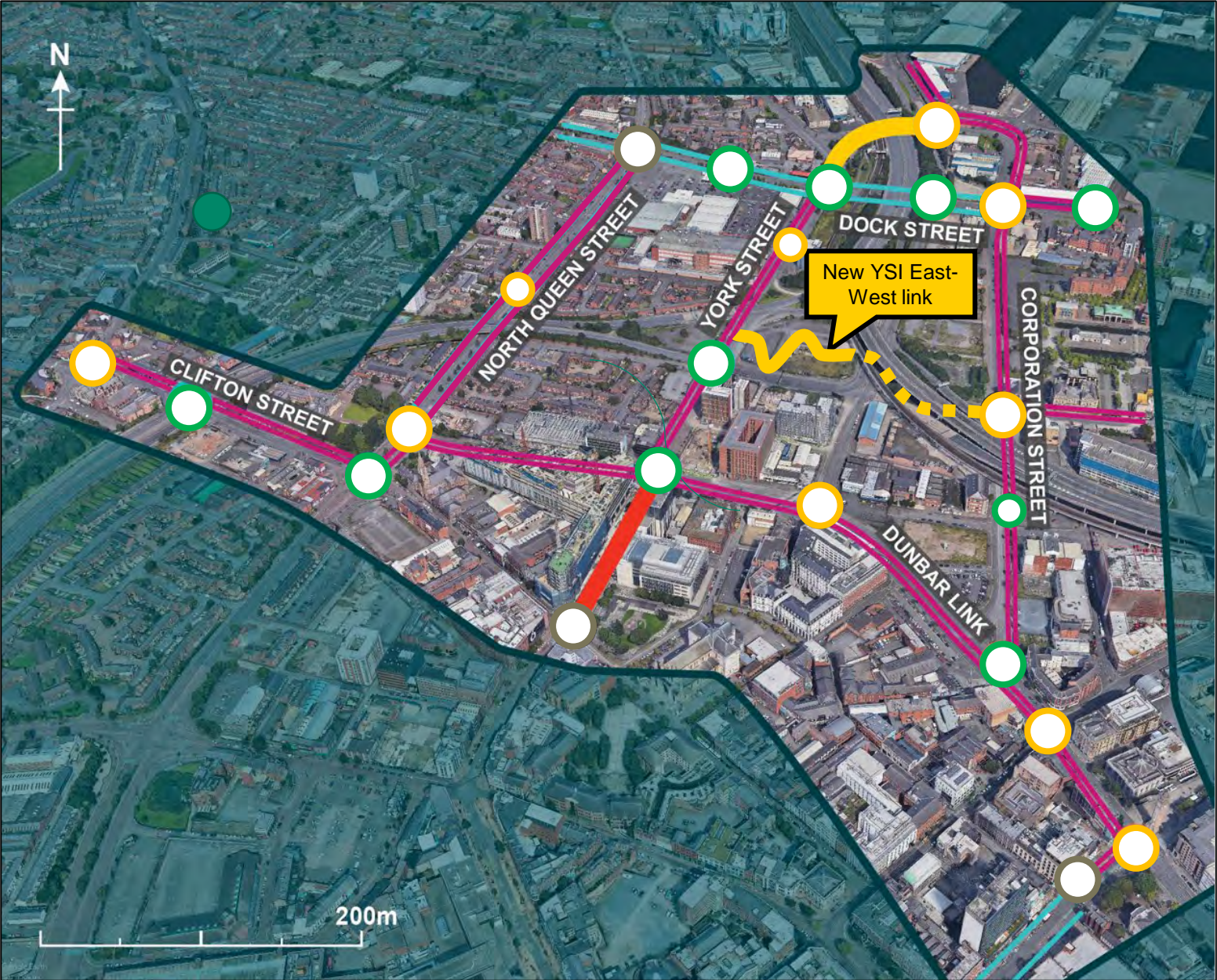


North Queen Street looking south towards Westlink Bridge



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

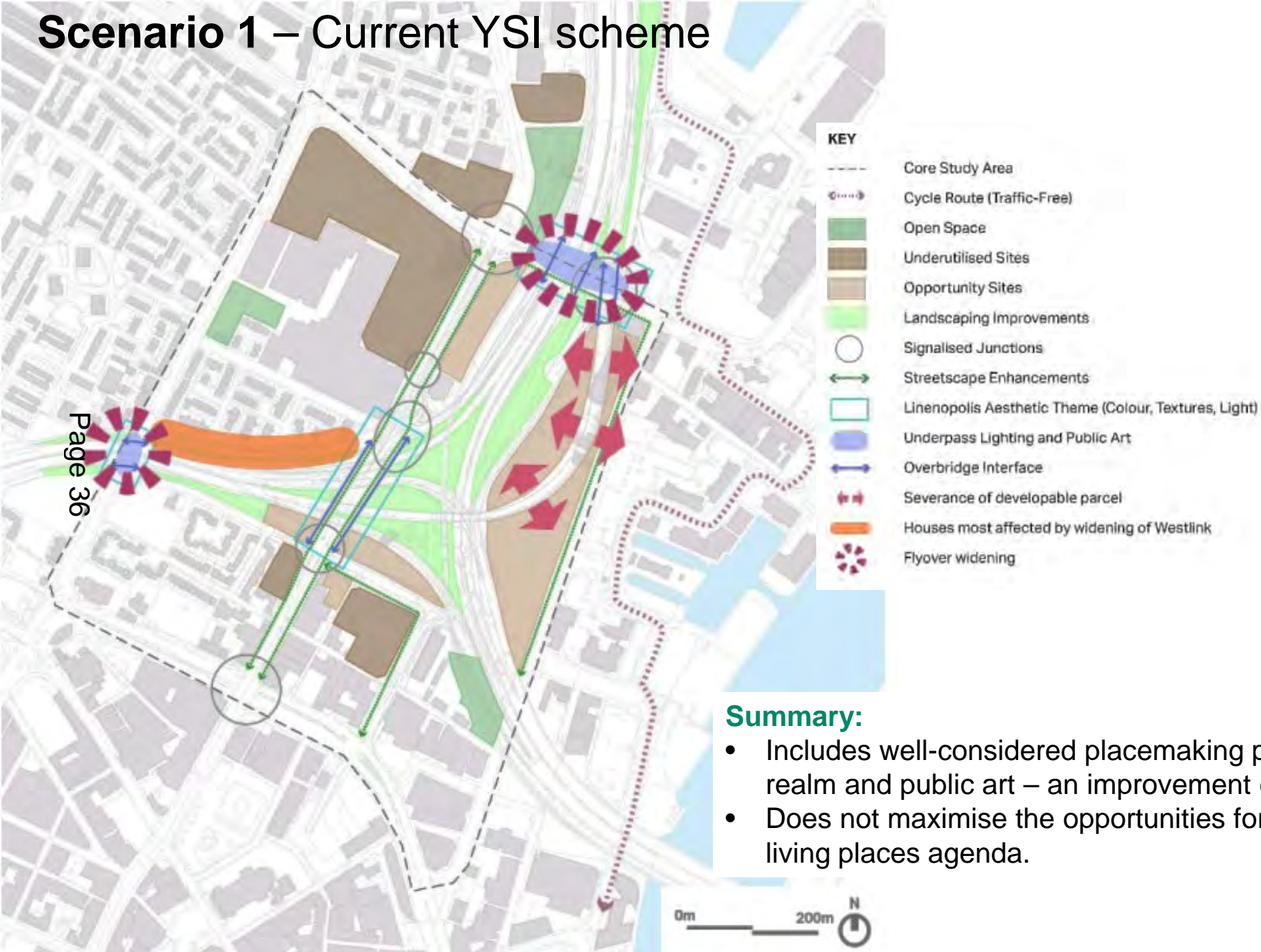
3A

Scenario 3 + substantial
refinements to YSI
scheme

4

Scenario 3A + wider area
opportunities

Scenario 1 – Current YSI scheme



North Queen St Bridge

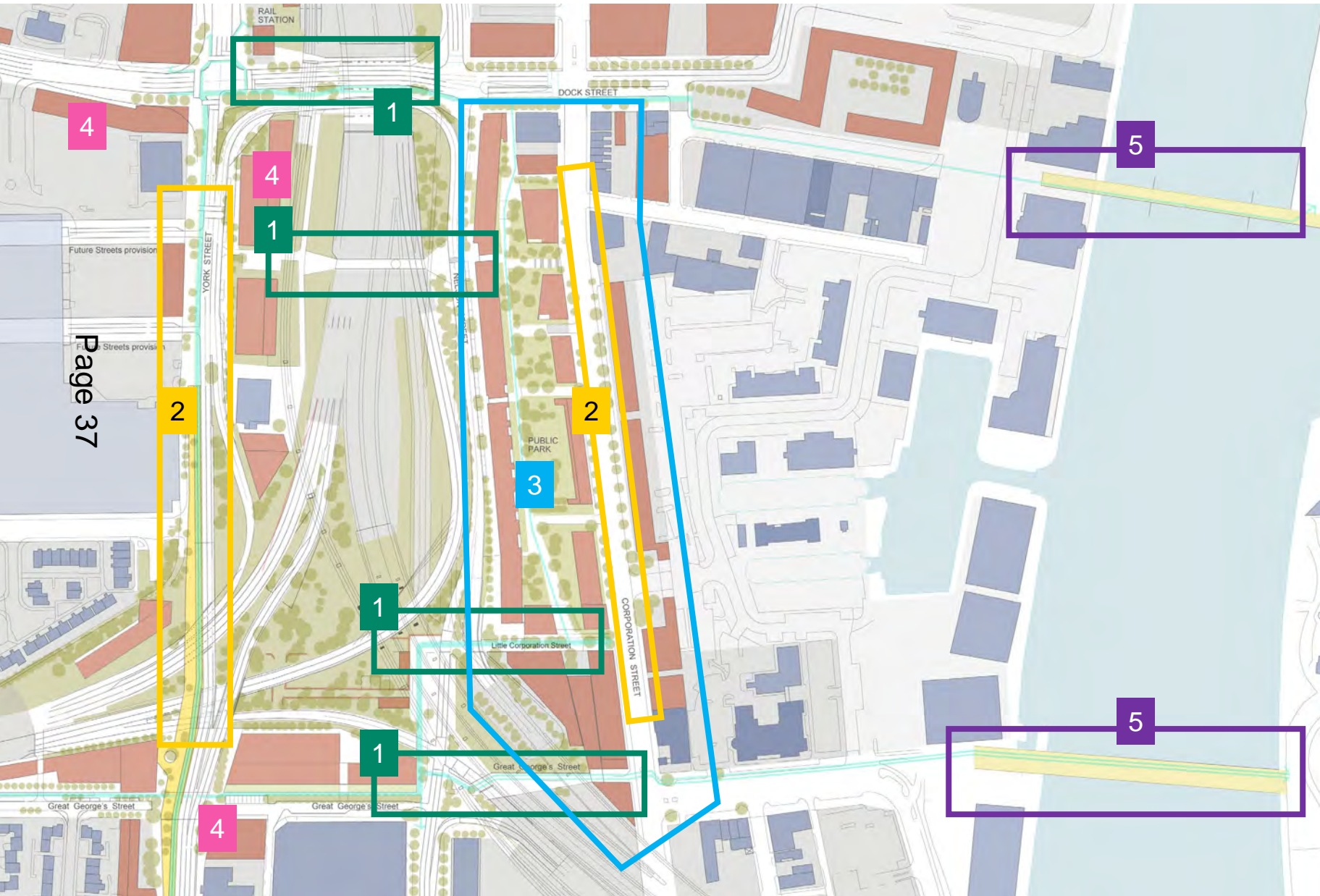


Dock St Bridge

