

**Democratic Services Section
Chief Executive's Department
Belfast City Council
City Hall
Belfast
BT1 5GS**



**Belfast
City Council**

8th February, 2019

MEETING OF CITY GROWTH AND REGENERATION COMMITTEE

Dear Alderman/Councillor,

The above-named Committee will meet in the Lavery Room - City Hall on Wednesday, 13th February, 2019 at 5.15 pm, for the transaction of the business noted below.

You are requested to attend.

Yours faithfully,

SUZANNE WYLIE

Chief Executive

AGENDA:

1. **Routine Matters**

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

2. **Matters Referred Back from Council**

- (a) Notice of Motion - Enterprise Zones (Pages 1 - 2)

3. **Restricted Items**

- (a) Belfast Harbour Commissioners: Proposed Memorandum of Understanding (Pages 3 - 22)
- (b) Recruitment of Director (Operational) of City Regeneration and Development (Pages 23 - 26)
- (c) The Zoo - Performance Update 2018 (Pages 27 - 32)

4. **Presentations**

- (a) Request to Present - Tourism NI (Pages 33 - 36)

5. **Regenerating Places and Improving Infrastructure**

- (a) City Centre Regeneration (Pages 37 - 44)
- (b) Delivering the Belfast Agenda - Housing Update (Pages 45 - 50)
- (c) Infrastructure and Transport Update (Pages 51 - 62)
- (d) Designing Streets for Children (Pages 63 - 66)

6. **Positioning Belfast to Compete**

- (a) Draft City Events Unit Programme of Events 2019/20 (**Report to Follow**)
- (b) Progression of the Cultural Programme - Festival and Event Update (**Report to Follow**)
- (c) Eastern Economic Corridor - Conference Update (Pages 67 - 70)

7. **Growing Businesses and the Economy**

- (a) Heathrow Expansion - Procurement for Logistics Hubs (Pages 71 - 74)

8. **Strategic and Operational**

- (a) Belfast Branded Arterial Route Signage (Pages 75 - 78)
- (b) Change of Date for March Monthly Meeting (Pages 79 - 80)



Subject:	Motion – Enterprise Zones
Date:	13th February, 2019
Reporting Officer:	Alistair Reid, Strategic Director of Place and Economy
Contact Officer:	Henry Downey, Democratic Services Officer

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

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

1.0	Purpose of Report/Summary of Main Issues
1.1	To bring to the Committee’s attention a Motion regarding Enterprise Zones, which was presented to the Council at its meeting on 4th February.
2.0	Recommendation
2.1	The Committee is requested to; <ul style="list-style-type: none"> • Consider the Motion and take such action thereon as may be determined.
3.0	Main Report
3.1	<p><u>Key Issues</u></p> <p>The following motion regarding Enterprise Zones, which was proposed by Councillor Attwood, and seconded by Councillor Heading, was presented to the Council at its meeting on 4th February:</p>

3.2	<p>“This Council:</p> <ul style="list-style-type: none"> • notes that Enterprise Zones, Manufacturing Zones and Simplified Planning Zones have been used in Scotland and England to promote housing, business and industry; • notes that these zones can offer business rates discounts and additional tax breaks, backed by a simplified local planning process which can support businesses, help budding entrepreneurs to start and assist established companies to grow; and • notes that the first 'Enterprise Zone' in NI, the Atlantic Link Campus in Coleraine, has attracted the global data centre firm 5NINES, following a £20 million investment. <p>The Council agrees to research, scope out and develop options for the development of enterprise, manufacturing and simplified planning zones in Belfast, which will include the possible development of an enterprise zone along the interface corridor from West to North Belfast.”</p>
3.3	<p>In accordance with Standing Order 13(f), the Motion was referred without discussion to the City Growth and Regeneration Committee.</p>
3.4	<p><u>Financial and Resource Implications</u></p> <p>None.</p>
3.5	<p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p> <p>None.</p>
4.0	<p>Appendices - Documents Attached</p>
	<p>None</p>

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

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Subject:	Request to Present - Tourism NI
Date:	13 February 2019
Reporting Officer:	John Greer, Director of Economic Development
Contact Officer:	Lisa Toland, Head of Economic Initiatives and International Development

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Sometime 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 the report is to seek Committee approval to receive a presentation from Tourism NI at an upcoming meeting of the City Growth and Regeneration Committee.
2.0	Recommendations
	<p>The Committee is asked to:</p> <ul style="list-style-type: none"> • Agree to receive a presentation from Tourism NI at an upcoming meeting of the City Growth and Regeneration Committee.

