

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



**Belfast
City Council**

MEETING OF THE CLIMATE AND CITY RESILIENCE COMMITTEE

Dear Alderman/Councillor,

The above-named Committee will meet in the Lavery Room - City Hall and in Hybrid Format, on Thursday, 12th October, 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 (Pages 1 - 6)
- (c) Declarations of Interest

2. **Connectivity, Active and Sustainable Travel Update** (Pages 7 - 58)

Cathy Reynolds and Callie Persic to Present

3. **Consultation Response to Northern Ireland's Emission Reduction Targets and Carbon Budgets the UKCCC'S Advice Report** (Pages 59 - 86)

Claire Shortt to Present

4. **Amazon Web Services - Climate Data Platform Challenge** (Pages 87 - 88)

Claire Shortt to Present

5. **Update on One Million Trees** (Pages 89 - 92)

Alan Wardle to Present

6. **Belfast Dublin Economic Corridor Update** (Pages 93 - 96)

John Greer to present

7. **Issues Raised in Advance**

(a) Irish Passport Design

Councillor McKeown to Raise

8. **Date of Next Meeting**

Climate and City Resilience Committee

Thursday, 14th September, 2023

MEETING OF THE CLIMATE AND CITY RESILIENCE COMMITTEE

HELD IN THE LAVERY ROOM AND
REMOTELY VIA MICROSOFT TEAMS

Members present: Councillor R-M Donnelly (Chairperson);
Alderman Copeland; and
Councillors Anglin, Bell, Bower, R. Brooks, T. Brooks,
Carson, Collins, Doherty, M. Donnelly, D. Douglas,
Kelly, McCabe, McKeown, Smyth and Walsh.

In attendance: Mr. J. Tully, Director of City and Organisational Strategy;
Mr. R. McLernon, Climate Programme Manager City; and
Mr. J. Hanna, Senior Democratic Services Officer.

Apologies

Apologies for inability to attend was reported from Councillors S. Douglas and Maghie.

Minutes

In considering the minutes of the meeting of 10th August, which had been adopted by the Council on 4th September, Councillor T. Brooks indicated that the minutes stated that she had declared an interest as she was employed by QUB and the minutes on page H13 say that QUB gave the presentation on solar panels. That was not correct – as she declared an interest as QUB are one of the partners for the pathfinders net zero funding application. As it turned out there was no conflict issue at the time, but I would like the record to be correct.

Accordingly, the minutes of the meeting of 10th August 2023 were taken as read and signed as correct, subject to the foregoing variation,

Declarations of Interest

No declarations of interest were recorded.

Restricted Items

The information contained in the reports associated with the following two items is restricted in accordance with Part 1 of Schedule 6 of the Local Government Act (Northern Ireland) 2014.

Resolved – That the Committee agrees to exclude the members of the press and public from the meeting during discussion of the following ten items as, due to the nature of the items, there would be a disclosure of exempt

**Climate and City Resilience Committee,
Thursday, 14th September, 2023**

information as described in Section 42(4) and Section 6 of the Local Government Act (Northern Ireland) 2014.

National Cyber Security Centre – Presentation

(Mr. P. Gribben, Head of Digital Services, attended in connection with this item.)

The Committee noted the presentation by the National Cyber Security Centre.

**Shared Island Funding –
Belfast City Council Project Updates**

The Committee considered a report which provided an update on the ongoing work in relation to a number of project proposals which were being developed under the Shared Island Initiative. The report also outlined other projects being developed in partnership between the Council and partner councils in the Republic of Ireland for funding to develop agreed programmes of work.

The Committee:

- i. noted the update provided in relation to work underway to bring forward projects under the Shared Island initiative;
- ii. noted the update in relation to other partnership work being undertaken with partner councils in the Republic of Ireland to realise funding opportunities; and
- iii. noted the plans for detailed engagement with elected members, being organised via the Strategic Policy and Resources Committee, that would form a key element in developing a wider Funding Framework for the Council. This wider Funding Framework will reflect current projects being developed under the Shared Island initiative and other funding plans being pursued with a North/South dimension.

Climate Action Pledge – BITC

The Committee considered the following report:

“1.0 Purpose of Report or Summary of Main Issues

- 1.1 This report will update Members on the Business in the Community (BITC) Climate Pledge and the opportunity for Belfast City Council to join the initiative.**

2.0 Recommendations

2.1 The Committee is asked to:

- I. Note the opportunity for Belfast City Council to join the Business in the Community (BITC) Climate Pledge.**
- II. Note that a prerequisite of signing the pledge is the agreement of a Council target year for the reduction of**

GHG gases, and incorporation of relevant projects into the Corporate Plan and Medium Term Financial Plan, which would be followed by a public pledge to communicate this widely.

- III. Give their approval for the Council to sign up to the BITC Climate Pledge when the above prerequisite has been achieved.
- IV. Note that Belfast City Council manages a separate Belfast Business Promise which contains a pledge, criteria and workstream dedicated to Climate. Belfast City Council is currently working through the Belfast Business Promise accreditation process.

3.0 Main report

3.1 Background

3.2 Business in the Community Climate Action Pledge

- 3.3** Business in the Community established the Climate Pledge to encourage and support businesses to reach net zero, building momentum across a range of organisations across Northern Ireland.
- 3.4** Signatory organisations commit to reduce their absolute scope 1 and scope 2 greenhouse gas emissions by either 30% or 50% by 2030; and to work towards measuring and reporting their scope 3 GHG emissions. The chosen base year must be 2015 or thereafter. Members will be aware that a Belfast City target of 80% reduction by 2030 has been approved with 100% reduction to be achieved by 2050. Work is also underway with the procurement team to measure the Council's scope 3 emissions. Members should note that the achievement of the targets set out above would be subject to Council agreeing a net zero target and on including the relevant projects / actions within the corporate plan and medium-term financial plan.
- 3.5** In addition, through the campaign Business in the Community supports signatories to achieve the targets of the Pledge by providing:
- i. A [Climate Action Pledge FAQ factsheet](#) that helps the organisation to sign up to the Climate Action Pledge, use the Climate Action Pledge Reporting Platform, and meet the requirements of the commitment.
 - ii. Free access for Pledge signatories to calculate and measure emissions on the Pledge Reporting Platform.

- iii. Bespoke training, e-learning and education opportunities for senior management and staff.
 - iv. Support with development and evaluation of strategies and action plans through workshops.
 - v. Sector-focused Climate Action Toolkits.
Signposting to useful resources from Business in the Community and external organisations
 - vi. Support with measurement, reporting and communicating progress to key stakeholders.
 - vii. Links to carbon offsetting opportunities at a local level.
 - viii. Best practice examples and case studies.
 - ix. Networking and profiling opportunities through BITC communication channels and events.
- 3.6 87 companies have signed up to the BITC Climate Pledge to date, including key city partners such as NIHE, Translink, Belfast Harbour and NI Water.
- 3.7 **Belfast Business Promise**
- 3.8 Members will be aware of the Belfast Business Promise, which is an initiative led by Belfast City Council is a key commitment in the Council's Inclusive Growth strategy with the aim of creating a more inclusive city. As such, it is also included as a key action in the refreshed Belfast Agenda. Members will be aware that a cross council team, led by the Strategy, Policy and Partnership in partnership with Economic Development, has been progressing the development of the Belfast Business Promise, alongside an external business working group and the council's Social Policy Working Group (SPWG).
- 3.9 The Belfast Business Promise has been co-developed with businesses and has eight pledges designed to create a more inclusive and sustainable city. As part of the development of the accreditation system, an accreditation mapping exercise has been completed so that the Belfast Business Promise recognises the accreditation standards that businesses may already have achieved. 22 organisations, including the Council, Translink, QUB, UU, BT, SENI and Equality Commission have signed up to the pilot phase to refine the Charter and delivery model for full roll-out later this year.
- 3.10 As an organisation, the Council has also signed-up to the Belfast Business Promise demonstrating leadership and commitment to working with employers to deliver on the ambition of creating an inclusive and sustainable city. Detailed internal discussions have been ongoing with key officers and professions to assess the Council's position in relation to meeting the pledges and the subsequent action planning to ensure continuous improvement.

The first assessment is currently in progress, with the initial feedback to be reported to the next meeting of the Social Policy Working Group in September.

- 3.11 Pledge 8 of the Belfast Business Promise – Protect our Environment, is a commitment to ‘Work together to tackle the global challenge of climate change and protect our environment for future generations’. All pledges are set out in the diagram below.



- 3.12 Officers from the Belfast City Council Climate Team have liaised with the Belfast Business Promise team to support the development of the criteria under pledge 8, to support and assess businesses who apply, and to support the process of Belfast City Council going through the accreditation process itself.

4.0 Financial & Resource Implications

- 4.1 There are no financial or resource implications at present.

5.0 Equality or Good Relations Implications/Rural Needs Implications

- 5.1 There are no direct equality and good relations implications.”

The Committee adopted the recommendations.

**Climate and City Resilience Committee,
Thursday, 14th September, 2023**

Request to present - Ms. Lise McGreevy

The Committee acceded to a request from Lise McGreevy to attend a future meeting of the Committee to present on her RETAIN: SUSTAIN programme and short film on tackling eco anxiety in the wider Belfast Community.

Chairperson



Subject:	Connectivity, Active & Sustainable Travel update
Date:	12 October 2023
Reporting Officer:	Cathy Reynolds, Director of City Regeneration and Development
Contact Officers:	Callie Persic 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"/>

1.0	Purpose of Report or Summary of main Issues
1.1	The purpose of this report is to update Members on the Eastern Transport Plan (formerly Belfast Metropolitan Transport Plan), A Bolder Vision for Belfast and ongoing work across Council and with stakeholders and Members in relation to Connectivity, Active & Sustainable Travel.
2.0	Recommendations
2.1	Members are asked to: <ul style="list-style-type: none"> - Note the contents of this report and the emerging work across council and within the Community Planning Connectivity, Active and Sustainable Travel subgroup. - Note the timeframe for the consultation response for the Eastern Transport Plan which closed on 30 October 2023
3.0	Main report
3.1	Eastern Transport Plan The DfI are developing the Eastern Transport Plan (ETP) for the city and the surrounding metropolitan area, with the consultants Atkins assisting in the detailed work on what will be the statutory transport plan for the city. The consultation on the draft Vision, Objectives and

	<p>Guiding Principles for the ETP opened on 4 September and will close on 30 October 2023. Eastern Transport Plan Engagement Survey - NI Direct - Citizen Space</p>
3.2	<p>The ETP covers the wider Belfast Metropolitan Area encompassing the Belfast, Antrim and Newtownabbey, Ards and North Down, Lisburn and Castlereagh, and Mid and East Antrim Council areas. The ETP will provide the transport vision for the area for the next 13 years and will support the Council's through their LDP Local Policies Plan stage process. The ETP will support decision making with respect to major capital investment within the metropolitan area and is viewed by the DfI as the mechanism through which they will deliver on the obligations contained within the Climate Change Act (Northern Ireland) 2022.</p>
3.3	<p>The City Growth & Regeneration (CG&R) Committee received a number of presentations relating to strategic transport delivery within the Council area, including a presentation on the Eastern Transport Plan from DfI and Atkins on 23 August 2023 (Appendix 1). The DfI offered to meet with the adjoining councils within the metropolitan area and have also offered to meet individual Parties during the consultation period. Officers are preparing a response to the Consultation documents, taking on board comments from Members, and subject to Committee agreement and Council ratification.</p>
3.4	<p>A Bolder Vision</p> <p>Belfast City Council have been working in partnership with DfI and DfC to develop 'A Bolder Vision' for Belfast. This document recognised the changing demand from the users of the city centre and the need to provide better place-based infrastructure to support city centre living, the relocation of the Ulster University, growing tourism, the need to break down severances between the city centre and the local communities, and the need to address our Climate Emergency. The Bolder Vision outlined four Key Moves, underpinned by an action plan focusing on existing capital investment programmes and opportunities to attract alternative funding sources. An extensive public consultation period resulted in almost 900 responses from individuals and organisation with an overwhelming support (>90%) for the direction outlined within the document. The Four Key Moves are:</p> <ul style="list-style-type: none"> • Creation of a Civic Spine with a focus on people • Reimagine the Inner Ring and End Car Dominance • Promote City Centre Living • Embrace the River Lagan and Waterfront
3.5	<p>A final draft version of the Bolder Vision was provided to the August 2022 meeting of the CG&R Committee and is subject to DfI & DfC Ministerial sign-off which was not finalised prior to the suspension of the Executive. The ETP is important in terms of providing the evidence based strategic transport plan to enable the finalisation of A Bolder Vision and to realise the ambitions continued therein.</p>
3.6	<p>Connectivity, Active & Sustainable Travel (CAST)</p> <p>Members will be aware that as part of the refresh of the Belfast Agenda there is a priority theme of Connectivity, Active and Sustainable Travel that sits under the City Development Board. A cross-sector stakeholder subgroup that is co-chaired by Sustrans and Translink</p>

	was formed to develop the CAST Action Plan, which was included Belfast Agenda consultation.
3.7	The focus of the CAST subgroup 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 strategic direction of the Belfast Agenda and A Bolder Vision also sits alongside Council's Physical Programme that oversees the delivery of a number of connectivity projects including Lagan Gateway, Greenways, Belfast Bikes expansion. Additionally, Council was successful in securing funding from DfI's Blue and Green Infrastructure Fund for the delivery of covered cycle stands, secured cycle parking and repair kits. These are currently in delivery across the city and will help support the Council's wider strategic objective, City Connectivity, as outlined in the Corporate Plan.
3.8	<p>All Party Round Table on Connectivity, Active and Sustainable travel</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 was agreed to convene an All Party Round Table meeting to ensure Members could engage with this work holistically, which is not always possible via the current structures. The Round Table took place on 30 August and provided an overview of the various streams of work underway and where they feed into Council's strategic priorities and governance structures.</p>
3.9	The session provided an opportunity to discuss ongoing activity, opportunities and challenges and the potential impact of the Eastern Transport Plan on a number of large strategic and physical regeneration projects including A Bolder Vision, Belfast Cycling Network and Belfast Streets Ahead 3 and 5 and a consideration of the Department's budgetary pressures. A copy of the presentation is provided in Appendix 2. It was agreed that the Round Table would convene again to provide a mechanism for Members and Officer to engage on these issues.
4.0	Financial & Resource Implications
4.1	There are no finance or resource implications associated with this report.
5.0	Equality or Good Relations Implications / Rural Needs Assessment
5.1	There are no Equality, Good Relations or Rural Needs implications associated with this report.
6.0	Appendices – Documents attached
6.1	<p>Appendix 1 – Eastern Transport Plan presentation from CG&R on 23 August 2023</p> <p>Appendix 2 – All Party Round Table on CAST from 30 August 2023</p>