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

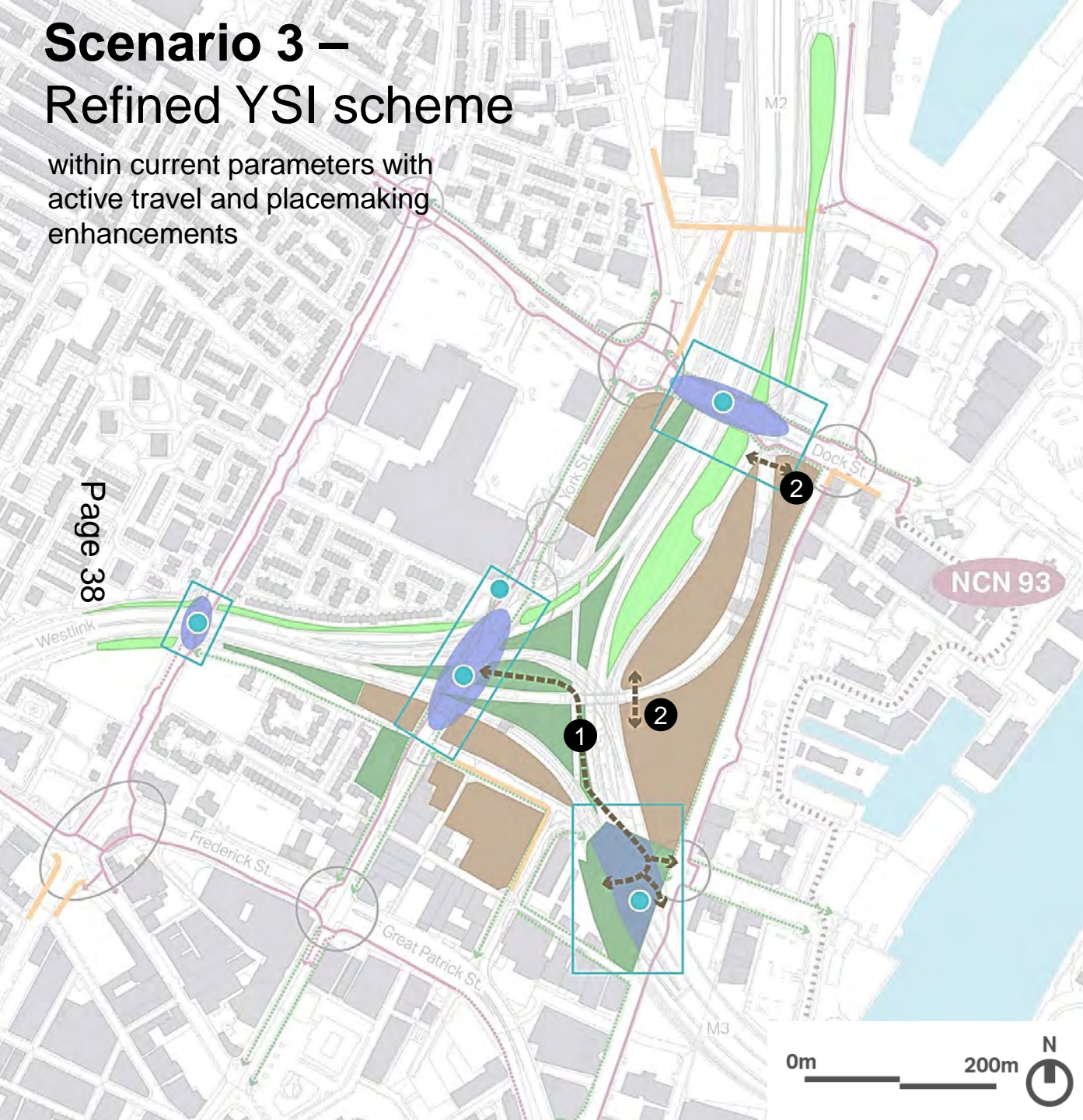
Summary:

- 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

Page 38



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



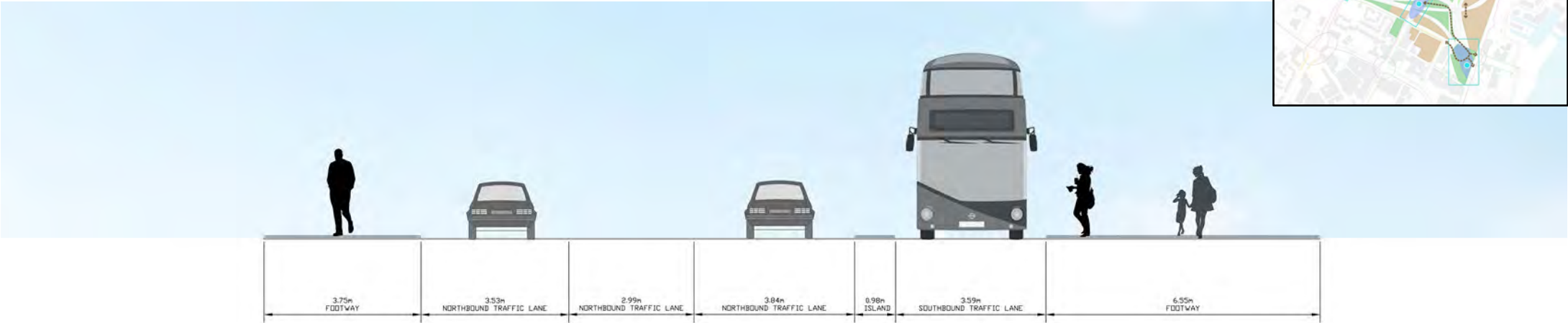
New E-W pedestrian/cycling connections across YSI



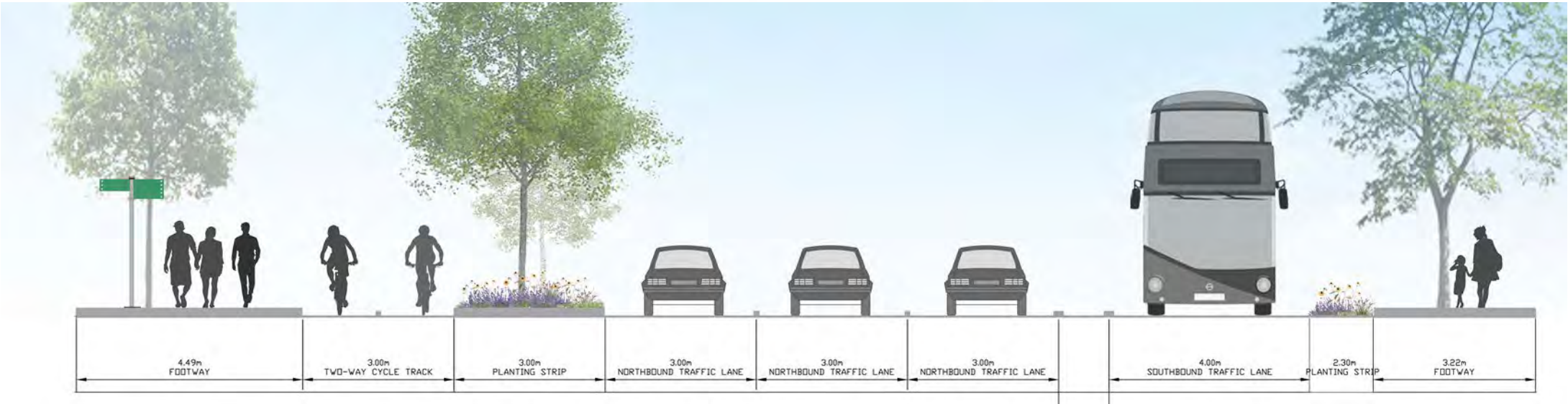
Corporation St. development opportunities