3.0	Main report
3.1	Members will be aware that Tourism NI (TNI) is responsible for the development of tourism and the marketing of Northern Ireland as a tourist destination to domestic tourists from within Northern Ireland, and to visitors from the Republic of Ireland.
3.2	Belfast City Council works closely with Tourism NI in a number of key areas, all aimed at maximising the value of tourism to the city and the wider region. There are a number of key areas of collaboration between the Council and Tourism NI for the coming year and TNI has requested an opportunity to engage with elected members to update on some of these priority areas and to explore opportunities for ongoing collaboration.
3.3	<p>Current areas of engagement include:</p> <ul style="list-style-type: none"> • Collaborative support for Visit Belfast: Belfast City Council and Tourism NI are Visit Belfast's largest funders. Tourism NI's support for Visit Belfast focuses on the visitor servicing activity at the Belfast Welcome Centre, as well as the support for business tourism (see below) • Support for business tourism: Tourism NI and Belfast City Council both provide £200,000 annually towards a conference subvention scheme to attract additional business tourism to the city. The scheme is administered on behalf of both organisations by Visit Belfast. At the Special meeting of the City Growth and Regeneration Committee in January 2019, both Visit Belfast and the ICC Belfast outlined the importance of the subvention scheme in attracting events to Belfast and the need for both organisations to maintain their investment in the scheme • Support for product development – including collaboration on the local tourism product development activity: Tourism NI and Belfast City Council are working together on an agreed approach to developing new visitor products and enhancing the visitor experience in Belfast. This will include our work on local tourism – ensuring that the benefits of investment are felt across the city • Plans for the 148th Open Championship in July 2019: The Open Championship will be hosted in Portrush in July 2019 – the first time that it will have been in Northern Ireland since 1951. Given that the majority of the bed space in the region is located in Belfast, Tourism NI estimates that a significant percentage of the 190,000 visitors will be located in the city over the week. Hotels are already confirming that occupancy levels are high – with many already at capacity. The Council is working closely with Tourism NI and Visit

	<p>Belfast to explore opportunities for additional animation and activities in the city over that period, in order to enhance the visitor experience</p> <ul style="list-style-type: none"> • Support for industry development – including business growth and skills development: Belfast City Council and Tourism NI work closely on support initiatives for businesses in the leisure and hospitality industry. We will be scaling up this investment in the run-up to The Open • Funding for events and festivals: Tourism NI has a number of funding schemes for events and many of these are based in Belfast. We have been working with Tourism NI as they are reviewing their investment in events to ensure that it is aligned with our revised approach as part of the integrated cultural strategy • Research and visitor analysis: we have been working closely with Tourism NI to look at how we can access some of their market insights and research to inform our investment. This includes looking at new technology solutions for data capture and analysis.
3.4	<p><u>Financial & Resource Implications</u></p> <p>No specific financial or resource implications associated with this presentation.</p>
3.5	<p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p> <p>No specific equality of good relations implications. No specific rural needs impact.</p>
4.0	Appendices – Documents Attached
	None.

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Subject:	City Centre Regeneration: (i) City Centre Joint Regeneration Taskforce Update (ii) British Irish Parliamentary Assembly Inquiry on Revitalisation of the High Street (iii) City Recovery Update
Date:	13 February 2019
Reporting Officer:	Cathy Reynolds, City Regeneration & Development Lead Officer
Contact Officer:	Cathy Reynolds, City Regeneration & Development Lead Officer

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

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

1.0	Purpose of Report or Summary of main Issues
1.1	To update Members in relation to work around City Centre Regeneration including: <ul style="list-style-type: none"> • City Centre Joint Regeneration Task Force • British Irish Parliamentary Assembly Committee Inquiry on Revitalisation of the High Street • City Recovery Update