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ATKINS



Department for
Infrastructure

An Roinn
Bonneagair

Department für
Infrastruktur

Member of the SNC-Lavalin Group

Belfast Metropolitan Transport Plan 2035

Overview

28 June 2023

Contents

- BMTP background
- Overview of approach
- Delivery timescales and phasing
- BMTP Launch
- Draft Vision, Objectives and Guiding Principles
- Ongoing work

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BMTP Background

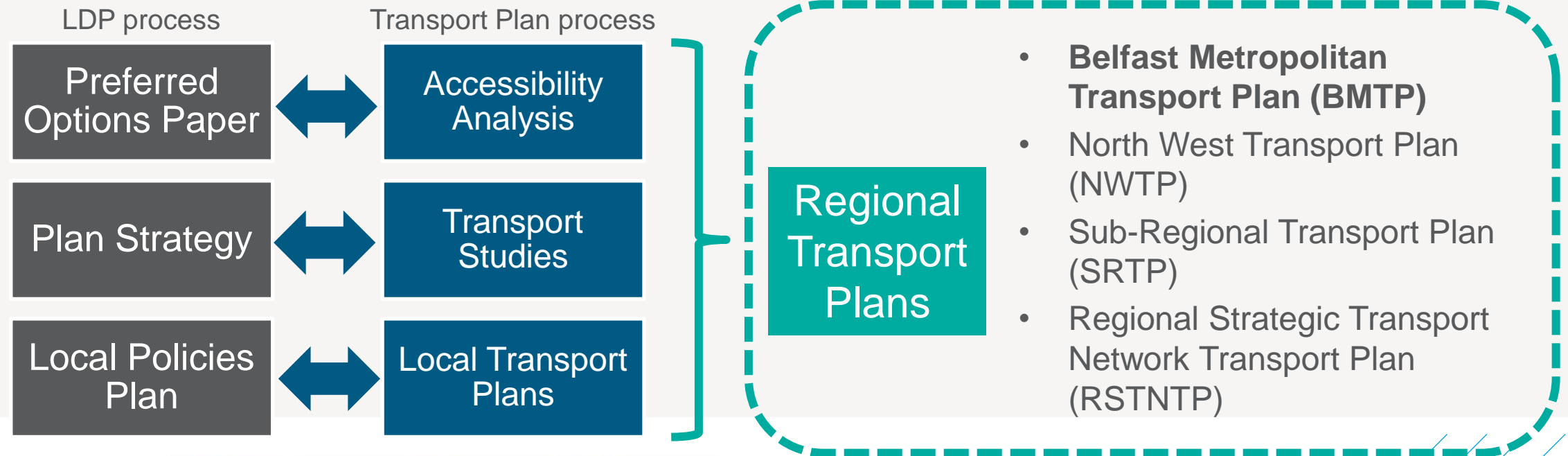
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Background

A new suite of Transport Plans is being prepared to set out the framework for transport policy and investment decisions up until 2035.

The Transport Planning process is being carried out in parallel with the Local Development Plan (LDP) Process.

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Doing Things Differently

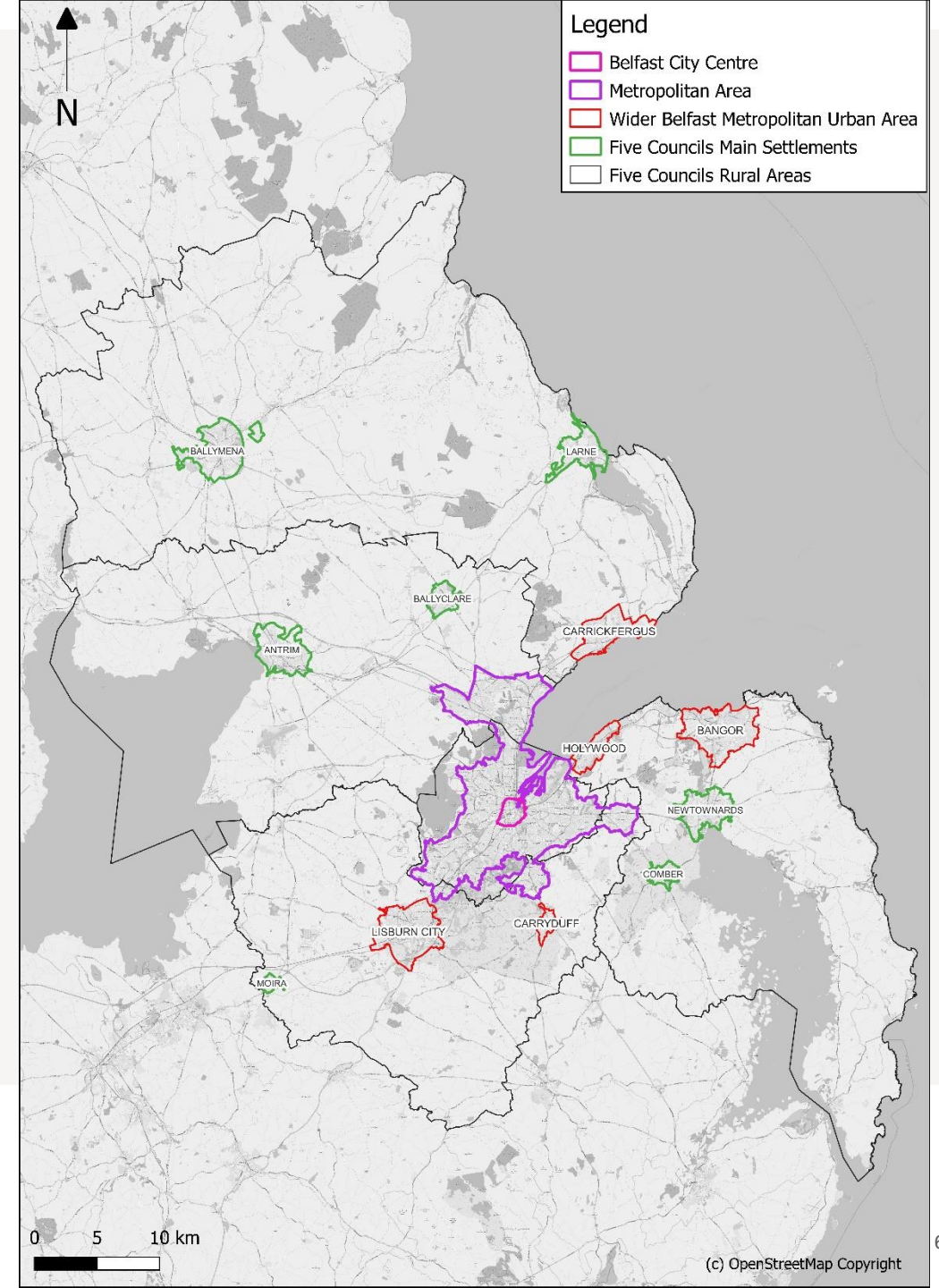
Climate Change - Societal Change - Energy Change - Constrained Budgets



BMTP focus

The BMTP area covers:

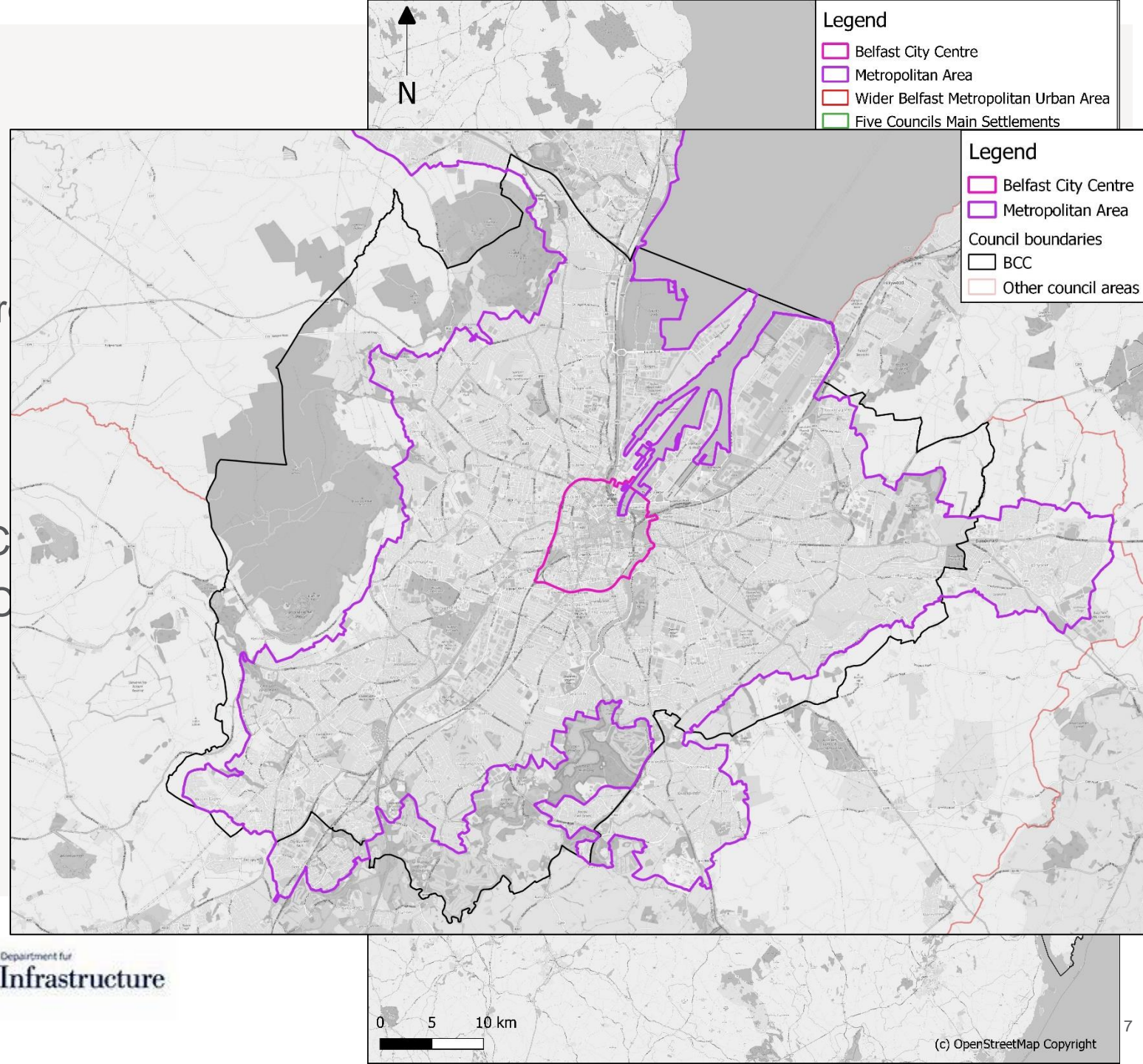
- Antrim and Newtownabbey Borough Council (ANBC)
- Ards and North Down Borough Council (ANDBC)
- Belfast City Council (BCC)
- Lisburn and Castlereagh City Council (LCCC)
- Mid and East Antrim Borough Council (MEA)



BMTP focus

The BMTP area covers:

- Antrim and Newtownabbey Borough Council (ANBC)
- Ards and North Down Borough Council
- **Belfast City Council (BCC)**
- Lisburn and Castlereagh City Council
- Mid and East Antrim Borough Council



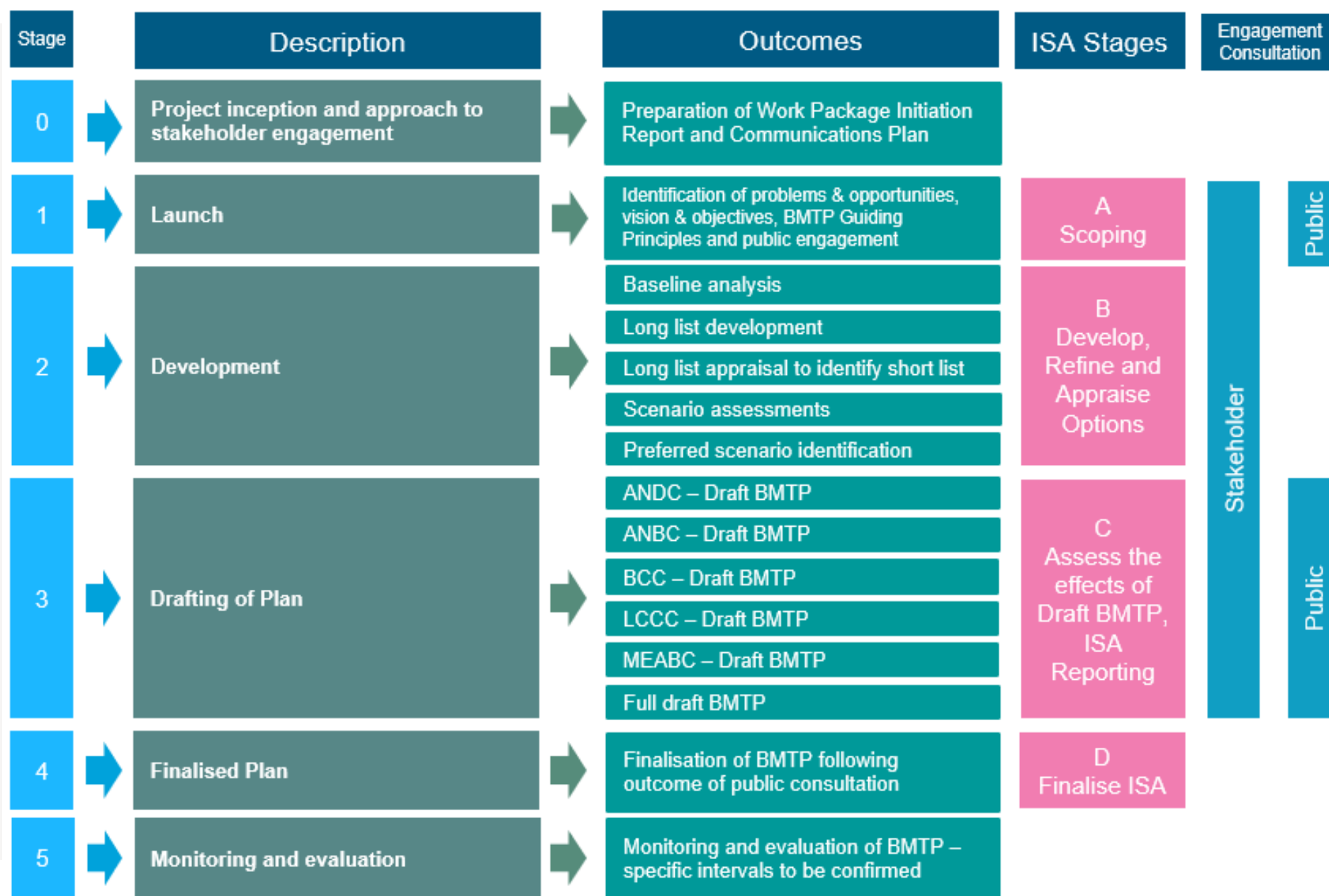
Overview of approach

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Stages

- Five key stages
- Split into discrete:
 - Technical Tasks
 - Consultation / Engagement Stages
 - ISA Tasks

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Delivery timescales and phasing

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Delivery timescales and phasing

- The BMTP will be delivered in iterative phases, linked to the five council's LPP publication timescales
- The first draft BMTP will set out all of the key aspects associated with the transport network and local interventions for the Belfast City Council area and is anticipated for publication in 2024.
- Successive drafts will provide the evidence base the 'five councils' required to support their LDP LPP, with the final, complete BMTP anticipated for publication in 2026.



BMTP Launch

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Launch purpose and content

First public engagement exercise will be undertaken in August.

The purpose is to:

- Raise awareness of the BMTP
- Ascertain the views and opinions of members of the public and stakeholders on the planned direction of the BMTP (draft Vision, Objectives and Guiding Principles)
- Gain insights into transport problems and opportunities for consideration during baselining and optioneering

Delivered online, hosted on dedicated DfI webpage, with views captured in an online survey. Offline materials will be available on request.



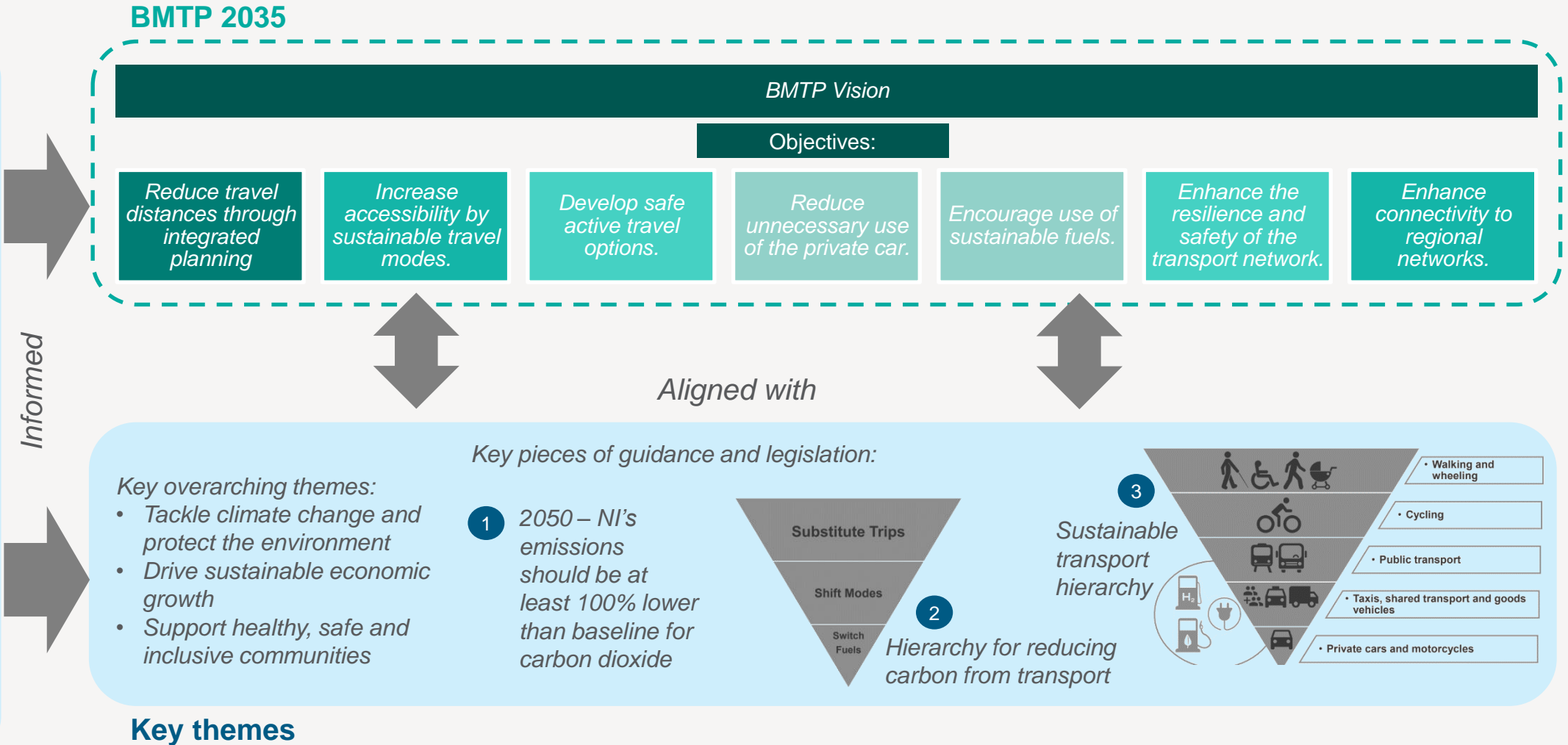
Draft Vision, Objectives and Guiding Principles

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Drafting the Vision, Objectives and Guiding Principles for the Plan

Context

Programme for Government
Climate Change Act
Climate Change Action Plan
RDS
RTS
Time for Change
BMTP 2015
BMTP-TS
Local Development Plan Draft Plan Strategies
A Bolder Vision
Evidenced problems and opportunities in the area



Drafting the **Vision**, **Objectives** and Guiding Principles for the Plan

Vision

Deliver an integrated Plan to enhance and re-balance transport networks in favour of sustainable, efficient modes, which connects communities creating an attractive, inclusive and safe economic region for all by delivering carbon reduction, improving air quality, enhancing the built and natural environment and facilitating healthy and sustainable travel choices over unnecessary private car travel.

Objectives

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Reduce travel distances by promoting safe, inclusive and connected neighbourhoods, supported by integrated planning.

Deliver a reduction in carbon emissions by increasing accessibility for all to jobs, services and recreation by sustainable travel modes.

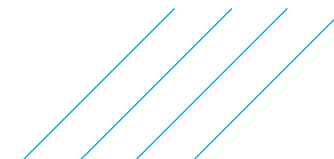
Promote healthy and inclusive communities by developing safe active travel options that respect the local built and natural environment.

Reduce unnecessary use of the private car by implementing effective demand management measures.

Improve air quality and the environment by encouraging the use of sustainable modes and vehicles which utilise sustainable fuels.

Enhance the resilience and safety of the transport network to support the economy and meet the challenges of climate change.

Support the efficient, sustainable movement of goods and people and enhance connectivity to regional networks including access to ports and airports.



Drafting the Vision, Objectives and Guiding Principles for the Plan

Place

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Movement

Category	Definition
People places	Neighbourhood areas including residential streets that prioritise active travel
Traffic free routes	Traffic-free transport route facilitating active travel connections, including along greenways and blueways
People and movement places	Mixed use places that serve the local community
City and town centres	Destination people places that also facilitate high volumes of access movements
Connecting movement routes	Routes that facilitate connecting movement into urban areas
Quality mass movement routes	Routes that facilitate high volume movement into urban areas, focused on public transport
Strategic movement routes	Routes that facilitate movement between the local and regional strategic network

Routes that facilitate connecting movement into urban areas

- ✓ Traffic speeds max 30mph
- ✓ Max 1 lane of general traffic in each direction
- ✓ Cycle lanes / priority where needed
- ✓ High quality bus lanes in both directions (where possible)
- ✓ Accessible bus waiting facilities
- ✓ Limited on-street parking provision
- ✓ High quality pedestrian space and suitable crossing facilities where required
- ✓ Carefully planned provisions for loading and unloading



Real world examples:



A distributor road in Amsterdam

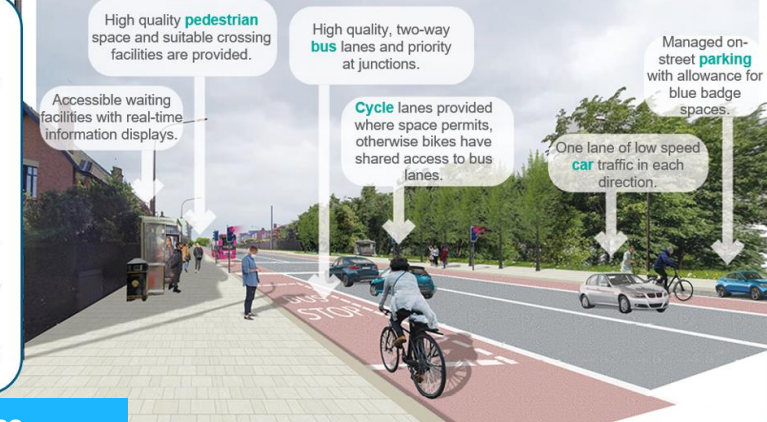


A distributor road in Stockholm

Connecting movement places

Routes that facilitate high volume movement into urban areas, focused on public transport

- ✓ Traffic speeds of max 30mph
- ✓ Max 1 lane of general traffic in each direction
- ✓ High quality bus lanes in both directions
- ✓ Accessible bus and P&R waiting facilities
- ✓ Cycle lanes / priority where needed
- ✓ Carefully managed on-street parking
- ✓ High quality pedestrian space and suitable crossing facilities
- ✓ Loading and unloading restrictions