Scenario 3 – Active Travel + Urban Greening – York Street

Before



After



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

Page 41

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



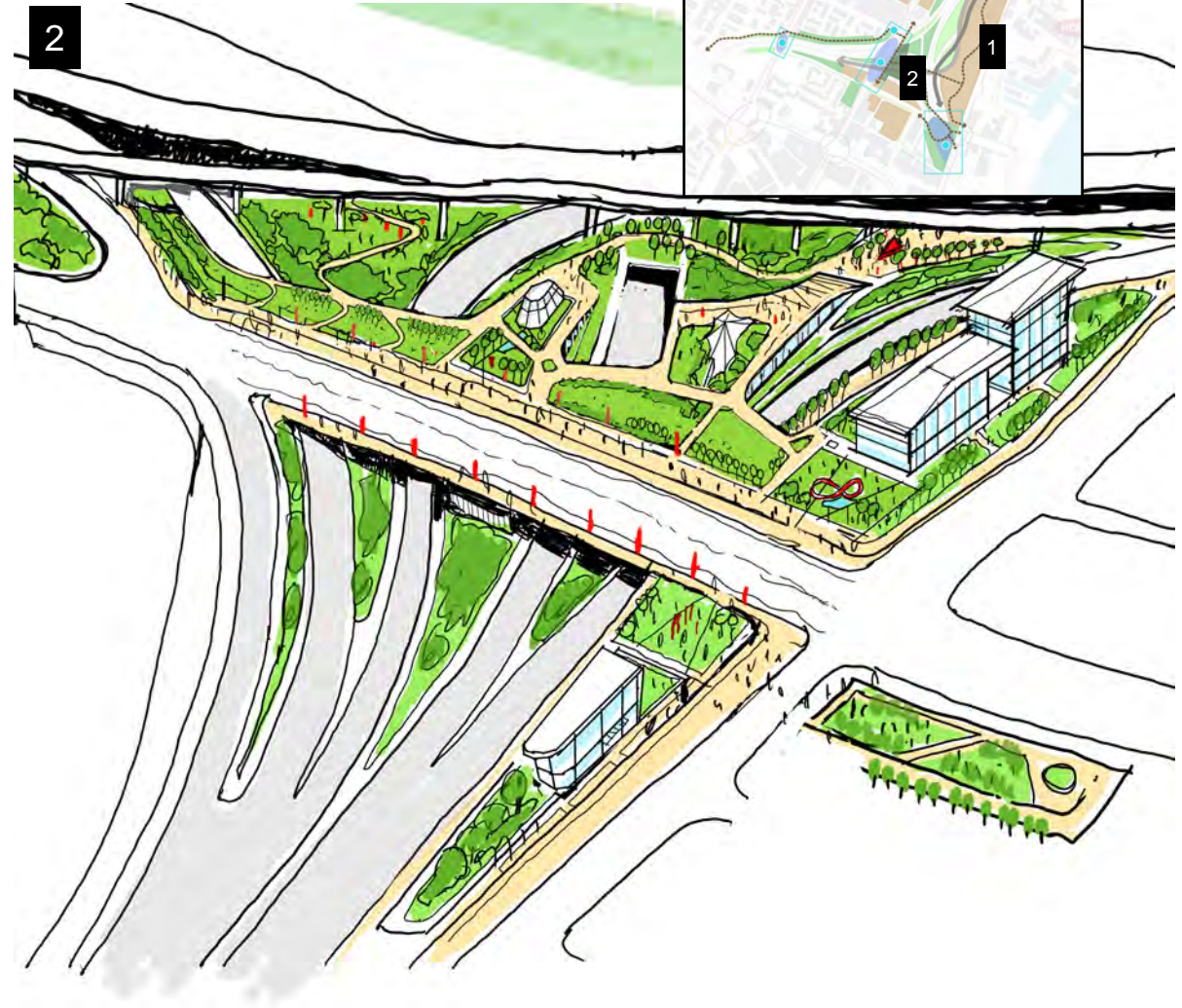
Scenario 3A illustrative placemaking sketches

1



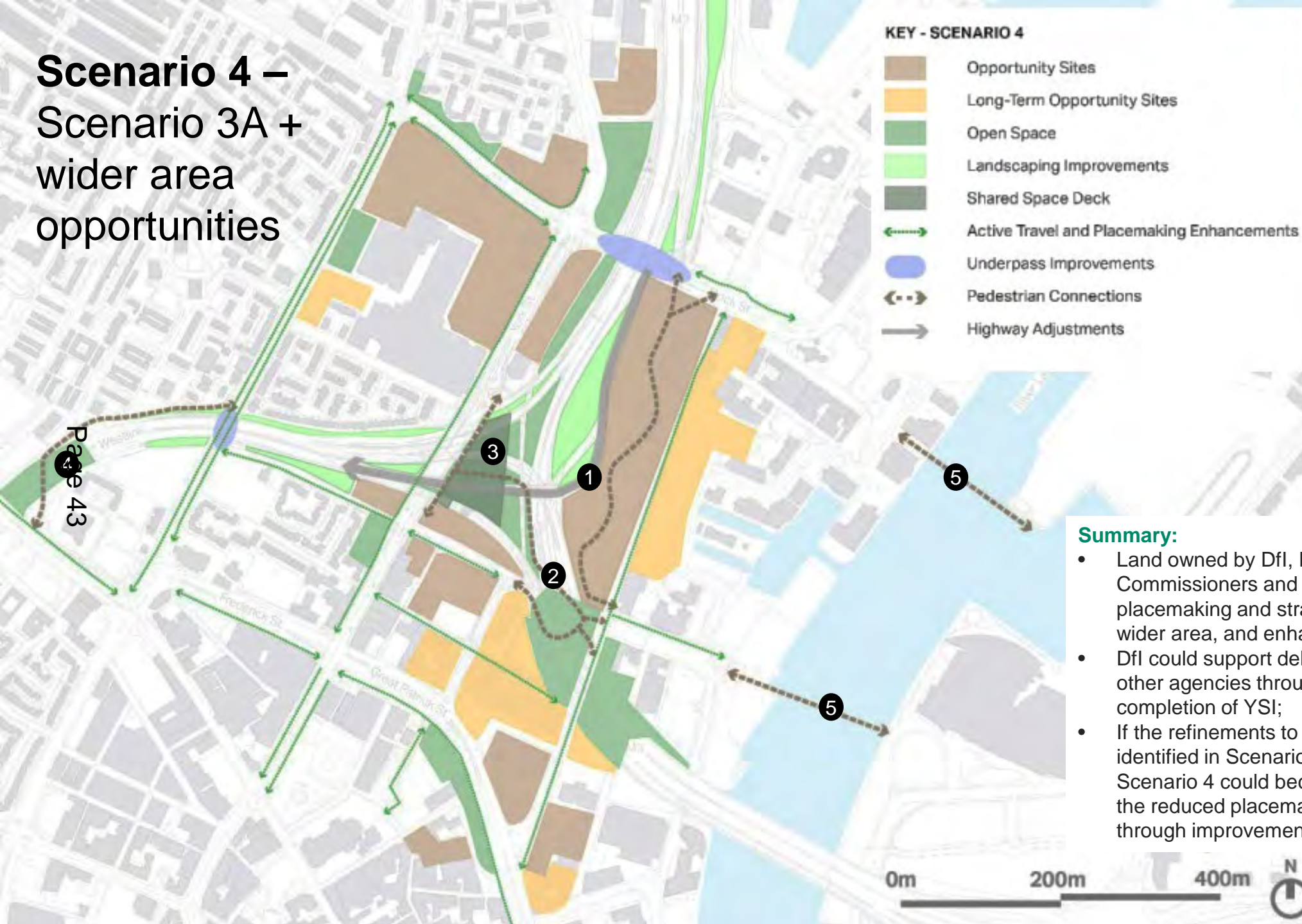
Corporation Street development opportunities

2



Green roof east of York Street

Scenario 4 – Scenario 3A + wider area opportunities



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 / **maximum** green roofing of underpasses to maximise amenity space
- 4 Green roofing of Westlink at Clifton St underpass
- 5 Additional foot/cycle bridges over River Lagan