2.0	Recommendations
2.1	<p>The Committee is asked to note:</p> <ul style="list-style-type: none"> • The update on the City Centre Joint Regeneration Task Force and the proposed next steps in bringing forward an action plan and areas for focus in terms of the medium/longer regeneration and revitalisation of the city centre. • The recent visit from the British Irish Parliamentary Assembly as part of their inquiry into ‘The Revitalisation of the High Street and Local Business’. • The update on City Recovery work and to note that a short presentation will be made at Committee on the evaluation of the Phase 1 recovery work and emerging proposals for the next phase of city centre revitalisation.
3.0	Main report
3.1	<p>(i) City Centre Regeneration Task Force</p> <p>In November 2018 Members were advised of the proposal to establish a City Centre Regeneration Task Force jointly chaired by the Head of the Civil Service and the Council’s Chief Executive. Membership of the Task Force also includes the Permanent Secretaries of the Department for Communities; Department for Economy; Department of Finance and Department for Infrastructure; the Director of Regeneration for DfC; the Council’s Deputy Chief Executive; Strategic Director Place & Economy and the City Regeneration Lead Officer.</p>
3.2	<p>Members were also advised that Committee would receive, on a quarterly basis, an update on the work of the Task Force.</p>
3.3	<p>The Task Force is aimed at ensuring a collaborative public sector response to drive and resource the city centre recovery efforts in response to the Bank Buildings fire in the shorter term but also to provide a high level forum for the consideration of cross cutting issues and proposals for collaborative working and co-investment in the city centre in the longer term.</p>
3.4	<p>The Task Force had its first meeting on 20 November 2018, followed by a further meeting on 11 January 2019. A broad objective of the Task Force is to maximise the collective potential of our regeneration efforts to transform the city centre aligned to respective and collective priorities and identify an action plan accordingly. It was recognised that there</p>

	<p>was an immediate need to drive and resource targeted city centre recovery efforts in response to the Bank Building Primark fire but also to consider the longer term revitalisation and regeneration of the city centre from an integrated and sustainable perspective.</p>
3.5	<p>The immediate focus was on a recovery plan to address the issues of the Bank Buildings which included funding from central government. The first phase of City recovery was in place until the end of January 2019 but with additional programming until the end of March. Post immediate recovery the next phase moves into measures to drive city revitalisation, as well as a medium / long term action which will focus on those parts of the city most impacted by the fire, as well as reflecting the changing face of our city centre and the need to re-imagine and diversify.</p>
3.6	<p>In terms of a medium/long term plan for city centre regeneration there was a consensus that the Belfast City Centre Regeneration & Investment Strategy (BCCRIS) remained a solid basis upon which to take forward a refreshed action plan and prioritisation in respect of the regeneration of the city centre. As Members will be aware the 8 key policies in BCCRIS include:</p> <ul style="list-style-type: none"> - Increase the Employment population - Increase the Residential population - Manage the Retail offer - Maximise the Tourism opportunity - Create a Regional Learning and Innovation centre - Create Green, Walkable, Cyclable Centre - Connect to the city around - Shared space and social impact
3.7	<p>In addition BCCRIS highlighted a number of key projects and places which required a focused effort, as well as identified Special Action Areas where more detailed plans were recommended to help guide shorter term implementation.</p>
3.8	<p>It was agreed to undertake a stocktake and gap analysis of the various policies, projects and priorities in BCCRIS to ascertain what was already progressing, gaps, key stakeholders and alignment with the priorities set out in the Belfast Agenda, Programme for Government and other strategies. This could then form the basis for future prioritisation of actions and projects or interventions.</p>