Real world examples:



Glider facilities in Belfast



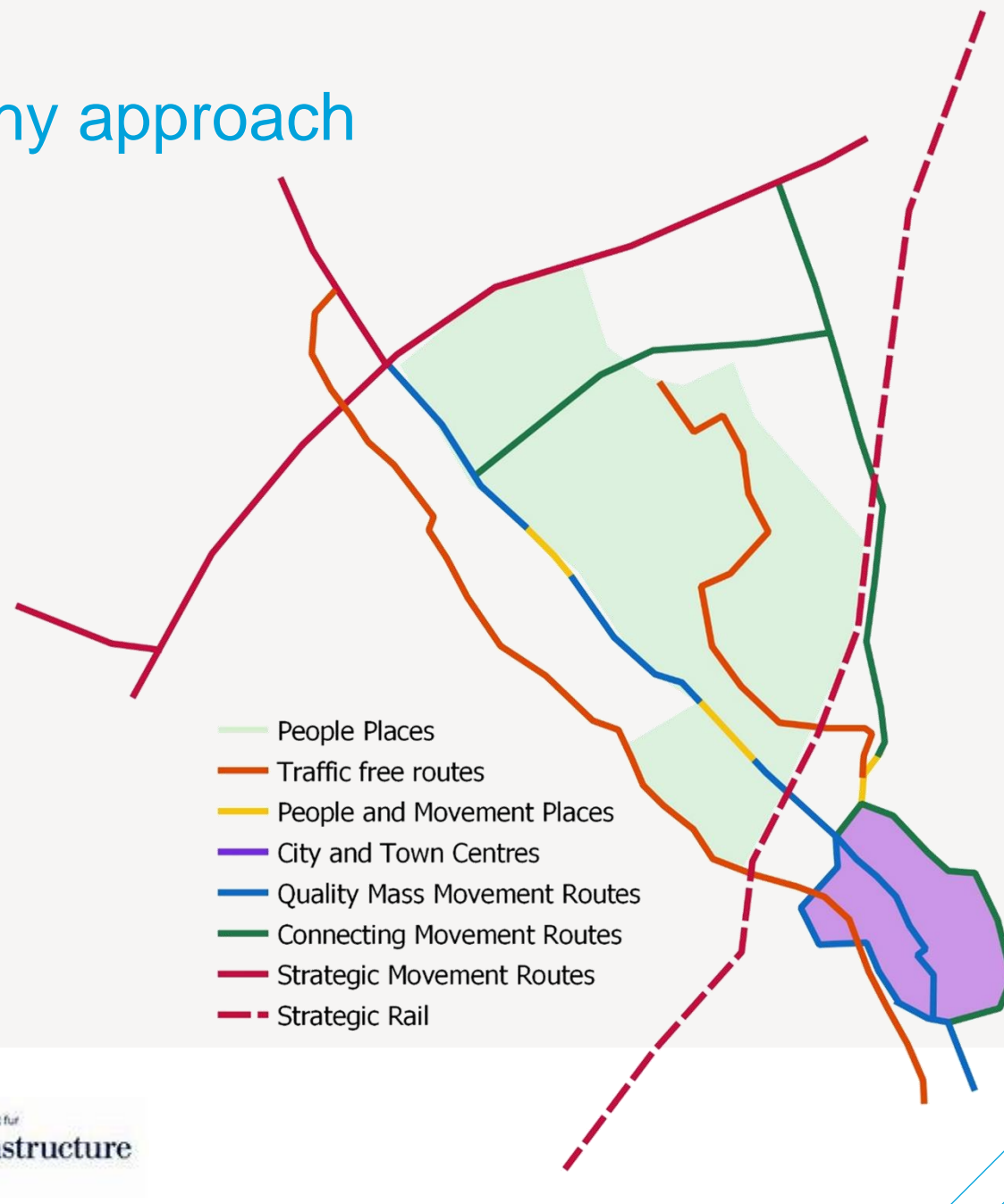
Bus priority in London

Quality mass movement routes

Transport network hierarchy approach

The seven guiding principle categories will be applied to the transport network across the BMTP area in order to identify priorities by travel mode and geography.

It will also assist decision makers in terms of which modal intervention shall be prioritised on which elements of the transport network.



Ongoing work

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Ongoing work

- Preparing for public Launch exercise, planned for mid-summer.
- Ongoing technical baselining and optioneering, currently focused on Belfast city centre and wider Metropolitan Area.
- Ongoing stakeholder engagement.
- Planned publication of draft BMTP to support BCC's LPP in 2024.



All Party Roundtable on Connectivity, Active & Sustainable Travel

30th August 2023



Belfast
City Council

Agenda

1. Welcome
2. Background
3. Corporate Plan
4. Belfast Agenda – Connectivity Active & Sustainable Travel (CAST) Draft Action Plan
5. A Bolder Vision
6. Eastern Transport Plan (Formerly BMTP)
7. Belfast Cycling Network
8. Key Enabling Projects / Funding
9. Opportunities / Challenges
10. Next Steps



Need for Change?

In 2020, the Zero-Net Carbon Roadmap for Belfast highlighted that transport was responsible for 20% of the city's carbon emissions.



Notices of Motion - Current Position

NoM	Date	Status
<u>Sustainable Transport</u>	03/02/2020	Closed
<u>Cycle Lanes</u>	03/02/2020	Closed
<u>Review of the Belfast Bikes Scheme</u>	04/03/2020	Ongoing
<u>Opening our Streets for Everyone</u>	02/07/2020	Closed
<u>Belfast City Council Cycling Champion</u>	02/11/2020	Closed
<u>Creating Better Access into the Hills</u>	07/01/2021	Ongoing
<u>Extension of the Belfast Bikes Scheme</u>	04/05/2021	Closed
<u>Belfast Cycle Network Delivery Plan</u>	28/09/2022	Closed
<u>Belfast Cycle Network</u>	24/11/2022	Ongoing
<u>Low Traffic Neighbourhoods</u>	24/11/2022	Closed
<u>Translink Night-time Provision of Services</u>	01/12/2022	Ongoing
<u>School Streets Schemes</u>	05/01/2023	Ongoing
<u>Rosetta Way – “quietway”</u>	04/03/2023	Ongoing
<u>Department for Infrastructure - Standards of Repairs to Roads and Footpaths</u>	27/06/2023	Ongoing

Background: Strategic Opportunities

A Bolder Vision

BCC, DfC, DfI shared vision for a connected, vibrant, sustainable, people focused city centre

Belfast Agenda

Connectivity, Active & Sustainable Travel (CAST) subgroup Action Plan

Strong Cross-Sector Partnerships

Through ABV, CAST, BCCRIS and ongoing delivery of connectivity and active travel projects, i.e., Active Travel Hubs

ETP, Belfast Cycling Network & DfI Greenways Programme

The Eastern Transport Plan is the statutory transport plan for the city
The Strategic Plan for Greenways sets out a 25 year plan for the region

Social Change due to Covid & Climate Crisis

Attitudes towards travel and lifestyle are moving towards a more sustainable and neighbourhood focus

Large Infrastructure

Glider Extension
BCRD - Lagan Bridge
Belfast Grand Central Station
Belfast Streets Ahead
York Street Interchange

Corporate Plan

- Our corporate plan is a reflection of what people in Belfast have told us they want and the type of leadership they feel the city needs. It takes the priorities of the Belfast Agenda and sets out the ways in which the council will deliver these to grow a sustainable, inclusive economy and equitable society.
- Our priorities for 2020-2024 are:
 - Growing an inclusive economy
 - Resilience and sustainability
 - Living here
 - City development
 - Working and learning
 - Cross-cutting



Cross-Sector Strategic & Delivery Partners

CAST Group:



Belfast
City Council



Department for
Infrastructure



Department for
Communities

we are
cycling
UK



Additional Delivery Partners:

BELFAST
ONE DIFFERENT
DAYS



LINEN
QUARTER
BID

VCSE
Panel



BELFAST
CHAMBER

Private
Developers



The
Strategic
Investment
Board



Belfast
City Council

Improving Outcomes: Belfast Agenda

Connectivity, Active & Sustainable Travel (CAST): A Priority for Belfast

- The Zero-Net Carbon Roadmap for Belfast highlights that in 2020, transport was responsible for 20% of Belfast's carbon emissions. If we are to achieve the target of being carbon neutral by 2050 we must address this carbon footprint.
- In order to thrive, cities must have transportation systems which allow the maximum volume of people to travel while doing the least possible harm to the environment.



In 2020 it was highlighted that transport in Belfast was responsible for 20% of the city's carbon emissions

The Zero-Net Carbon Roadmap for Belfast



Belfast has committed to being carbon neutral by 2050.



Walking and cycling results in +723 serious long-term health conditions being prevented annually.
Belfast Walking & Cycling Index 2021



Everyday, walking and cycling takes up to 77,000 cars off the road
Belfast Walking & Cycling index 2021

Our Outcomes

Everyone in Belfast experiences good health and wellbeing / Belfast will be vibrant, attractive, connected and environmentally sustainable



% of people who say they do not cycle but would like to:
34% - women
30% - people from ethnic minority groups
31% - disabled people
Belfast Walking & Cycling index 2021



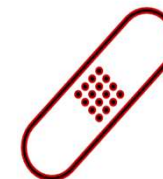
32% of people in Belfast want to cycle but don't

Walking & Cycling Index 2021



Translink aim to increase passenger journeys to 35 M per annum across the Belfast Metro and Glider Service

Translink



Safety concerns stop cycling being a genuine travel choice
For many residents
Walking & Cycling Index 2021

Shaping the CAST plan

- **General Comments:** First principle should be to **reconnect the city**, including better **connections to the city centre**. Severance, particularly at **key road junctions** is a key issue and on-going concern. People want to see **realistic targets, with recognisable, relatable, measurable actions happening in their areas**.
- **Recurrent Issues:**
 - Safety
 - Public Transport
 - Taxis
 - Accessibility
 - The potential of the River Lagan
 - Infrastructure
 - Connectivity with city centre
 - 15 minute neighbourhoods
 - Transport Poverty
 - Green space and greenways



Levers for Change: CAST



Connectivity, Active and Sustainable Travel

Belfast Agenda Long-term Outcome: *By 2035, Belfast will be vibrant, attractive, connected and environmentally sustainable
Everyone in Belfast experiences good health and well-being*

Over the next four years, we will work in partnership to improve connectivity and active and sustainable travel options, including public transport

STRATEGIC INTENT (What are we trying to do?)	ACTIONS (How are we going to achieve it?)	STRETCH GOALS (How will we measure success in 2027?)	PARTNERS (Who is going to do it?)
1. Deliver the Belfast Metropolitan Transport Plan (BMTP) which will provide the strategic framework for bringing forward our climate commitments, supporting the integration of a prioritised and modernised public transport system and a network of walking and cycling routes.	<ul style="list-style-type: none">Completion of BMTP and progress of implementation	<ul style="list-style-type: none">BMTP completed by 2027 with the Belfast iteration completed in 2025	Convening Lead(s): Department for Infrastructure Support: Community Planning Partners



Levers for Change: CAST

<p>2. Deliver the second stage of the Belfast Local Development Plan 2035 which supports an efficient integrated transport network offering travel choice that minimises congestion and pollution</p>	<ul style="list-style-type: none"> • Adoption of the Belfast Local Development Plan 2035; the plan will encourage the expansion of green infrastructure networks for walking and cycling to encourage active travel and improve air quality and promote increased use of public transport (<u>e.g.</u> addressing dereliction, embedding connectivity) • Promote and develop partnership working across the public/private and community and voluntary sector to support access to local businesses, <u>communities</u> and relevant statutory agencies 	<ul style="list-style-type: none"> • In accordance with Monitoring Indicators (Appendix F of LDP) https://www.belfastcity.gov.uk/getmedia/bba4bd89-157d-4209-8d5e-8a6eb58dd760/PS001-Plan-Strategy-Final-Web-May2023.pdf 	<p>Convening Lead(s): Belfast City Council Planning Service</p> <p>Support: Community Planning Partners</p>
<p>3. Support projects that encourage people to use forms of sustainable travel</p>	<ul style="list-style-type: none"> • Improve public transport journey times and reliability through a prioritised public transport network 	<ul style="list-style-type: none"> • Attain 35M passenger journeys on the Metro and Glider in Belfast by 2030 • Attain 70 public transport journeys per person per year by 2030 • Undertake quality improvements on Zero Emission and Sustainable Transport (ZEST) corridors by 2027 	<p>Convening Lead(s): Translink</p> <p>Support: Department for Infrastructure</p>