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

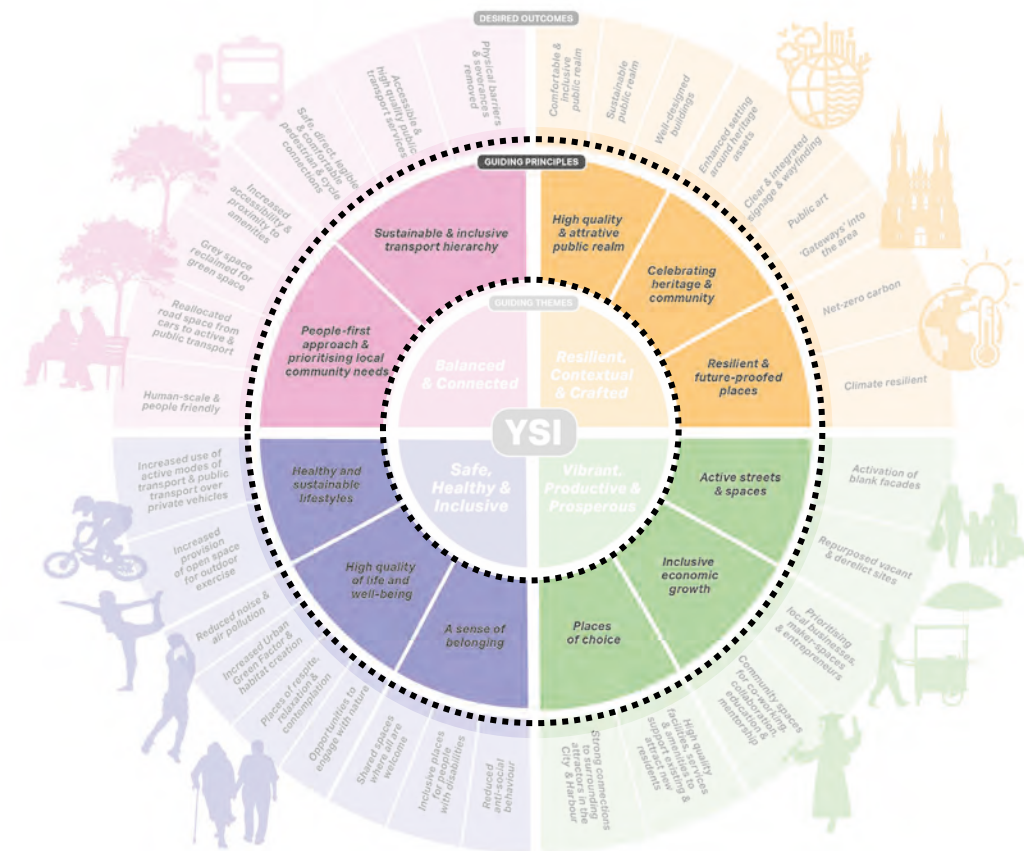
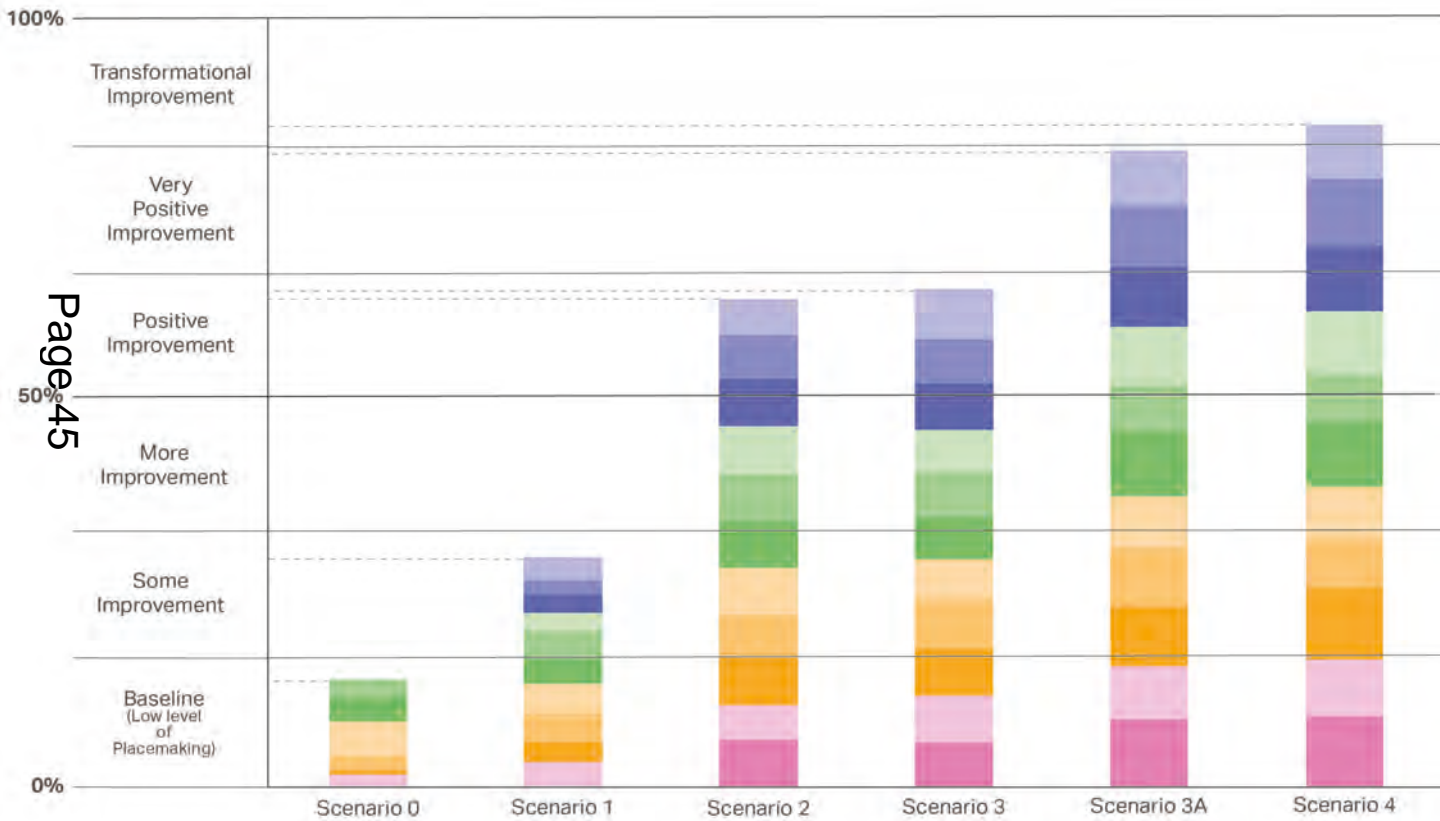


Extended green roof & potential connections to Corporation St



Redevelopment of Cityside Shopping Centre

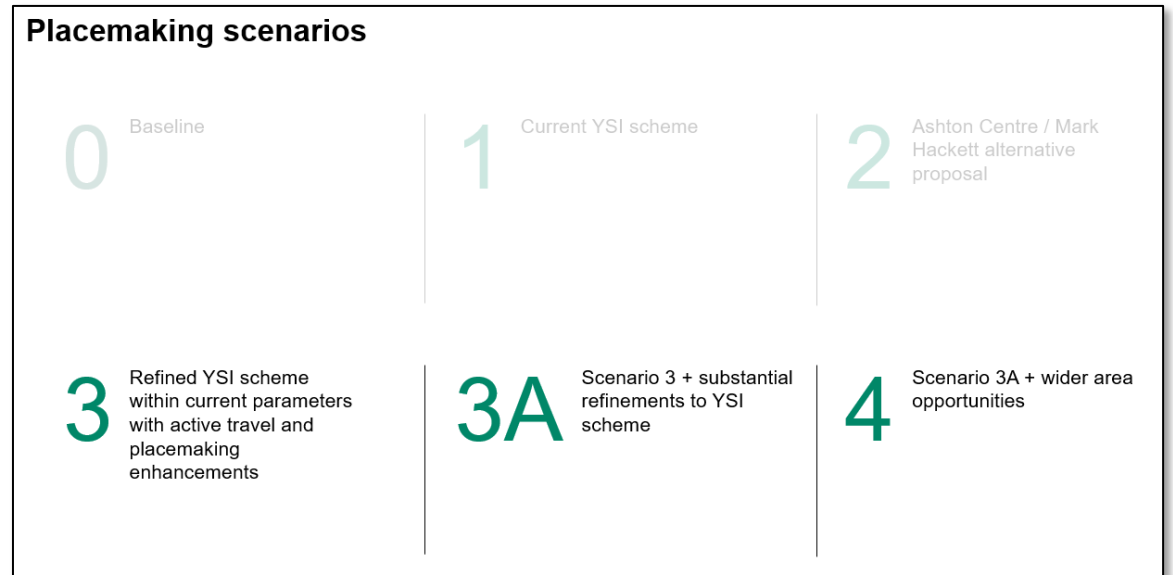
Evaluation against 11 Guiding Principles – overall comparison



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.**

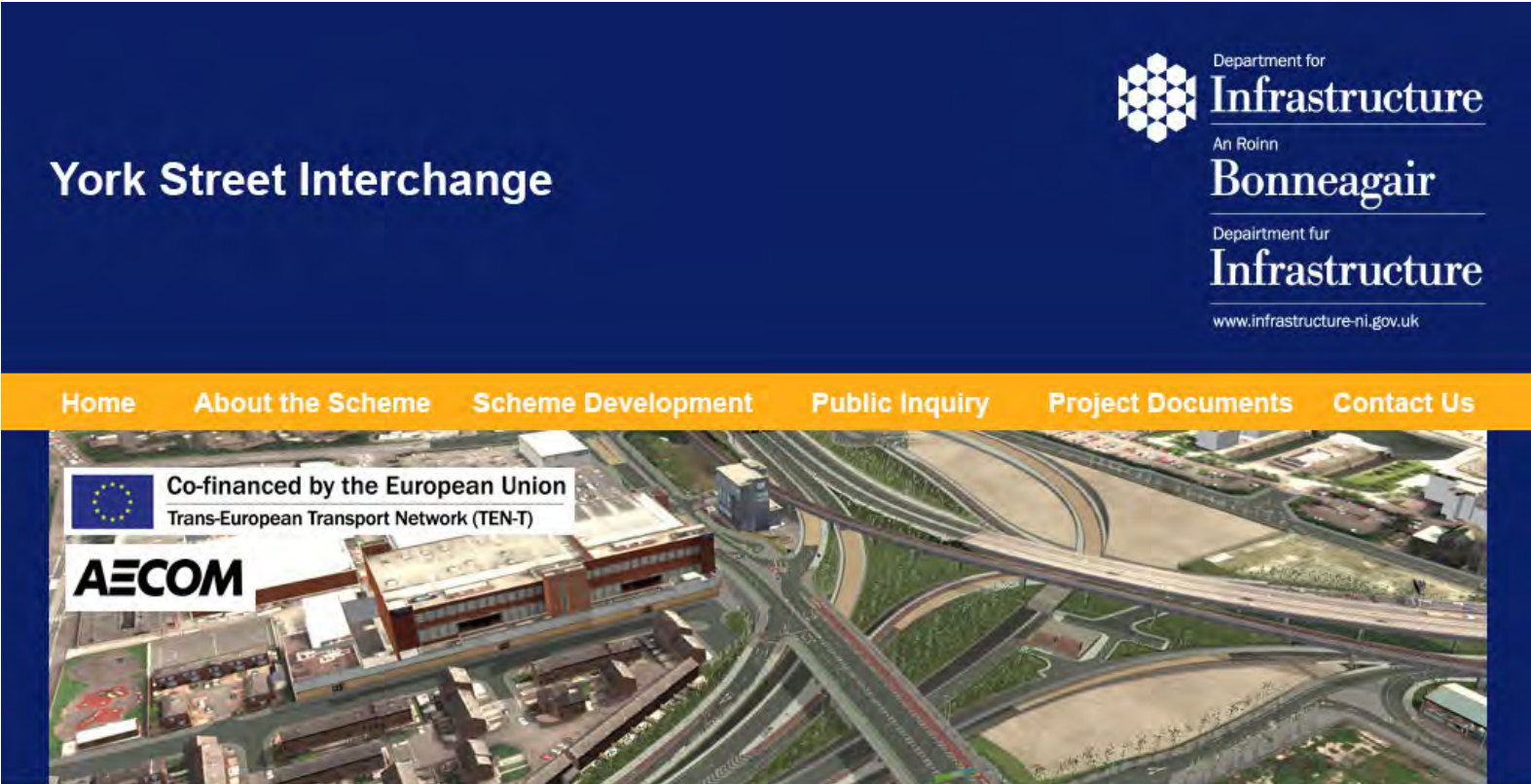
Page 47



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

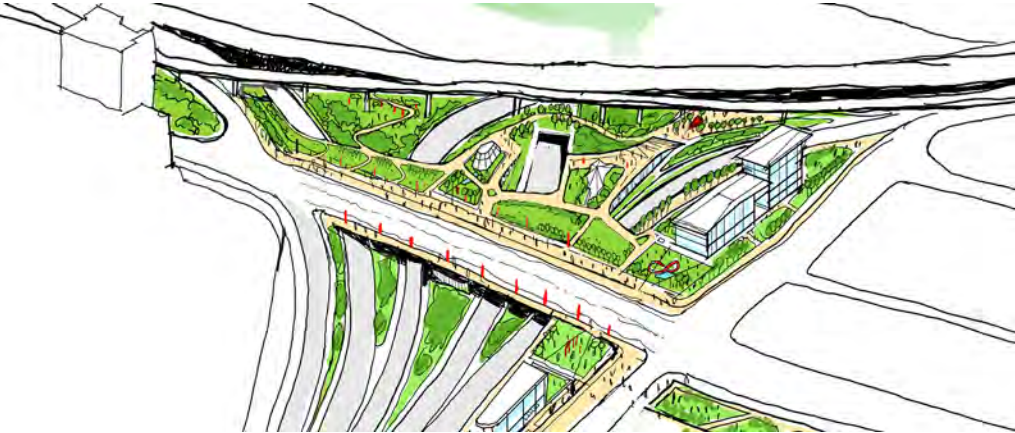
**Ongoing work to develop the Placemaking and
Active Travel proposals**