3.8	<p>Joe Berridge, who led on the development of the BCCRIS document, visited Belfast in December 2018 and some of the key observations he made in terms of changes since his 2015 visit included the following:</p> <ul style="list-style-type: none"> • Increase in the city centre of hospitality, food and drinks offerings • Increased student population – but important to drive forward other city centre living • Significant development in the Linen Quarter encouraging • Positive impact of the Ulster University Campus • Positivity around development of former Royal Exchange regeneration project – critical to drive this forward • Need to further promote the River Lagan through development and animation • Need for enhanced coherence and connectivity – both physical and city management • Vibrancy evident but continued need to drive forward office, residential, cultural and tourism product
3.9	<p>The BCCRIS review indicated that significant progress had been made over the past few years in line with certain priorities set out in BCCRIS. This included the UU Campus relocation; extension to the Waterfront Hall; delivery of BRT Phase 1; Masterplans and Strategies aligned to the Special Action Areas; development in line with maximising the tourism offering for e.g. the completion of around 1300 hotel beds; development in line with increasing the employment and residential population for e.g. over 1m sq ft of office accommodation completed and in progress and over 3000 purpose built student housing completed and in progress. However, the review also identified that there remained a number of gaps cutting across the 8 policy areas and key projects that need to be progressed in order to drive forward the revitalisation of the city centre.</p>
3.10	<p>It was agreed that an action plan or areas for focus aligned to these gaps should be developed, setting out proposed priorities aligned to the policies and projects in BCCRIS and to the outcomes in the Belfast Agenda and Programme for Government. It was felt that these could fall into 3 broad thematic priorities with assigned actions or areas of focus under each of these. Whilst the detail of the action plan is still being progressed the proposed thematic priorities and emerging actions and areas of focus include the following:</p>

	<ul style="list-style-type: none"> • City Resilience – medium to long term city centre recovery plan; city centre leadership and management; catalyst development opportunities to stimulate wider regeneration etc. • Re-imagining and Diversification of City Centre Land Uses – to include focused actions around increasing city centre living; use of public land to deliver on priorities; enhanced open spaces and family /leisure based activities; improved tourist offering and connectivity; cultural strategy etc • Infrastructure and Connectivity – public realm and connectivity schemes; Living with Water Programme; transport strategy /car parking etc
3.11	<p>Further cross departmental work is however required to look at the actions / priorities in more detail to include alignment with wider policy and priorities, affordability and the governance required to take this forward at an operational level. Alongside the work of the Task Force and the operational tier that sits below this there is also ongoing liaison with businesses, their representative bodies and other stakeholders in order to ensure that there is a joined up and strategic approach to city recovery. This includes retailers and city centre umbrella organisations and the input of these groups and agencies will be critical going forward. It was agreed that there was a need to establish a reference or advisory group in order to inform this longer term revitalisation of the city centre.</p>
3.12	<p>(ii) Visit to Belfast from the British Irish Parliamentary Assembly (BIPA)</p> <p>On 1 February 2019 Committee C of the British-Irish Parliamentary Assembly (BIPA) visited Belfast as part of their inquiry into ‘The Revitalisation of the High Street and Local Business’. As part of their inquiry they are visiting towns and cities across the UK and Ireland. They visited Dublin and Newcastle Co. Down as part of this trip with recent visits also including Stockton-On-Tees and Newcastle Upon Tyne.</p>
3.13	<p>The focus of their inquiry is to gather evidence on policy tools used by local councils, central government and BID groups to effect positive change for the high street and local businesses. They use the evidence gathered during visits to make reports containing recommendations for Government and their research and report findings will be shared with Belfast as the inquiry completes.</p>
3.14	<p>The visit included a short tour of the city centre and a roundtable discussion on issues affecting the city centre primarily around retail and the challenges, opportunities and potential solutions. Discussion also included the impact of the Bank Buildings fire and the</p>