Levers for Change: CAST

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	<ul style="list-style-type: none"> Implement Belfast Rapid Transit Phase 2 	<ul style="list-style-type: none"> Continue to develop the detailed designs and business case requirements to support the delivery of Belfast Rapid Transit Phase 2 	<p>Convening Lead(s): Department for Infrastructure</p> <p>Support: Translink</p>
	<ul style="list-style-type: none"> Progress the integrated, multi-modal Transport Hub (Weaver's Cross) 	<ul style="list-style-type: none"> Completion in 2025 	<p>Convening Lead(s): Department for Infrastructure</p> <p>Support: Translink</p>
	<ul style="list-style-type: none"> Support development of the Belfast-Dublin Transport Corridor 	<ul style="list-style-type: none"> Promoting hourly frequency of rail services and <2hour journey time between Belfast and Dublin 	<p>Convening Lead(s): Belfast City Council / Translink</p> <p>Support: Community Planning Partners</p>
	<ul style="list-style-type: none"> Expand the timetable with a greater service in the evenings and funding for the provision of night-time services 	<ul style="list-style-type: none"> Provision of night-time services secured 	<p>Convening Lead(s): Translink</p> <p>Support: Community Planning Partners</p>



Levers for Change: CAST

4. Support behavioural change projects that replace car journeys with walking, wheeling and cycling	<ul style="list-style-type: none"> • Deliver cycling infrastructure 	<ul style="list-style-type: none"> • Meet the targets set out for Belfast in the BMTP 	<p>Convening Lead(s): Department for Infrastructure</p> <p>Support: Belfast City Council, Sustrans</p>
	<ul style="list-style-type: none"> • Progress the delivery of greenways in the city 	<ul style="list-style-type: none"> • Develop greenway feasibility and identify potential routes 	<p>Convening Lead(s): Belfast City Council</p> <p>Support: Community Planning Partners</p>
	<ul style="list-style-type: none"> • Develop initiatives to help alleviate transport poverty by encouraging active and sustainable travel 	<ul style="list-style-type: none"> • Carry out a scoping study that identifies affordable and flexible cycle hire • Better promotion and communication of inclusive sustainable and active transport options. • Extend the cycle docking station network across the city • Increase the number of Belfast Bikes available throughout the city 	<p>Convening Lead(s): Belfast City Council, Voluntary, Community & Social Enterprise Panel</p> <p>Support: Sustrans, Translink, private sector</p>



Levers for Change: CAST

	<ul style="list-style-type: none"> Codesign place-based active travel initiatives to encourage walking, <u>wheeling</u> and cycling 	<ul style="list-style-type: none"> Develop 2 exemplar initiatives in line with the BMTP 	<p>Convening Lead(s): Belfast City Council</p> <p>Support: <u>Sustrans</u>, Voluntary, Community & Social Enterprise Panel, QUB, Public Health Agency</p>
	<ul style="list-style-type: none"> Secure funding for the delivery of Active Travel Hubs across the city 	<ul style="list-style-type: none"> Funding secured and hubs activated 	<p>Convening Lead(s): <u>Sustrans</u></p> <p>Support: Belfast City Council</p>
	<ul style="list-style-type: none"> Support health and well-being outcomes for active travel 	<ul style="list-style-type: none"> Delivery of updated Public Health Agency active travel programme Delivery of schools' education programme on safe cycling, <u>walking</u> and wheeling Increase the number of public cycling workshops 	<p>Convening Lead(s): Public Health Agency</p> <p>Support: Voluntary, Community & Social Enterprise Panel, <u>Sustrans</u>, Belfast Healthy Cities, Education Authority, Belfast City Council</p>
	<ul style="list-style-type: none"> Identify gaps in data about walking, wheeling, cycling and public transport and explore the potential for real-time data capture 	<ul style="list-style-type: none"> Gap analysis undertaken 	<p>Convening Lead(s): <u>Sustrans</u></p> <p>Support: Belfast City Council</p>

Belfast Agenda Public Consultation

- The draft Belfast Agenda Strategic Plan 2023 – 2027 and Action Plans are open for consultation until 2 Oct 2024
- Post consultation the Belfast Agenda and Action Plans will be updated to take account of feedback.
- The Community Planning Partnership will then sign off and we will publish the document.
- There will still be opportunity to get involved and have your say at different stages over the next year as we begin to develop and implement the Belfast Agenda actions through the Belfast Agenda Delivery Boards.



Belfast
City Council

Levers for Change: A Bolder Vision

A Bolder Vision for Belfast



City Centre as an Inclusive Place to Live, Work and Visit



Embracing our Rivers



Remove Reliance on Car Travel



Community Focused Regeneration



Active and Inclusive Public Realm and Green Spaces



Vibrant and Safe Streets



Prioritise Walking, Cycling & Public Transport



Overcoming Severance with Surrounding Communities

Visioning Principles

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

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

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

4] Removing severance and barriers to movement between the centre of Belfast and the surrounding communities to improve access for all .

Four Key Moves for Change

A Bolder Vision for Belfast

Key Moves



Creation of a **Civic Spine**
with a focus on people



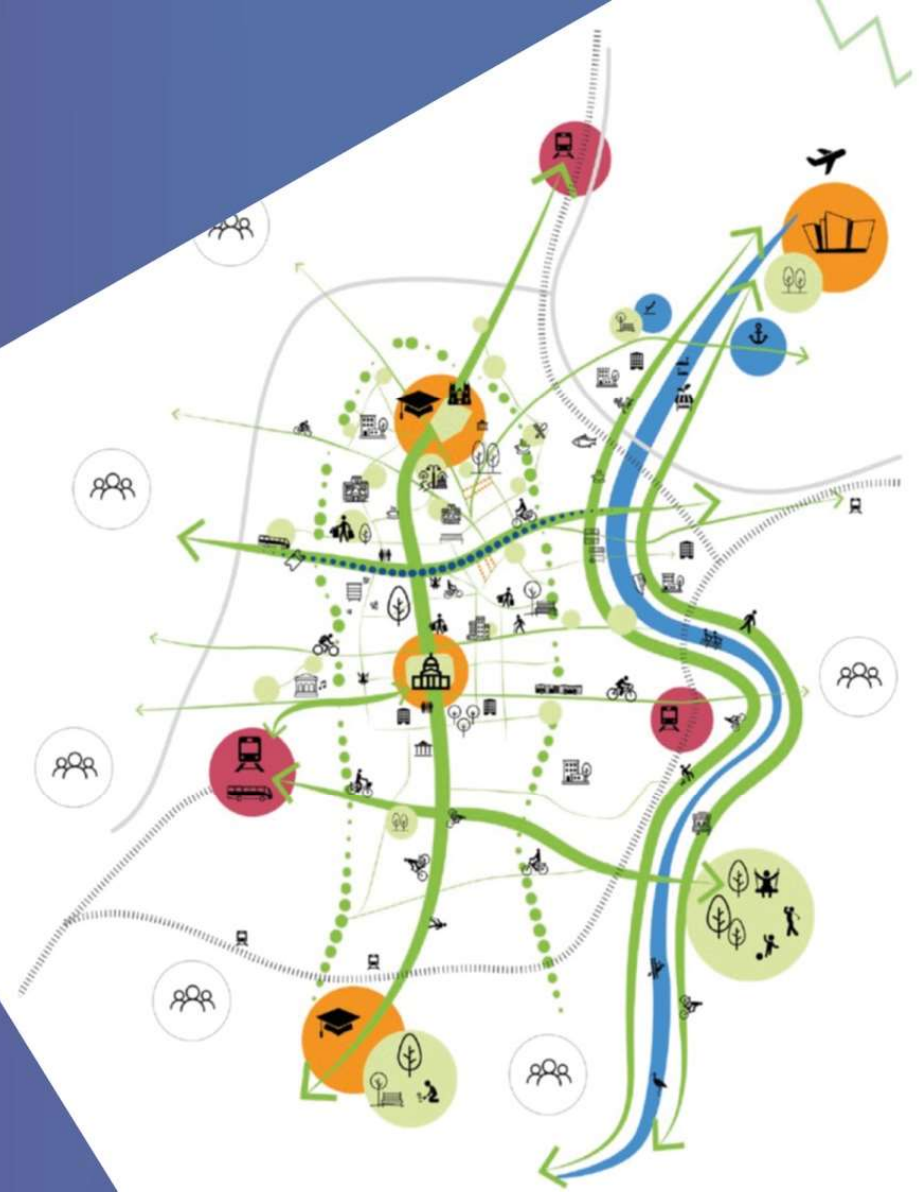
Reimagine the Inner Ring Road
and **end Car Dominance**



Promote **City Centre Living**



Embrace the **River Lagan and Waterfront**





Active Travel Enablers



Neighbourhood Connectivity

- Capital Programme
- Neighbourhood Regeneration Fund
- Belfast Investment Programme
- Greenways
 - Connswater Community Greenway – completed
 - Forth Meadow Greenway – ongoing
 - Lagan Gateway - ongoing
 - Sydenham Greenway - uncommitted
 - Glencairn / Ligionel Pk Greenway – uncommitted
 - Black Mountain / Upper Whiterock Greenway – uncommitted
 - Colin Greenway – uncommitted
 - Access to the hills – uncommitted
- Belfast Bikes Scheme Expansion
 - Began in 2015 and continues to grow in popularity with over 573 bikes with 52 docking stations.
 - Network expansion across the city with new docking stations installed.



Eastern Transport Plan (ETP) (Formerly BMTP)

- The Eastern Transport Plan is the statutory transport plan for the city and sets out the strategic initiatives and transport proposals for the Belfast metropolitan area.
- The plan is currently being finalised by the Department for Infrastructure in parallel with the LDP process. The first draft ETP will set out all of the key aspects associated with the transport network and local interventions, including the Belfast Cycle Network, for the Belfast City Council area and is anticipated for publication in 2024.

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Major impact on delivery of large projects:

- Finalisation of A Bolder Vision
- Belfast Streets Ahead 3 & 5
- Glider Phase 2
- Belfast Cycling Network
- Junctions (Peter's Hill, Frederick Street, Clifton Street, 5Cs Public Realm)



Belfast
City Council

Eastern Transport Plan Consultation

Drafting the **Vision**, **Objectives** and Guiding Principles for the Plan

Vision

Deliver an integrated Plan to enhance and re-balance transport networks in favour of sustainable, efficient modes, which connects communities creating an attractive, inclusive and safe economic region for all by delivering carbon reduction, improving air quality, enhancing the built and natural environment and facilitating healthy and sustainable travel choices over unnecessary private car travel.

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Objectives

Reduce travel distances by promoting safe, inclusive and connected neighbourhoods, supported by integrated planning.

Deliver a reduction in carbon emissions by increasing accessibility for all to jobs, services and recreation by sustainable travel modes.

Promote healthy and inclusive communities by developing safe active travel options that respect the local built and natural environment.

Reduce unnecessary use of the private car by implementing effective demand management measures.

Improve air quality and the environment by encouraging the use of sustainable modes and vehicles which utilise sustainable fuels.

Enhance the resilience and safety of the transport network to support the economy and meet the challenges of climate change.

Support the efficient, sustainable movement of goods and people and enhance connectivity to regional networks including access to ports and airports.



Belfast
City Council

Belfast Cycling Network (BCN)

- DfI published 'Making Belfast an Active City – Belfast Cycling Network 2021,' in June 2021.
- This was followed by the 'Belfast Cycling Network Delivery Plan 2022,' in March 2022.
- The documents set out a blueprint for the development and operation of the cycling infrastructure in the city for the next ten years.
- Over 50 individual schemes were identified for delivery in the plan and the Network had an estimated cost of £100 million.
- **DfI advised Council that through ETP process they are looking at how to integrate the BCN in a multi-modal plan and there may be some displacement of the BCN as they find alternative routes.**
- **DfI has assured Council that whilst there may be changes to routes the overall principles and vision of the BCN will remain.**



Key Enabling Projects / Funding

Project	Status	Funding
Belfast Grand Central Station	Under Construction	Funded
Glider Phase 2	Business Plan near completion	Part funded – BRCD
A Bolder Vision	Final draft and action plan stage	None committed
BRCD - Ormeau Park / Gasworks Bridge	Business Plan near completion	Funded – BRCD
Shared Island Fund – Sailortown / Titanic Quarter Bridge	Stage 1-3 reports completed, submission Sept	Application Process
Waterfront Taskforce – Waterside Promenade	Report completed	None committed
Belfast Streets Ahead	Awaiting ETP; at design stage	Funded
York Street Interchange	York Street Placemaking Review underway	Part Funded
Belfast Urban Greenway (BUG)	Initial scoping work completed	None committed
Gateway Connectivity Project	Feasibility work commenced	None committed
Greenways including Forth Meadow	Project development underway	Under construction
PEACE Plus – Funding opportunity	Project development underway	Application process

Opportunities & Challenges for Delivery

• Opportunities:

- ABV as the agreed blueprint to deliver infrastructure & shape the future city
- CAST to set out Council's and partners' ambitions and commitments
- Developing a pipeline of shovel ready projects for future funding
- Potential to align delivery of large infrastructure projects, BMTP, Belfast Streets Ahead, York Street Interchange, Belfast Cycling Network, Glider, Junctions (Fredrick St, Peter's Hill, Clifton St) through ABV

• Challenges:

- Limited Council powers
- Statutory processes & timeframes for delivery
- Resourcing, Departmental budget pressures
- **In-year budgets & financial uncertainty**
- Ownership of actions
- Availability of alternative funding streams
- Dfl priorities
- Governance issues



Next Steps

1. Advocacy and Engagement

- Opportunity to feed into the ETP

2. Corporate Plan

- Priorities
- Process

3. CAST Plan

- Out for consultation – Opportunity to input politically
- Vehicle for delivery with city partners

4. Project Delivery & Joint Funding Opportunities

- Quick wins
- Long term vision

Discussion



27/09/2023

Belfast
City Council

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Subject:	Consultation response to Northern Ireland's Emissions Reduction Targets and Carbon Budgets the UKCCC's Advice Report
Date:	12 th October 2023
Reporting Officer:	John Tully, Director Organisational and City Strategy
Contact Officers:	Claire Shortt, Monitoring, Learning and Reporting Officer, Climate Team, Debbie Caldwell, Belfast Climate Commissioner

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 update members on the consultation response to DAERA on emissions targets, carbon budgets and the Climate Change Committee's (CCC) Advice Report.
2.0	Recommendations
2.1	The Committee is asked to: <ul style="list-style-type: none"> i) Note the contents of the consultation ii) Agree submission of the response to DAERA
3.0	Main report
3.1	Emissions Targets, Carbon Budgets and the CCC Advice Report

	<p>A climate emergency was declared by the Northern Ireland Assembly in February 2020. In June 2022, the Climate Change Act (Northern Ireland) 2022 received Royal Assent. This Act sets out Northern Ireland's framework for tackling climate change and reducing emissions, by setting (among other things) challenging targets to deliver net zero emissions ('net zero') in Northern Ireland by the year 2050. The Department of Agriculture Environment and Rural Affairs (DAERA) is leading on the development of Northern Ireland's first 5-year climate action plan (CAP) as required under the Act. The CAP will contain the Northern Ireland departments' policies and proposals to meet the first 5-year carbon budget for the years 2023-27 (which is a limit on the amount of emissions Northern Ireland can emit) and it will set our longer-term pathway towards net zero by 2050.</p> <p>The main aim of this consultation is to consult on the proposed 2030 and 2040 emissions targets for Northern Ireland and proposed carbon budgets for the periods 2023-2027, 2028-2032 and 2033-2037. DAERA are also using this opportunity to seek the public's views on the Climate Change Committee's (CCC) Advice Report</p> <p>The Belfast City Council response is in broad agreement with both the targets and budgets. In the absence of any other science-based targets, Council agrees with these NI level targets and budgets.</p> <p>The response has also agreed with the current advice provided by the CCC which is:</p> <ul style="list-style-type: none"> • to keep the current 2030 emissions reduction target in the Act of at least a 48% reduction in emissions compared to the baseline and a 2040 emissions target of at least 77%; and • that the first carbon budget should be set at a level that has a 33% average annual reduction, the second with a 48% annual reduction and the third with a 62% annual reduction in emissions compared to the baseline. <p>The Council has also highlighted some of the work that is ongoing in the city to reduce carbon emissions alongside the need for further analysis by sector at a sub-regional level as well as consideration for support for the high numbers of SME's in the city.</p> <p>Under the waste sector contribution to net zero, Council notes that NI has an underdeveloped Energy from Waste (EfW) infrastructure and this action needs to be carefully co-ordinated in line with the development of local EfW capacity.</p>
4.0	Financial & Resource Implications
4.1	None
5.0	Equality or Good Relations Implications/Rural Needs Implications
5.1	None.
6.0	Appendices
6.1	<p>https://www.daera-ni.gov.uk/consultations/carbonbudget</p> <p>Belfast City Council Response – Word Doc attached</p>

Consultation on Northern Ireland's 2030 and 2040 Emissions Reduction Targets and First Three Carbon Budgets

&

Seeking Views on CCC Advice Report: The path to a Net Zero Northern Ireland

Response Template

June 2023

You can access the consultation document and online survey here <https://www.daera-ni.gov.uk/consultations/carbonbudget>.

We would encourage participation from all interested parties. The primary method for responses is online via **Citizen Space**. The survey is quick and simple to complete. Please supplement your response with any relevant supporting information, evidence and/or analysis.

If you are unable to complete the survey online, you can respond to this consultation by email or post. Please forward the completed Response Template to DAERA using the email or postal address below:

Email: GreenGrowthFeedback@daera-ni.gov.uk

Post:

Carbon Budget Consultation Response
Climate Change and Green Growth Policy Division
2nd Floor, Klondyke Building
1 Cromac Avenue
Gasworks Business Park
Belfast BT7 2JA

Responses to this consultation are invited until 11.59pm on Wednesday 11 Oct 2023. Following consideration of all responses, a full analysis report will be published on DAERA's website.

If you require any further information, please contact a member of the consultation team on **028 9056 9708**.

Thank you for taking part in this consultation.

First, please tell us 'About You', to help us analyse the responses

A. What is your name?

Claire Shortt

B. What is your email address?

Shorttclaire@belfastcity.gov.uk

C. What is your organisation

Belfast City Council

Questions 1 - 7

You can contribute to this consultation by providing observations and comments in respect of the following questions. Please supplement your response with any relevant supporting information, evidence and/or analysis.

DAERA would welcome your responses to Questions 1-7.

Question 1. The 2030 Target:

Do you agree that DAERA should follow the current advice provided by the CCC and keep the current 2030 emissions reduction target in the Act of an at least 48% reduction in emissions compared to the baseline?

☒ Yes

☐ No - please provide your reasons and any suggested alternative (Noting, that if the target

In the absence of any alternative advice, Council broadly agrees with the recommended targets. The targets are ambitious, however this is a climate emergency and the targets should in turn reflect this.

It is worth noting the impact that this would have on urban areas too in Northern Ireland. Emissions by sector differs across urban and rural regions and therefore this would need to be taken into consideration if targets were to be allocated sub nationally.

Belfast has developed an analysis of the scope 1 and 2 emissions for the city. This known as the Belfast Net Zero Carbon Roadmap and it has informed the agreement of city net zero targets. The Intergovernmental Panel on Climate Change (IPCC) has argued that from 2020, keeping within a global carbon budget of 344 gigatonnes (i.e. 344 billion tonnes) of CO₂ emissions would give us a 66% chance of limiting average warming to 1.5°C and therefore avoiding dangerous levels of climate change. If we divide this global figure up on an equal basis by population and adjust the budget to consider other gases that contribute to climate change, this gives Belfast a total carbon budget of c.14 megatonnes over the period between the present and 2050. At current rates of emissions output, Belfast would use up this budget in just over a decade at some point during the winter of 2030. However, Belfast can stay within its carbon budget by reducing its emissions by c.8.4% year on year. This would mean that to transition from the current position where emissions are 42% lower than 2000 levels to a local pathway that is consistent with the world giving itself a 66% chance of avoiding dangerous, runaway climate change, Belfast has adopted the following carbon reduction targets (on 2000 levels): 66% by 2025 80% by 2030 88% by 2035 93% by 2040 97% by 2045 100% by 2050. This road map was recently updated for the Belfast City Region Deal area and takes into account some of the already reduced emissions. The targets are now 64% by 2025, 78% by 2030, 87% by 2035, 92% by 2040 and 95% by 2045 reaching 100% by 2050.

Question 2. The 2040 Target:

Do you agree that DAERA should follow the current advice provided by the CCC and set a 2040 emissions reduction target of an at least 77% reduction in emissions compared to the baseline?

x Yes

☐ No - please provide your reasons and any suggested alternative.

As with question one, however future targets should be revisited with new advancements in technologies and historically reduced emissions.

Question 3. First Carbon Budget (2023-2027):

Do you agree that DAERA should follow the current advice provided by the CCC and set the first carbon budget at a level that has a 33% average annual reduction in emissions compared to the baseline?

x Yes

☐ No - please provide your reasons and any suggested alternative

Although Council broadly agrees with this, it realises the need for clear guidance coming from central departments. A complete breakdown of the budget, analysis by sector and information on the role of Local Government along with the science and data behind this, would be essential. This is relevant for all of the budget periods.

Question 4. Second Carbon Budget (2028-2032):

Do you agree that DAERA should follow the current advice provided by the CCC and set the second carbon budget at a level that has a 48% average annual reduction in emissions compared to the baseline?

☒ Yes

☐ No - please provide your reasons and any suggested alternative.

As above.

Question 5. Third Carbon Budget (2033-2037):

Do you agree that DAERA should follow the current advice provided by the CCC and set the third carbon budget at a level that has a 62% average annual reduction in emissions compared to the baseline?

☒ Yes

☐ No - please provide your reasons and any suggested alternative.

As above.

Question 6. CCC advice:

Do you agree that DAERA should follow any updated advice and recommendations from the CCC (as a result of the publication of the Northern Ireland 2021 GHG Inventory) when setting the first three carbon budgets?

☒ Yes

☐ No - please provide your reasons.

The science around climate is constantly improving and it is logical to use the most up-to-date recommendations.

We believe that DAERA should follow CCC advice and recommendations, and should review all peer reviewed research particularly where it is focused on Northern Ireland, United Kingdom, Ireland, but also being aware of new and existing good practice from other parts of the world.

Question 7. Impact Assessments

Can you provide any information (relating to the potential financial, economic, social, rural and equality impacts) which will help inform the completion of the relevant impact assessments on the proposed carbon budgets?

Local authorities in NI have limited level of control over some sectors, such as housing and transport, that could greatly contribute to staying within the carbon budgets and achieving those targets recommended by the CCC.

The retrofit challenge, for instance, would help create construction jobs in places that need it most and that have been most impacted by the economic shock and cost of living crisis. Alongside national government intervention, local policymakers have the power to bring about change directly to their local area, through their approach to planning and discouraging car usage, for example. But the lack of powers and resources impedes this intervention. The national government should support them by developing plans and delivering the necessary tools and funding to meet that objective – support local authorities and public bodies to work and take action.

It is also worth noting that the majority of businesses in Belfast are Small to Medium Enterprises (SME's). In order to meet climate targets, we need to ensure that local SME's consistently have access to similar grants and supports as other UK regions in order to mitigate the impact of carbon budgets on their long-term viability. Opportunities to engage and participate in all-island initiatives or programmes for mutual benefit should also be assessed.

We should consider the impact on the service sector, and ensure it is not overlooked. According to research carried out by Enterprise Research Centre (QUB) in 2021 ref the Net-Zero target "SMEs in service sectors are more likely to cite a lack of relevant skills as well as the lack of information on low carbon technologies as barriers to their environmental activities than SMEs in production sectors".

While Belfast is primarily an urban conurbation it should be noted that there are small rural settlements within the city boundaries which may be adversely (or positively) impacted by the new carbon budgets. In particular access to active travel opportunities, public transport and EV charging infrastructure will support those communities in the process of decarbonisation.

The city of Belfast is also home to significant numbers of ethnic minorities whose views must be heard in the course of this transition. Similarly, the views of older people and young people on climate action plans and the carbon budgets are important to capture. The Youth Working Group of Belfast Climate Commission conducted research which was responded to by 1200 young people using a consultation mechanism managed by Council, called YourSay, this tool may be helpful in any future consultation or consideration of impacts.

Questions on CCC Advice Report: The path to a Net Zero Northern Ireland

You can contribute to the dialogue on climate change by providing responses and comments in respect of the following questions. Please supplement your response with any relevant supporting information, evidence and/or analysis.

Northern Ireland Executive Departments would welcome your responses to Questions 8 – 17.

Stretch Ambition

The options proposed under the 'Stretch Ambition' would mean increases in the amount of carbon sequestered in land and engineered greenhouse gas removals. The Stretch Ambition scenario would achieve a 93% reduction against the baseline by 2050.

Question 8. Stretch Ambition Scenario to reach 93% reduction by 2050:

Do you agree that the Northern Ireland Executive should follow the advice provided by the CCC and choose the Stretch Ambition Scenario?

☒ Yes

☐ No - please provide your reasons and any suggested alternative.

Under the Stretch Ambition Scenario, it is proposed that tree planting increases to 3,100 ha/year by 2035. This ambition is in line with the ambitions of Belfast's One Million Trees Programme which to date has planted 63,500 trees since it was setup in 2020. One Million Trees programme aims to, through the setting up of effective partnership working across the city, build the necessary infrastructure to be able to significantly increase tree planting efforts across Belfast by 2035. The programme is a city-wide partnership with landowners and institutional bodies to identify, assess, plan for, implement, monitor, measure and maintain tree planting across the city, based on the overarching principle from the Belfast Tree Strategy of the 'right tree in the right place'. It currently is reliant in large part on the Woodland Trust's Emergency Tree Fund thus far, with limited support or resources having been provided from central government.