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
Pages 51 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:



30 desired outcomes addressed

(30+15) x 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
Page 55 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

Evaluation of selected placemaking interventions

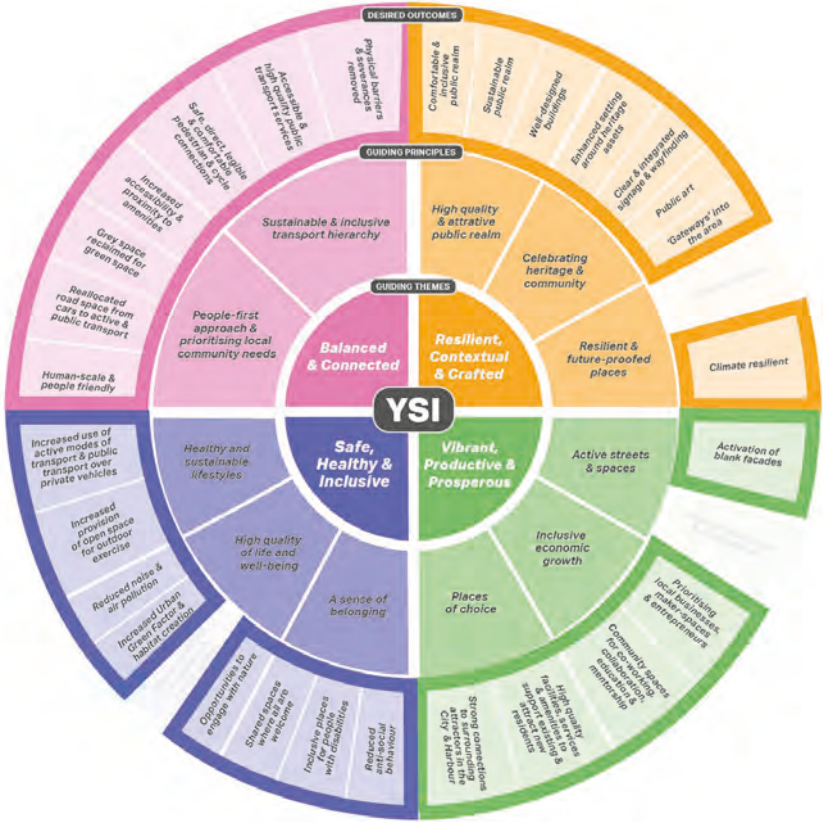
North Queen Street streetscape enhancements

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
Page 53 of 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.

11 key issues addressed



City-wide level of benefit:



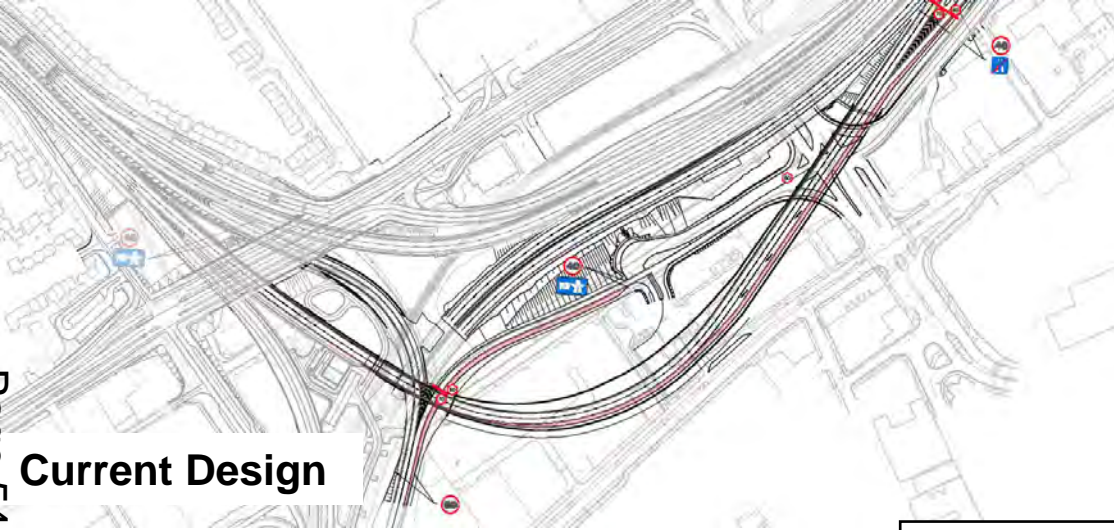
28 desired outcomes addressed

$(28+11) \times 3 = 117$ overall score

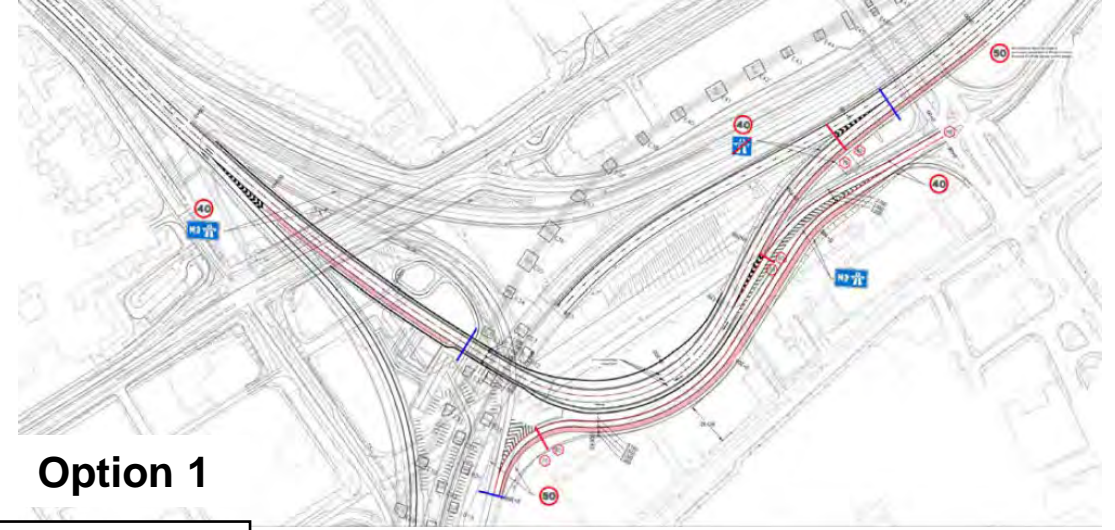
M2 to Westlink Realignment Options considered

Page 54

Current Design



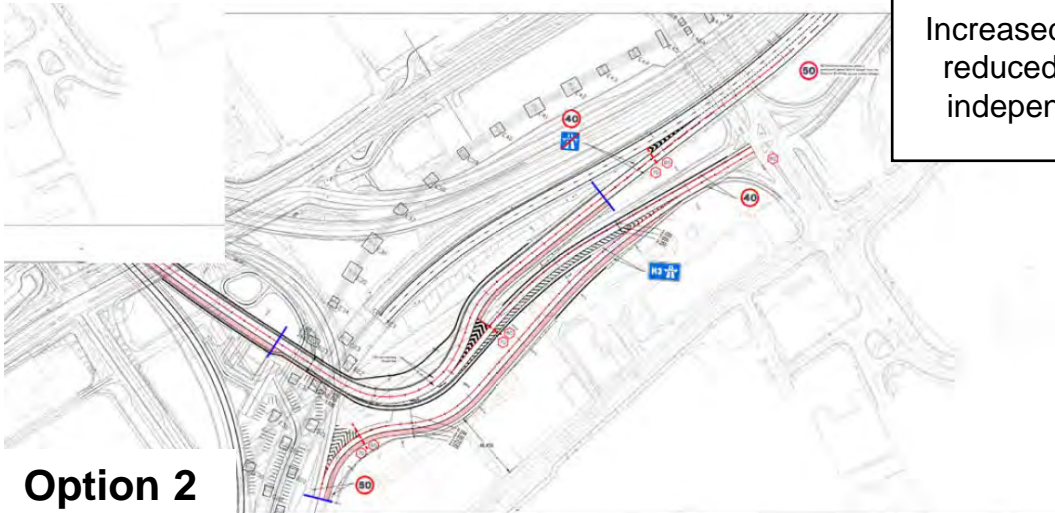
Option 1



Note:

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

Option 2

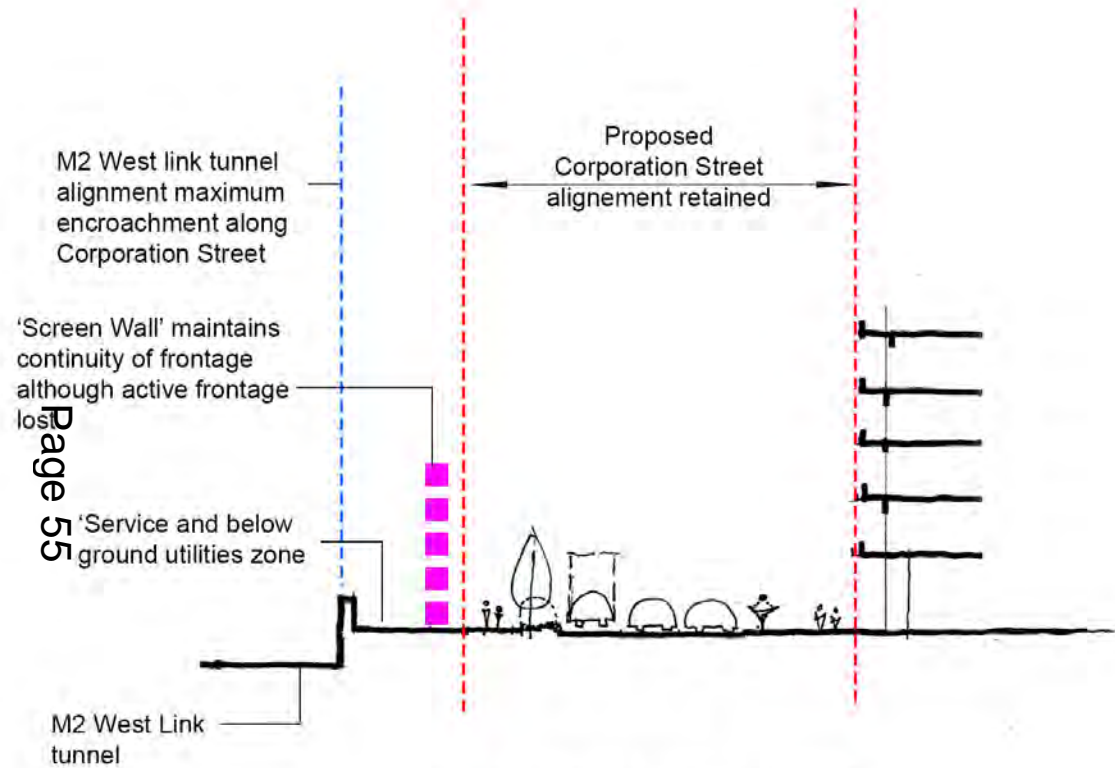


Option 3



Corporation Street

West Link Edge Study 01

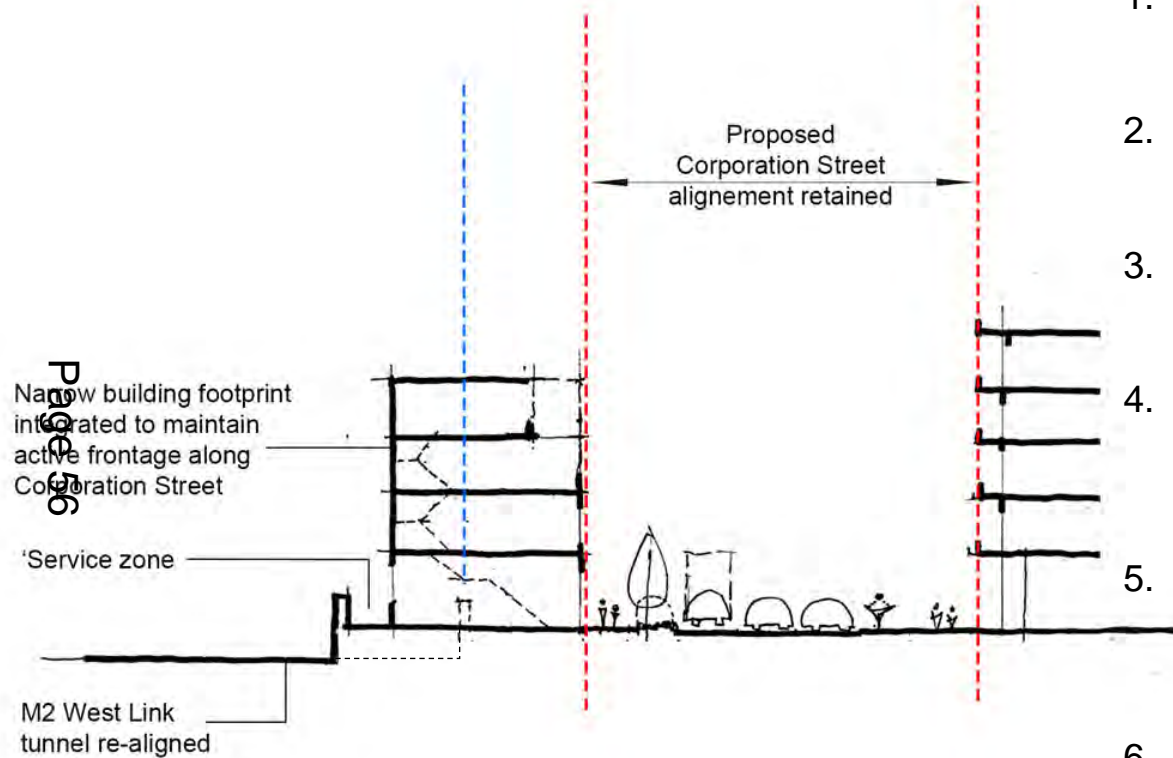


1. Corporation Street alignment retained
2. Westlink tunnel alignment retained
3. Existing Sinclair Seamens Church
4. Island Site options
 - Car parking
 - Relocated weighbridge
5. 'Screen wall' incorporating false façade or green-wall
6. Existing weighbridge site redeveloped

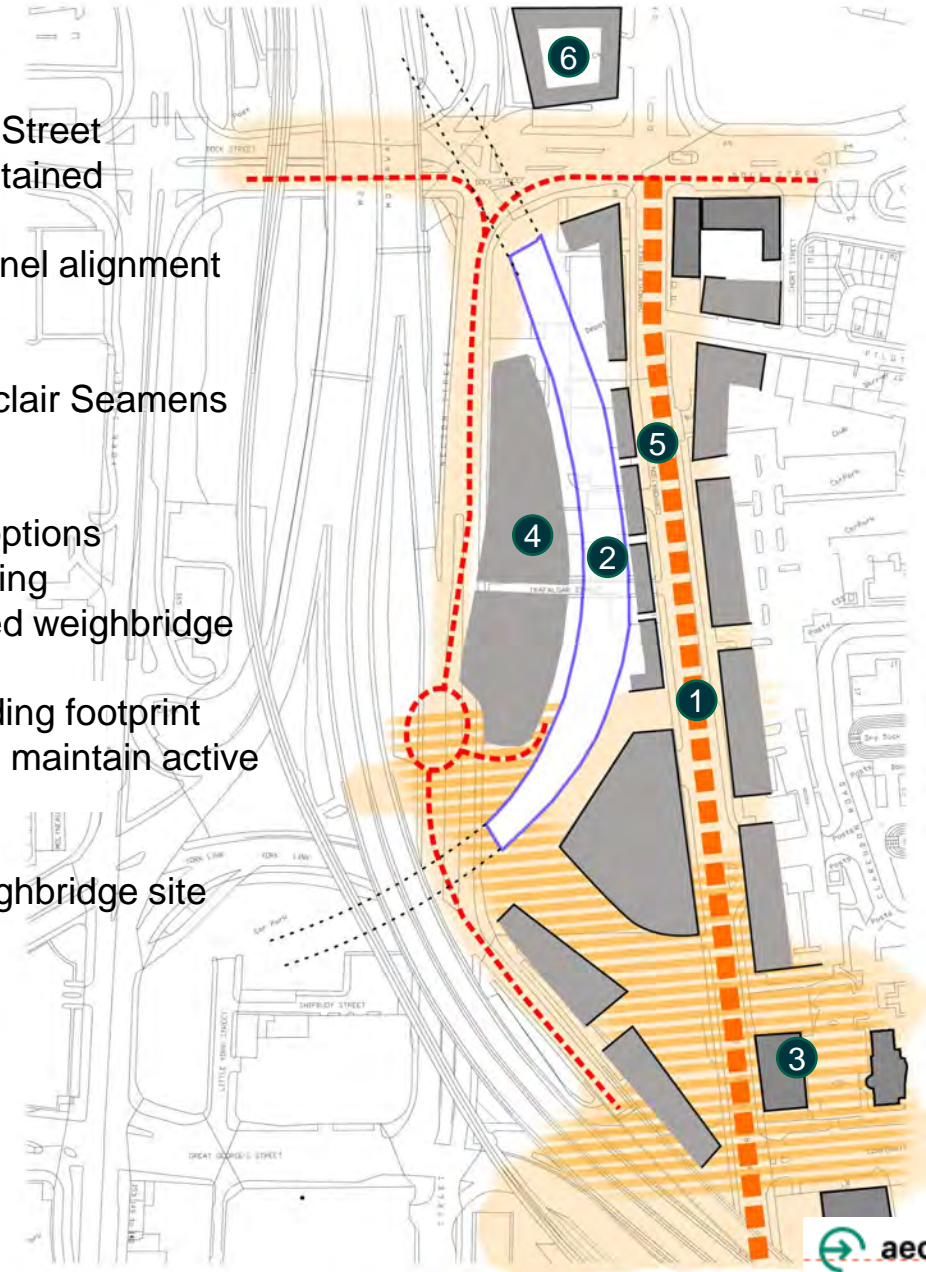


Corporation Street

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



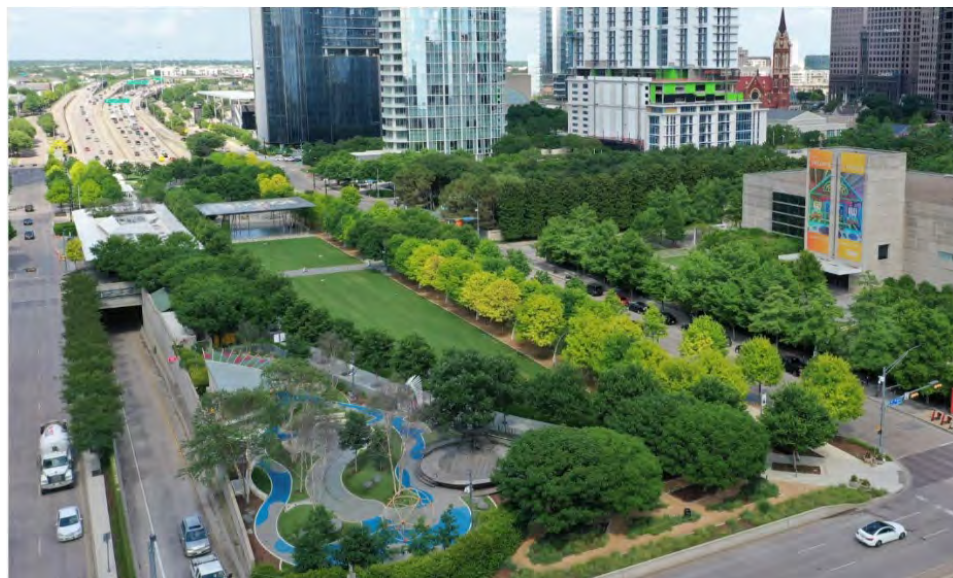
Development of Placemaking Interventions