	<p>subsequent city recovery work and the proposals for a longer term city centre revitalisation plan. The BID managers and the DfC Director Regeneration also attended alongside BCC. The BIPA visit was at relatively short notice and hence it wasn't in time to bring to the January City Growth Committee. However, further comments or observations from Members can be fed back to BIPA as appropriate.</p>
3.15	<p>The key issues discussed included the need for additional city centre uses to animate and reinvigorate including city centre living, family based facilities, enhanced tourist and 'experiential' offering; the value of families in the revitalisation of the high street; the level of rates and consideration of policy changes; the need for public realm improvements particularly on Royal Avenue; car parking; pedestrianisation and cycling; the need for a co-ordinated drive of all stakeholders including landlords and commercial agents in sustaining and attracting new occupiers on the high street.</p>
3.16	<p>(iii) City Centre Recovery Update</p> <p>As Members are aware the immediate city recovery programme was intended to run to the end of January 2019 although there are various enhancements and programming in place that run beyond this period, including an amplified programme of animation to run until the end of March. The next phase of a city revitalisation programme is being developed and following a meeting with retailers and the umbrella city centre organisations they are to feed back as to their proposed priorities, marketing and programming plans from their own business areas. They have also been asked to advise as to any data sets they use to measure performance e.g trading figures, geographic and demographic information etc. This data and their feedback on priorities is intended to inform a more joined up and targeted approach going forward. Details of emerging proposals will be presented to Committee.</p>
3.17	<p>At this meeting they were also updated on the emerging work of the Joint City Centre Regeneration Taskforce and the proposed medium /longer term plan with areas of focus relating to city resilience, re-imagining and diversification of land uses and connectivity and infrastructure. It is important that there is an integrated approach to the next phase of city revitalisation and the medium/long term regeneration plan. As referred to above it is intended to formalise a city centre advisory structure which includes representatives from the key city centre stakeholders.</p>

<p>3.18</p> <p>3.19</p>	<p>An evaluation exercise is currently being completed in respect of the Phase 1 recovery work and details of this will also be presented at Committee.</p> <p><u>Financial & Resource Implications</u></p> <p>Further detail will be brought forward on the financial implications associated with the next phase of the city recovery work as this work plan develops and is agreed by the Strategic Policy & Resources Committee.</p> <p>With the Joint Task Force it is intended that this will provide a collaborative public sector approach in terms of how we collectively maximise our investment and efforts to revitalise the city centre and further detail will be brought forward as this work progresses.</p> <p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p> <p>None associated with this report. The Council's Equality & Diversity Officers will be consulted on any future changes to strategies or plans that are currently in place.</p>
<p>4.0</p>	<p>Appendices – Documents attached</p>
	<p>None</p>

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Subject:	Delivering the Belfast Agenda: Housing Update
Date:	13 February 2019
Reporting Officer:	Cathy Reynolds, City Regeneration and Development Lead Officer
Contact Officer:	Callie Persic, Regeneration Project Officer

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

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

1.0	Purpose of Report or Summary of main Issues
1.1	<ul style="list-style-type: none"> Update Members on key housing-related activities and integration of this work into the Belfast Agenda Living Here Board and associated Action Plan. Update Members on the proposal to hold Members' and City Partners Housing Workshops to review and understand the key challenges and opportunities in relation to housing and the key areas for priority focus.

2.0	Recommendations
2.1	<p>The Committee is asked:</p> <ul style="list-style-type: none"> • Note the update in relation to housing and the proposal for alignment and integration of housing related work strands into the Belfast Agenda Living Here Board. • Agree to hold a Members' and City Partners workshop(s) on housing as set out below, with the first workshop proposed for March 2019.
3.0	Main report
3.1	<p>Background</p> <p>The Belfast Agenda and Local Development Plan set out the target to grow the population in Belfast by 66,000 by 2035. To achieve this target there is a need for approximately 31,600 new homes between 2020-2035. Aside from this overall requirement to increase the population, a specific stretch goal within the Belfast Agenda is to deliver 1,800 social housing units and agree a city target for affordable housing by 2021. The Belfast Agenda also contains objectives on increasing the supply of mixed tenure housing and encouraging city centre living. In addition a key policy with the City Centre Regeneration & Investment Strategy is to increase the residential population of the city centre.</p>
3.2	<p>These represent challenging targets and it is clear that significant work and collaboration is required to support the provision of total housing supply across the city.</p>
3.3	<p>Although Council does not have responsibility for the statutory delivery of housing it has a range of powers and is involved in various activities relating to housing. These cover the regulatory functions of planning and building control and the LDP; disposal of various Council lands for housing; city regeneration activities; city marketing and HMO licencing (due to transfer on 31 March 2019). Housing related reports have been brought into various Council Committees on all these issues, including reports to the City Growth & Regeneration Committee on city centre living, but it is recognised that there is scope to try and align some of these workstrands to ensure a joined up approach in the context of the Belfast Agenda objectives</p>
3.4	<p>Achieving the overall Belfast Agenda housing target requires a step change in the current level of delivery and it is critical that key statutory partners and wider stakeholders work together. As the lead body for the Belfast Agenda, the Council has an important role</p>