We would strongly suggest that in order to reach the Stretch Ambition, initiatives such as the One Million Trees programme are best placed to coordinate place-based action and delivery and should be utilised given the infrastructure that is currently in place to deliver. However, to ensure a pipeline of tree supply, land availability, willing partners, and robust assessment, maintenance and survival monitoring procedures, substantial financial resources and investment in existing tree planting regimes such as the One Million Trees programme are required, along with the establishment of land use agreements, if this ambition is to be fulfilled. BCC notes the CCC's assessment of the delays in tree planting having a substantial impact on their ability to contribute to reducing carbon emissions, given that the benefits of trees take several years to be realised. It is therefore critical that adequate resources and a financial package for delivery of this ambition is identified and deployed as a matter of urgency to ensure targets are met.

Speculative Options

Even with the radical actions under the stretch ambition pathway, there is still an emissions gap to Net Zero. The CCC considered some speculative options including the deployment of direct air capture of CO₂ and a further decrease of livestock numbers. Whilst it is up to the Northern Ireland Executive to decide which speculative options to pursue, the CCC's

advice on the 2030 and 2040 emissions reduction targets and the first three carbon budgets is based on the Speculative DACCS.

Question 9 (a). The Speculative DACCS Option to reach Net Zero by 2050:

Do you think that the Northern Ireland Executive should choose the Speculative Direct Air Capture with CCS (DACCS) option to reach Net Zero?

☒ Yes

☐ No - please provide your reasons and any suggested alternative.

We note the challenges associated with direct air capture with carbon capture storage, however believe that this option should be subjected to detailed analysis within the range of potential interventions being considered

Although Belfast is largely an urban area, there are small pockets of rural communities within our city boundary. It is important that during any transitions to zero emissions that these communities are considered and brought along at the same speed as the rest of the city.

Question 9 (b). The Speculative Agriculture Option:

Do you think that the Northern Ireland Executive should choose the Speculative Agriculture option?

☐ Yes

☐ No - please provide your reasons and any suggested alternative.

Question 9 (c). Other Speculative Options:

Do you think that the Northern Ireland Executive should consider other speculative options such as (1) enhanced rock weathering and (2) addition of biochar to agricultural land?

☒ Yes

☐ No - please provide your reasons and any suggested alternative.

Belfast City Council is supportive of the CCC's view of the need for further evidence to support enhanced rock weathering and addition of biochar to agricultural land. Through the Horizon 2020 UPSURGE project, Belfast City Council is working in partnership with Queen's University Belfast and University of Antwerp, along with five other European City initiatives, to provide learning and evidence through the testing of both enhanced rock weathering and the addition of biochar on a climate demonstrator site on its land in Belfast. The project overall is designed to test Nature Based Solutions (NBS) to mitigate against climate impactors.

This project which is ongoing will be completed in 2025. BCC welcomes any opportunities to share learning, knowledge and evidence being gathered that may support the CCC's and DAERA's decisions on this as a speculative option. As part of Belfast City Council's One Million Tree initiative, our delivery partners are also working closely with farmers to mitigate against climate change and create more sustainable models of climate awareness and has existing strong relationships within that sector.

Question 10. Agriculture Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should diverge from the CCC sector advice to deliver the required outcomes for the first carbon budget period and that these can be achieved through the actions outlined in the Agriculture sector summary?

☐ Yes

☐ No - please provide your reasons.

Question 11: LULUCF Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should follow the LULUCF sector advice provided by the CCC?

☐ Yes

☐ No - please provide your reasons

Please see BCC's response to Question 8 above in relation to reforestation.

As well as the Million Trees Programme which is identifying and bringing forward land across the city for tree planting, Belfast is currently undertaking a number of pilot research projects to test a range of different land use and management approaches such as piloting integration of more species rich grasslands across its parks and estate, greening urban areas such as alleyways and public streets, delivering a Grey to Green programme, and testing nature based interventions on its land to increase capacity for carbon storage, rewetting and increasing biodiversity. Whilst we agree with the LULUCF sector advice provided by the CCC, we would suggest that an integrated and landscape based approach to land management to facilitate this is critical to its successful delivery. This means that both mitigation and adaptation measures can be delivered together and a place-based approach used, to ensure we are reaching net zero and preparing adequately for climate change, with other multiple benefits such as biodiversity being incorporated as well.

We would strongly suggest that a well resourced, clear, and robust, methodology for assessing soil carbon, and the impact that different interventions may have, would enhance the accuracy of the LULUCF targets, with knowledge gaps across those delivering such land use changes being filled to ensure accurate measuring and reporting can take place. As a significant landowner, Belfast City Council is committed to playing its role in the improved management of its land to help support the Stretch Ambitions targets, and is currently in process of adopting a Climate Action Plan which will support this. One issue that will slow down or act as a barrier to the effective delivery is deployment of adequate resources for training, capacity building and land management strategies for delivery.

Question 12 (a). Buildings Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should consider the CCC advice on residential buildings, and develop a plan to improve energy efficiency and reduce reliance on fossil fuels, taking account of the capacity and capability of the low-carbon heating sector in Northern Ireland?

☒ Yes

☐ No - please provide your reasons.

Yes, Belfast City Council has worked through Belfast Climate Commission to commission the Belfast Net Zero Carbon Roadmap which analyses the scope 1 and 2 emissions of the city. Buildings has been identified as the primary source of emissions in the city and in response to this a Housing Readiness Assessment was undertaken in 2021, supported by the University of Leeds team who helped to develop the Net Zero Carbon Roadmap. Belfast City Council established a Belfast Retrofit Delivery Hub in 2022, working closely with NIHE and a range of stakeholders from across the construction and building sector. Energy efficiency improvements for residential buildings are critical. Recognising that new housing accounts for a small proportion of housing stock, effort should focus on retrofitting existing stock. A strategic approach would be welcomed - it should be noted that NI does not yet have a National Retrofit Strategy which is essential to facilitate planning, investment and capacity building. With new low carbon heating systems costing around 2.5-3 times as much as traditional fossil fuel based system, financial support will clearly be required across different tenures.

Question 12 (b): Buildings Sector Contribution to Net Zero

Do you think that the Northern Ireland Civil Service (NICS) should lead by example in the government estate and phase out the use of fossil fuel boilers as per the CCC advice?

☒ Yes

☐ No – if not, please provide reasons.

Yes – the public sector has a duty to lead by example. As well as demonstrating leadership, such a move would support development of a low carbon approach to estates and asset management, helping to develop processes and pathways to help public bodies to follow suit. The NICS is also one of the regions biggest land owners – there are many other ways that the organisation can led the way and set and example for other organisations as well as having a massive impact on emission reductions.

Question 13. Energy Sector Contribution to Net Zero:

Do you think that additional measures (over and above those in the Energy Strategy) should be taken to ensure alignment with the CCC's advice?

xNo

☐ Yes – please provide examples of additional measures.

While we do not propose that additional measures should be taken, we would draw attention to the development of the Belfast Local Area Action Plan which will provide a detailed analysis of the energy infrastructure in the city, and options for net zero projects. In addition the potential of a Belfast Heat Network is being considered at present and we note that the CCC advice identifies heat networks and air source heat pumps as the likely priorities for decarbonisation of heat. The introduction of a fabric first energy efficiency programme is also to be welcomed and aligns with work being undertaken in Belfast to analyse the building stock and retrofit requirements of the city.

Belfast is currently working on a Local Area Energy Plan. As the whole region has a population of 1.9million, a LAEP should be considered across NI.

Question 14. Transport Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should follow the transport sector advice provided by the CCC?

☒ Yes

☐ No - please provide your reasons and any suggested alternative.

Belfast is working to support active travel through initiatives such as the Bolder Vision Strategy and through the Connectivity, Active and Sustainable Travel Group within the Belfast Community Planning Partnership, which is co-chaired by Sustrans and Translink. The travel hierarchy approach is one of the key principles underpinning this work. In addition, Belfast City Council has produced an EV Strategy for the city of Belfast, which sets out projections on EV car uptake to enable net zero to be reached, and the associated infrastructure requirements to allow this to happen. When approved this Strategy shall be shared, and DAERA, DFI and all key stakeholders will be invited to participate in the Belfast EV Group which shall oversee the implementation of the EV strategy. Substantial investment in both active travel and EV infrastructure will be required to achieve the city and NI targets.

Question 15. Business and Industrial Processes Sector Contribution to Net Zero:

Do you think that the NI Executive should follow the Business and Industrial Processes sector advice provided by the CCC?

☒ Yes

☐ No - please provide your reasons and any suggested alternative.

Clear guidance for industry would be necessary, and in many cases access to funding opportunities. It would be important to create a level playing field for industry so that the smaller (majority) are not left behind.

The main focus is around the transition from fossil fuel to electricity. It will also be important to allow for evolving technologies in this sector as soon as they become available.

Question 16. Waste Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should follow the Waste sector advice provided by the CCC?

☒ Yes

Consultation on Northern Ireland's 2030 and 2040 Emissions Reduction Targets and First Three Carbon Budgets & Seeking Views on CCC Advice Report: The path to a Net Zero Northern Ireland. Response Template

☐ No - please provide your reasons and any suggested alternative.

We broadly agree with the advice provided by CCC and the proposed actions to tackle climate change within the waste sector. We would however like to note a number of points to reflect the particular circumstances of waste management in NI, the UK and put forward recommendations for consideration. The immediate focus as to how the waste sector can drive down its carbon footprint is regarding the reduction of waste to landfill and in particular bio-degradable waste given the impact of methane gas. This should indeed be a key aspect of the plans, however, it should be noted that NI has an underdeveloped Energy from Waste (EfW) infrastructure and this action needs to be carefully co-ordinated in line with the development of local EfW capacity or at the very least capacity to export this material to EfW facilities. In terms of the export of Refuse Derived Fuel (RDF) we are aware that DAERA is exploring the possibility of an export ban on waste. Should this export ban include RDF it should only be implemented when local EfW is at a sufficiently developed stage. It is envisaged that EfW will be included within the UK Emissions Trading Scheme and as such by 2028-30, treatment costs will increase significantly for UK based facilities. If there is a significant variance in landfill versus EfW costs Local Authorities may be inclined to persist with landfill disposal for longer than desired. There needs to be a fiscal incentive/disincentive to maintaining landfill as a primary disposal route for residual waste. To drive biodegradable waste away from landfill DAERA should consider re-instating a new version of the Northern Ireland Landfill Allowance Scheme (NILAS). These reducing, annual thresholds of biodegradable waste to landfill which were placed on Local Authorities, were one of the most effective policy drivers over that last 20 years, along with the landfill tax escalator. Local Authorities were clear as to the implications of not complying with their NILAS obligations with the prospect of financial penalties resonating with elected members and the public. NILAS provided clear strategic direction to Local Authorities and the waste sector as companies and councils stepped up to the plate to deliver its goals. A revised NILAS would also assist in setting a clear pathway to the attainment of the Circular Economy Package target of a maximum of 10% of waste to landfill by 2035. If a revised NILAS was to be developed, consideration should be given as to how the private sector could be included in order to capture the commercial waste collected by these companies.

DAERA should liaise with UK regulators and government to consider the re-introduction of the landfill tax escalator. When this was operational it was set for a decade at around £8 per tonne increase each year which at that time was significantly more than inflationary increases. Without this fiscal measure and in the event of EfW facilities applying Emissions Trading Schemes, the cost variance between these two disposal routes will become greater and influence decision making.

In terms of tackling food waste, the Food Waste Regulations (2015) are in place but we would suggest that awareness amongst businesses which fall under this policy are either largely unaware of the legislation or fail to engage. Without proper enforcement of this legislation it is likely that compliance levels will remain low and the opportunity to capture significant tonnage of commercial food waste will be lost.

It is important that the DAERA climate action activities include the commercial and industrial sector and waste collected by private companies. A WRAP report noted that to achieve the recycling targets of the Circular Economy Package (65% by 2035) will require a significant step up from the commercial waste sector (70% recycling rate of commercial waste) and not to overcook the contribution to be made by Local Authority Collected Municipal Waste (58% target for LACMW) where much of the lower hanging fruit has already been picked. To achieve these climate action targets the waste sector needs clear strategic direction which sets the scene for waste management activities in NI for the next decade. Unfortunately, the time scales for the various strands of legislation, policy drivers and strategies have drifted and this has created a level of uncertainty regarding UK government intentions and timetables for delivery. The absence of a clear, strategic pathway increases uncertainty and risk levels and as such reduces the attractiveness to invest in the waste sector which presents a challenging environment when attempting to deliver on recycling and climate based targets.

The DAERA climate plan refers to the need to deliver behavioural change to bring about increased recycling activity. We agree that it is important to win over the hearts and minds of residents and businesses in playing their part in these important strands of work. DAERA should consider a large-scale promotional campaign similar to the "Wake UP to Waste" campaign aimed at getting the message through about the need for action and how everyone can play their part.

While the emphasis in the early years budgets is on diverting biodegradable waste from landfill the importance of reuse and repair should not be marginalised and should feature more strongly in future waste strategy documents. Many of the participants within this sector are smaller scale players such as charities and social enterprises. DAERA should consider how it can support these organisations and see how their activities could be scaled-up to deliver increased social, economic and environmental benefit.

Question 17. Fisheries Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should follow the Fisheries sector advice provided by the CCC?