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

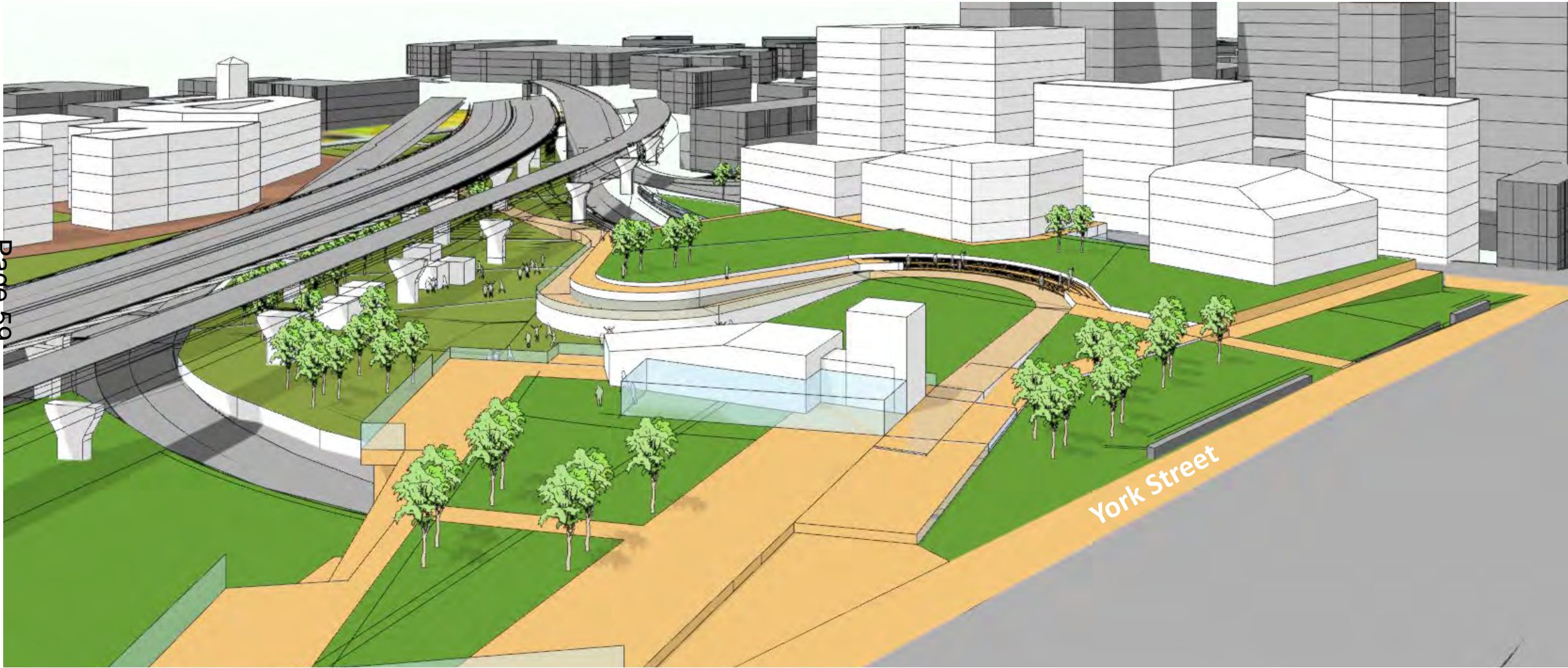


Page 58

- 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

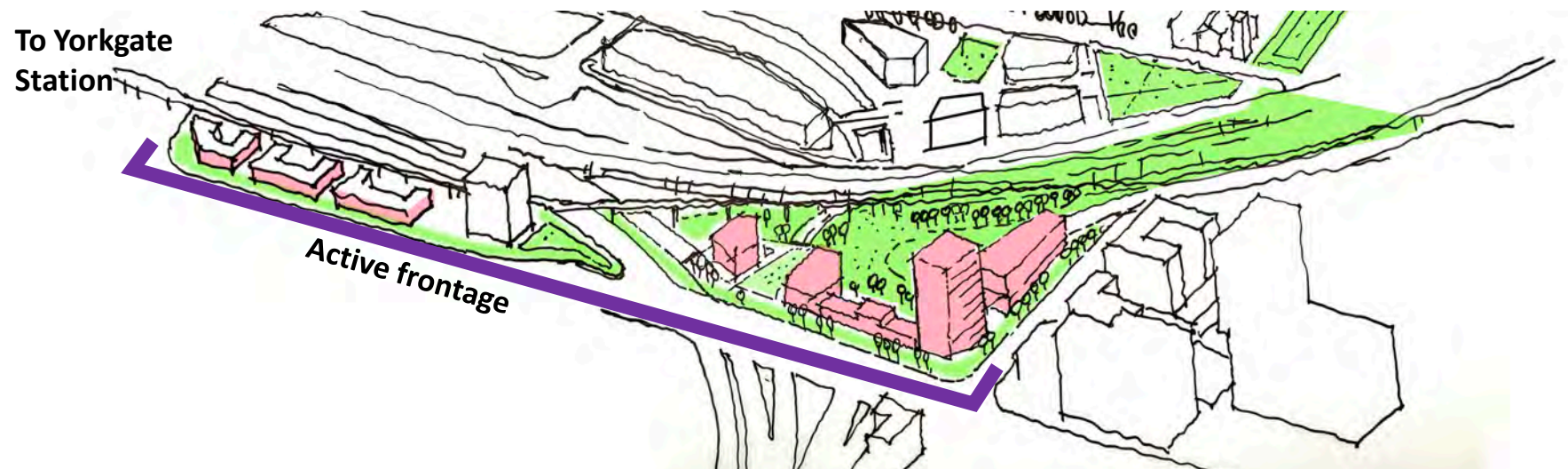
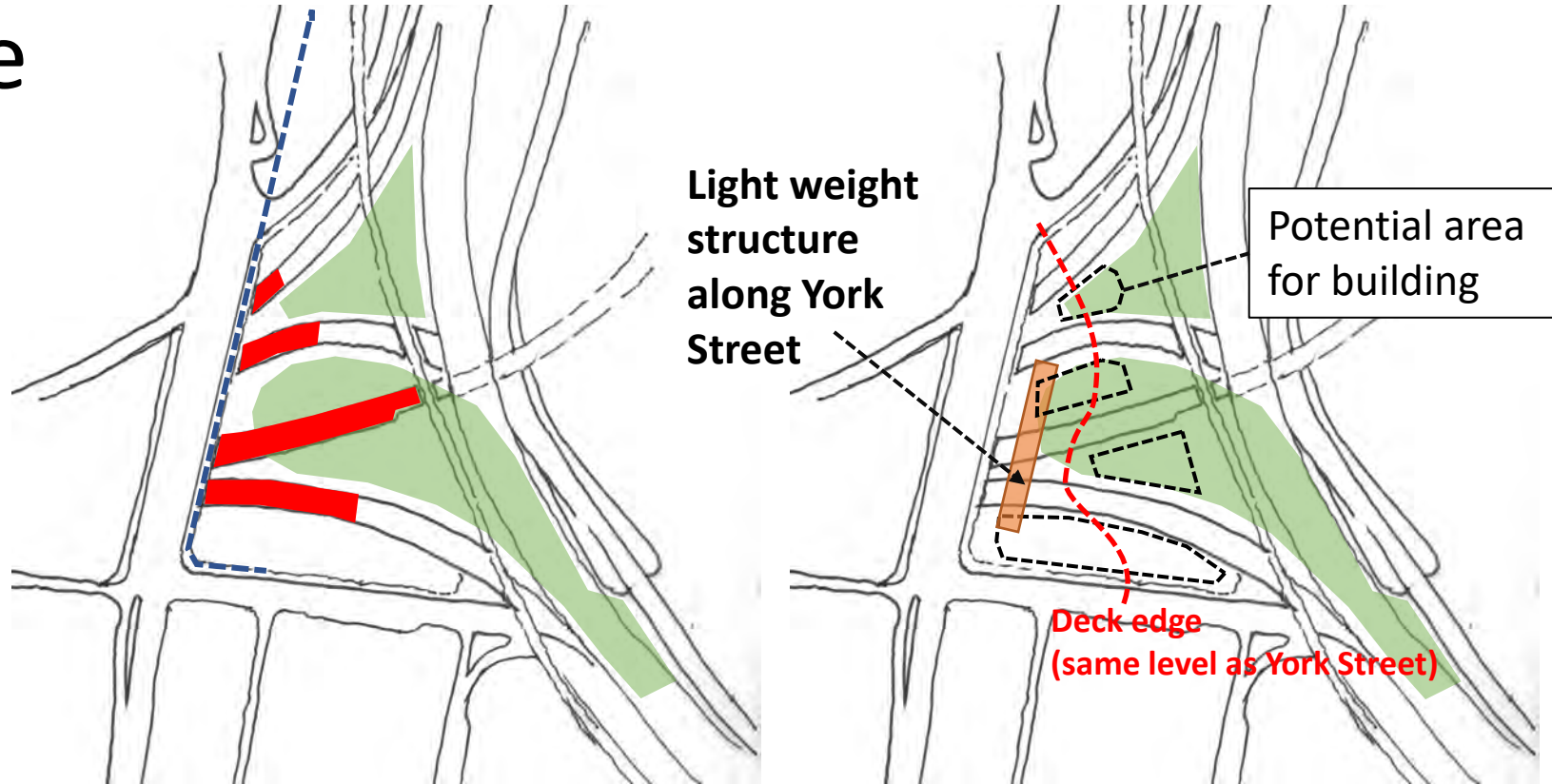