3.5	<p>alongside other partners on this major issue. Through the Community Planning Partnership, strategic delivery boards, which includes the Living Here Board, have been set up to provide a structure for governance and support collaborative working across city partners on a range of issues.</p> <p><i>Belfast Agenda Living Here Board</i></p> <p>At the Strategic Policy & Resources Committee on 7 December 2018 Members received a presentation on the Belfast Agenda that outlined the areas of attention for the next 3-9 months for the Living Here Board. Under the housing aspect within the Living Here Board, the agreed focus was on “Planning for housing that meets the needs of everyone”. The key issues identified included:</p> <ul style="list-style-type: none"> • Increasing the total housing supply • Consideration of published commitments, particularly if they reflect the level of ambition needed to achieve long-term outcomes. <p>Three actions and timeframes were agreed by Members:</p> <ul style="list-style-type: none"> • Scoping of existing activity across the Council and key partners • Elected Member Workshop to shape strategy and the Community Planning Partnership focus • Development of cross partners action plan to support the Belfast Agenda
	<p>Progress and next steps</p>
3.6	<p>Members will be aware of previous activities undertaken to identify the key housing issues and challenges to the supply and delivery of housing to meet the needs outlined in the Belfast Agenda and LDP growth strategy. Recently, Members have been involved in the following work:</p>
3.7	<p><i>London Study visit, 12-13 October 2017</i></p> <p>Five Members from across the political parties, along with representatives from the NI Housing Executive, NI Federation of Housing Associations and the BCC Local Development Plan and City Centre Development teams visited a number of mixed-use, mixed-tenure housing developments.</p> <p><i>City Centre Living Workshop, 23 October 2017</i></p>
3.8	<p>The London study visit shaped the City Centre Living workshop that was attended by 53 people (inc DfC, NIHE etc.), including 18 Members. The session was externally facilitated and considered a range of issues around city centre living. Various topics were identified and a</p>

	<p>subsequent report brought into Committee in January 2018. The key issues included the need to understand the city centre residential market; the need to consider potential intervention; a pilot scheme to delivery city centre living principles in a mixed-used development and Living Over The Shops.</p> <p><i>Living Over The Shops (LOTS) Workshops, June 2018</i></p> <p>3.9 These workshops explored issues around developing LOTS-type of accommodation in Belfast City Centre. As part of the workshops, officers from Dublin City Council working on the Living City Initiatives presented their approaches, challenges and experiences. There are elements of LOTS now coming forward in Belfast city centre but there remains a need to consider this in more detail if it is to be successful.</p> <p><i>Housing Workshop, 18 December 2018</i></p> <p>3.10 A joint BCC/DfC officer workshop took place with NIHE, DfC and internal council officers as a stocktake to explore how collectively we can work to improve the total housing supply in Belfast. Key blockages and challenges were identified and various initial issues and actions were identified as requiring further consideration by the respective organisations including land supply; procurement issues; a City Centre Waiting List; assessment of public land available for development and the need to explore financial/funding models to support housing development.</p> <p><i>Meeting of the Living Here Board, 28 January 2019</i></p> <p>3.11 The Living Here Board had developed a high-level action plan that brought together certain aspects of the housing work streams as identified in the Belfast Agenda,. The Community Planning Planning Partnership agreed the initial action plans for the Living Here Board including the housing strand. Subsequently there has been further engagement with partners and at a meeting of the Living Here Board on 28 January it was proposed that any additional work strands as identified in the Housing Workshop of 18 December and those emerging from any follow up session(s) are also integrated into an updated action plan linked to the Living Here Board. This would provide for a more coherent and joined up approach amongst partners and provide a conduit for housing related issues to be considered. This action plan remains a work in progress however and there is an opportunity now for Members input to this in order to further inform and shape the Action Plan.</p> <p>3.12 As referred to above, following the SP&R meeting in December and as discussed at the Living Here Board, it is now proposed to hold an Elected Members' and City Partners</p>
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	<p>workshop (or workshops) in order to further support decision making and enhance Members' understanding of the wider housing context, with the following key objectives:</p> <ul style="list-style-type: none"> - Review and understand the key challenges and opportunities on housing (including demand and supply issues). - Understand the role of city partners - To brief Members on developments in social and affordable housing and on the operation of the private rented sector across Belfast. - To provide information on trends in the housing market. - To consider examples of successful practice from England, Scotland, Wales, Ireland regarding approaches to new supply, models that encourage mixed tenure and positive placemaking - To discuss ways to best use the Council's powers and obligations to enable the supply of housing - in support of the Belfast Agenda and aligned with other BCC strategies and frameworks, including the Local Development Plan. - Update and explore the key areas for priority focus and embed the updated actions in the Living Here Action Plan <p>3.13 It is proposed to hold the first workshop in March subject to getting a suitable date arranged, with a further workshop to follow thereafter as required.</p> <p>3.14 In addition, options for a conference on housing hosted by the Lord Mayor are among the plans to be considered at the workshop and further details will be brought back to Committee.</p> <p>3.15 <u>Equality and Good Relations and Rural Needs Implications</u> There are no negatively equality, good relation or rural needs implications at this point. The Council's Equality & Diversity Officer will be consulted during this process and any proposed approach will be subject to the Council's screening requirements to ensure that Equality and Good Relations implications and rural needs are fully considered.</p> <p>3.16 <u>Financial and Resource Implications</u> The cost of hosting the Workshops will be met from within the Place & Economy departmental budget.</p>
4.0	Appendices – Documents Attached
	None