☐ Yes

☐ No - please provide your reasons and any suggested alternative.

Data Protection

Information provided by respondents will be held and used for the purposes of the administration of this current exercise and subsequently disposed of in accordance with the provisions of the Data Protection Act 2018 and General Data Protection Regulation.



Subject:	Amazon Web Services – Climate data platform challenge
Date:	12 October 2023
Reporting Officer:	John Tully, Director Organisational and City Strategy
Contact Officers:	Claire Shortt, Monitoring, Learning and Reporting Officer, Debbie Caldwell, Belfast Climate Commissioner

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 provide members with an update on the work with Amazon Web Services (AWS) to develop a data platform to house climate data.
2.0	Recommendations
2.1	The Committee is asked to: <ul style="list-style-type: none"> I. Note the update and provide any feedback II. A further update will be provided to Members at the next committee
3.0	Main report
3.1	Background
3.2	A climate emergency was declared by the Northern Ireland Assembly in February 2020. In June 2022, the Climate Change Act 2022 received Royal Assent. This Act sets out Northern

	<p>Ireland's framework for tackling climate change and reducing emissions, by setting challenging targets to deliver net zero emissions in Northern Ireland by the year 2050. The Department of Agriculture Environment and Rural Affairs (DAERA) is leading on the development of Northern Ireland's first 5-year climate action plan (CAP) as required under the Act.</p>
3.3	<p>The important role of public bodies in tackling climate change is recognised by the Act, by requiring new law to be made, which will set a requirement for specified public bodies to report on climate change.</p> <p>With the new reporting regulations coming before the end of the year from DAERA, council need to have an accessible platform for climate related data to feed into its response. A data platform will help us to outline what exactly will be needed to house this (and other) data. It is hoped that a platform will help to automate the process to alleviate extra pressure on staff to collect and report on additional data.</p>
3.4	<p>Opportunity with AWS</p> <p>The climate team have been given an opportunity to work with AWS as part of their Smart Challenges programmes. The climate team, along with other members of staff across departments have already held two workshops in order to establish what the data needs are across council in relation to climate and other work areas.</p>
3.5	<p>This opportunity involves the AWS Cloud Innovation Centre (CIC) in Arizona State University. The objective of the engagement is to help us build a visual representation via wireframe of what the potential platform would look like. There is no obligation for further work with AWS and the wireframe can be used as a template for further software development as and when required.</p>
3.6	<p>Resource requirement</p> <p>This engagement will be of no direct cost to the council, other than 30 minutes of one officer's time once a fortnight and it is estimated that a visual representation will be completed within 8 weeks. There will be no need for council data to be shared during this challenge. After the process the only requirement is that the content gets published via the smart challenges website – examples within the appendices.</p>
3.7	<p>The project team had their first kick off meeting in Arizona on Monday 25th September. The next step is for all the council stakeholders to meet with the AWS team and further outline the needs. Following this the AWS team will start to build out the wireframes, content and visions for the project. The team have estimated that this will take between 6 and 8 weeks. A further report will be brought to Committee in due course.</p>
4.0	Financial & Resource Implications
4.1	There are no financial implications.
5.0	Equality or Good Relations Implications/Rural Needs Implications
5.1	None known
6.0	Appendices
6.1	<ul style="list-style-type: none"> - https://smartchallenges.asu.edu/challenges/zipprocure - https://smartchallenges.asu.edu/challenges/age-friendly-arizona-human-services-transportation-reporting



Subject:	Update on Belfast One Million Trees
Date:	12 October 2023
Reporting Officer:	John Tully, Director Organisational and City Strategy
Contact Officers:	Alan Wardle, Project Support Officer (Resilience), Mura Quigley, Adaptation and Resilience Advisor, Debbie Caldwell, Belfast Climate Commissioner,

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/Summary of Main Issues
1.1	The purpose of this report is to update Members on Belfast City Council's One Million Trees initiative.
2.0	Recommendation
2.1	The Committee is asked to: i) note the contents of the report
3.0	Main Report
3.1	Background: Belfast City Council's One Million Trees initiative was launched in November 2020 and is committed to supporting the planting of one million trees, within Belfast, by 2035.

3.2

The initiative is delivered through the Climate Team and engages with partners from the private, community/voluntary, and statutory sectors and maintains internal partnerships within Belfast City Council, to support the objectives of the initiative. The objectives of One Million Trees Initiative are to:

1. Create an inclusive structure and processes which enable tree planting and the growth of green infrastructure and biodiversity in Belfast;
2. Plant at least one million trees within the next 15 years – delivering a step change in our approach to climate adaptation and environmental improvements; and
3. Protect the city and the people of the city by increasing carbon capture, reducing harm from air pollution, weather impact and loss of nature and improving health and well-being.

3.3

The core funding for the programme is through the Woodland Trust’s Emergency Tree Fund (details below), which is due to end May 2024. A key priority for the Climate Team is to secure additional funds to support both Council’s ongoing commitment to deliver by 2035, and the excellent work of our delivery partners, primarily The Woodland Trust, and Belfast Hills Partnership.

3.4

The Million Trees Partnership is made up of 21 partners who will be brought together in October/November to review progress to date and to identify the key priorities for the next phase of the programme so that funding can be sought and secured.

3.5

The funding has supported the delivery of the iTree Eco Report, as well as the Belfast Tree Strategy (recently delivered by City and Neighbourhood Services). It has also allowed for the delivery of volunteer coordination, community outreach and support for PR and communication, working with the Belfast Hills Partnership since the last planting season and will continue up to May 2024. Whilst also coordinating physical planting of trees and hedgerows, Belfast Hills delivers school engagements, across the city, to educate and introduce young people to the benefits of trees and also introduce the conversation around climate change and city resilience.

3.6

In the 2023/2024 financial year, Belfast Hills will:

- engage with 8 primary schools, where trees and hedgerows will be planted by pupils;
- deliver 10 Woodland Workshops, to educate and inform residents, in such things as; seed collection hedgerow laying, foraging, badger surveying and storytelling, amongst other topics;
- engage and work with 6 Youth Centres, in partnership with the Education Authority, to allow young adults to engage in the climate conversation, through the installation of the ‘Forest in a Box’ project, which will be used to create nature spaces for the benefit of users;
- coordinate 6 woodland walks across the city, to again educate around woodland preservation and environmental impacts on precious natural resource; and
- BHP will also coordinate a number of volunteer activities, which will include maintenance and management of existing sites and also the planting of new sites.

3.7

These activities delivered within the upcoming planting season will cumulatively plant 5,700 trees across Belfast.

3.8

One Million Trees reports quarterly to the Woodland Trust on progress, both on financial and physical activity. The Emergency Tree Fund is currently in the second quarter of it’s last year of funding the Million Trees Programme.

3.9

Reporting for the last financial year includes tree numbers from all our statutory, private and internal partners, which culminated in 28,813 trees being planted in the 2022/2023 season (Oct-April) to include hedgerow planting.

Partner	Number Trees	Number hedgerow	Date range	New/Existing site	Million Trees	Other Funding
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3.10						Funding Y/N	
	DFC	3728	3827	Oct-Apr	E	N	Self
	NIE	0	0				
	NIHE			Oct-Apr	E	N	Self
	NIHE N&W	557	2257				
	NIHE S&E	3171	1530				
	National Trust	353	0	Oct-Apr	E	N	Self
	Belfast Hills Partnership	6028	6192	Oct-Apr	N	Y	
	BCC	1170	0				
	Total	15,007	13,806				28,813
	<p>In total 92,313 trees have been planted in Belfast through this project. In the upcoming planting season, it is estimated that there is potential to plant between 80,000 and 100,000 trees, however some of these sites are still to be confirmed and the new Belfast Tree Strategy should provide the basis for these to come forward in the coming planting seasons. To achieve this goal, it will however require continued positive working both internally and externally with other partners and a secure tree supply to be confirmed.</p>						
4.0	<u>Financial and Resource Implications</u>						
4.1	None						
5.0	<u>Equality or Good Relations Implications/Rural Needs Assessment</u>						
5.1	There are no Equality or Good Relations Implications/Rural Needs Assessment requirements.						
6.0	<u>Appendices - Documents Attached</u>						
	None						

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Agenda Item 6



Belfast
City Council

CLIMATE AND CITY RESILIENCE COMMITTEE

Subject:	Update on Dublin-Belfast Economic Corridor activity
Date:	12 October 2023
Reporting Officer:	John Greer, Director of Economic Development
Contact Officer:	Cathy Keenan, Enterprise and Business Growth Manager

Restricted Reports

Is this report restricted?

Yes

☐

No

☒

Please indicate the description, as listed in Schedule 6, of the exempt information by virtue of which the council has deemed this report restricted.

Insert number

☐

1. Information relating to any individual
2. Information likely to reveal the identity of an individual
3. Information relating to the financial or business affairs of any particular person (including the council holding that information)
4. Information in connection with any labour relations matter
5. Information in relation to which a claim to legal professional privilege could be maintained
6. Information showing that the council proposes to (a) to give a notice imposing restrictions on a person; or (b) to make an order or direction
7. Information on any action in relation to the prevention, investigation or prosecution of crime

If Yes, when will the report become unrestricted?

After Committee Decision

After Council Decision

Sometime in the future

Never

☐
☐
☐
☐

Call-in

Is the decision eligible for Call-in?

Yes

☒

No

☐

1.0	Purpose of Report/Summary of Main Issues
1.1	The purpose of this report is to provide the Committee with a progress update on the Dublin-Belfast Economic Corridor and the draft action plan for the second half of this financial year.
2.0	Recommendation
2.1	<p>The Committee is asked to:</p> <ul style="list-style-type: none"> Note the update on the Dublin-Belfast economic corridor workplan.
3.0	Main Report
3.1	The Committee will be aware that the Dublin-Belfast Economic Corridor Partnership was formed in 2021. It comprises eight councils along the corridor along with two partner universities – namely Dublin City University and Ulster University. The eight councils are Armagh City, Banbridge and Craigavon Borough Council; Belfast City Council; Dublin City Council; Fingal County Council; Lisburn and Castlereagh City Council; Louth County Council; Meath County Council; and Newry, Mourne and Down District Council.
3.2	The current secretariat of the partnership is managed by Newry, Mourne and Down District Council. A dedicated management team for the partnership was established in Summer 2023 and that small team of two officers has taken on the responsibility of supporting the various governance structures to ensure delivery of the strategy and associated action plans. As part of the governance structure for the partnership, there are 24 councillors who make up a Political Advisory Group (3 nominees from each council area). This group provides an advisory and consultative forum, supporting the Directors Group and CEO group in the governance of the partnership.
3.3	Following the local elections in May 2023, new nominees were sought to represent Belfast. The Belfast City Council nominees are Cllr Ronan McLaughlan, Cllr Sarah Bunting and Cllr Eric Hanvey. Nominees are appointed for a two-year period and are invited to participate in quarterly meetings. The most recent meeting of the group took place in September 2023 hosted by Dublin City University. The next meeting is expected to take place at the Ulster University Belfast Campus in December.
3.4	Members will be aware that the strategy for the corridor is based around an ambition of creating a leading axis of development and achieving sustainable growth through collaborative R&D, a highly skilled workforce and enabling infrastructure. This includes an ambition to be globally recognised as a major international centre in growth sectors such as Professional Services, Advanced Manufacturing, ICT and Life and Health Sciences.

3.5	<p>Current working priorities within the action plan for this year include:</p> <ul style="list-style-type: none"> • Research: Review of existing skills strategies, identifying gaps, barriers and learning. A feasibility study on Regional Innovation Hubs (supported through the Shared Island Unit (SIU) Fund) is to be completed by early November 2023. An additional feasibility study on Connected Circular Economy (also SIU funded) will also be completed by the start of November 2023 • Funding: Continued engagement with Shared Island Unit to explore additional funding opportunities, including support for the next steps of the current feasibility studies. In addition, engagement is under way with SEUPB to identify opportunities to access funding through Peace Plus. These include a partnership project under Theme 2.3 for an area-based skills initiative as well as funding under Theme 6.1 – Strategic Planning and Engagement – to support the ongoing operation of the Corridor team • Ways of working: Dates have been agreed out to summer 2024 for regular meetings of the partnership governance structure, including monthly meetings at Economic Director level, bi-monthly among CEOs and quarterly meetings for elected representatives. A draft partnership agreement has been prepared to further clarify areas of co-operation and partnership working. • Communications: Development of a coherent marketing and communications strategy in line with the strategic objectives. As part of this work, partners are exploring the potential to hold a significant economic conference in early 2024.
3.6	<p><u>Financial & Resource Implications</u></p> <p>The Belfast City Council contribution to the work of the Dublin-Belfast Economic Corridor was approved by the City and Growth Regeneration Committee in March 2023.</p>
3.7	<p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p> <p>Given the nature of this initiative as a multi-party, cross border partnership equality and good relations impacts will be assessed throughout delivery within the overall governance framework.</p>
4.0	Appendices - Documents Attached
	None

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