Early concept design showing green park linking York Street to Corporation Street



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

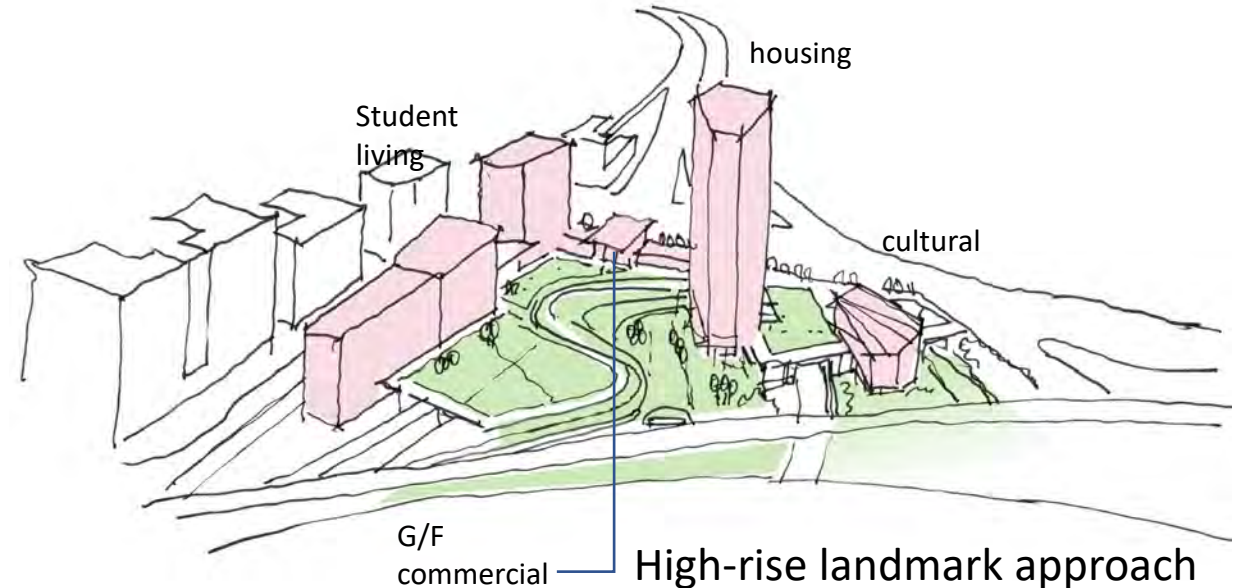
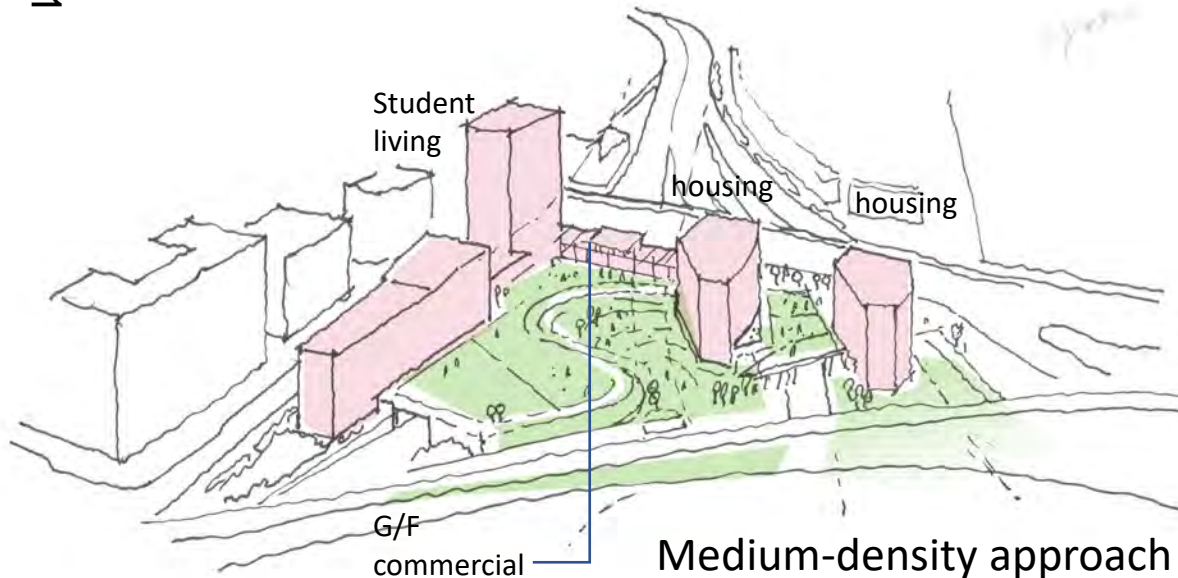
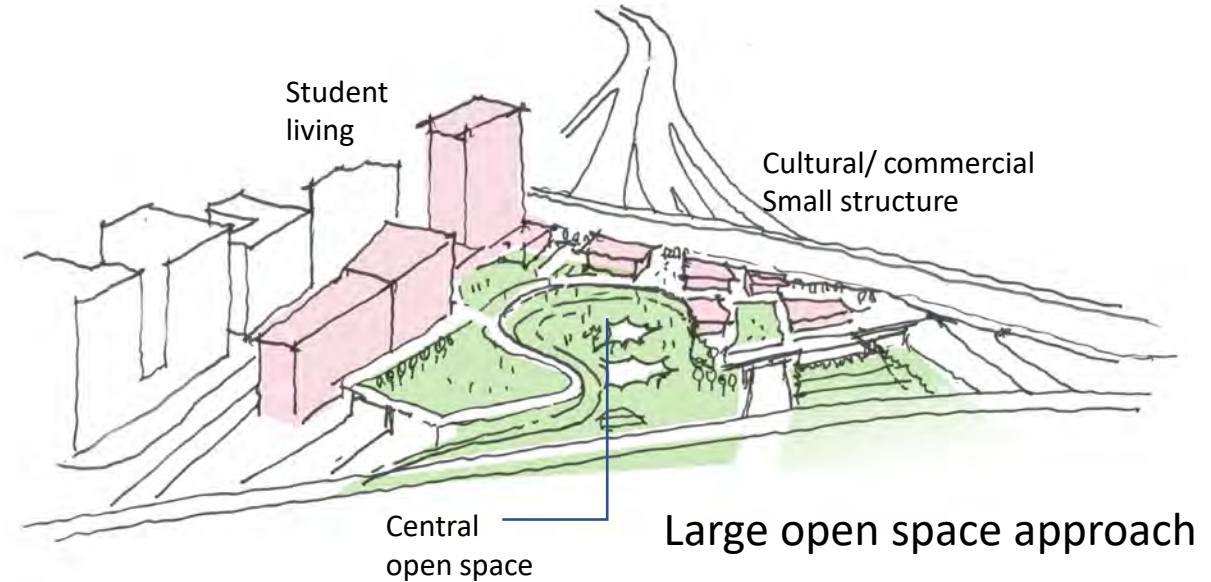


Extended Green Roof

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

Page 61



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

Corporation Square streetscape enhancements

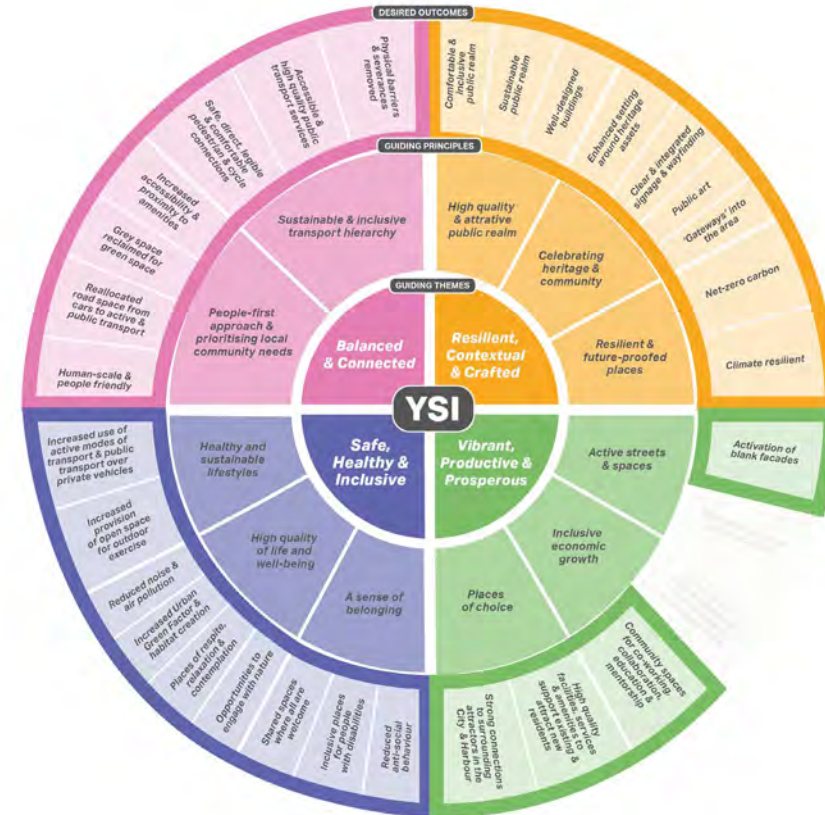
LEVEL	ISSUE TO ADDRESS
City-wide	Poor air quality around the Interchange
	Underutilised sites due to severance by roads and infrastructure
	A focus on green and active corridors
	A focus on waterfront regeneration
	A focus on improving public realm quality
Wider study area	A focus on key attractors at 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
	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.

15 key issues addressed



SS.4

**29 desired
outcomes
addressed**



**City-wide level
of benefit:**



$(29+15) \times 3 = 132$ overall score

This page is intentionally left blank