Subject:	Infrastructure & Transport Update
Date:	13 th February 2019
Reporting Officer:	Cathy Reynolds, City Regeneration and Development Lead Officer
Contact Officer:	Sean Dolan, Development Manager

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

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

1.0	Purpose of Report or Summary of main Issues
1.1	To update Members on the following infrastructure and transport matters: <ol style="list-style-type: none"> 1. Belfast Infrastructure Study 2. Belfast Car Parking Strategy & Action Plan 3. Translink Depot 4. Review of Alfred Street / Upper Arthur Street Cycle Lane 5. Transport Scheme Consultations
2.0	Recommendations
2.1	The Committee is asked to: <ul style="list-style-type: none"> • Note the update on the Belfast Infrastructure Study and the intention to hold a Members' Briefing to present the out-workings of the Study. • Note the update on the Belfast Car Parking Strategy & Action Plan and agree to a future Members meeting with Dfl on the issue of problem parking.

	<ul style="list-style-type: none"> • Note the update in relation to discussions with Translink regarding the East Belfast Translink Depot and the proposal that the Council obtains further advice to ensure this work is approached from an optimal city regeneration perspective. • Consider the draft response to the Review of Alfred Street / Upper Arthur Street Cycle Lane outlined in Appendix 1 and if appropriate agree the response submission to the Department for Infrastructure. • Consider the various Transport Scheme Consultations being undertaken by the Department for Infrastructure as outlined in Appendix 1 and if appropriate confirm Council's support to these proposals.
3.0	Main report
3.1	1. <u>Infrastructure Study</u>
3.2	<p>At the September 2017 meeting of the City Growth & Regeneration Committee it was agreed that specialist support should be commissioned to develop a Belfast Infrastructure Study. The aim of the study is to identify the infrastructure required to support delivery of the growth ambitions of the Belfast Agenda to drive physical and social regeneration. It will also identify the key strategic projects required to facilitate economic growth, positioning Belfast to attract inward investment, encourage development, and enable an accessible, inclusive and sustainable environment for residents and visitors.</p>
3.3	<p>Arup were appointed to develop the Infrastructure Study in July 2018 and have been engaging with key stakeholders throughout late 2018 to establish baseline information and undertake a gap analysis.</p>
3.4	<p>The study is based around two main categories of infrastructure i.e. Utilities and Strategic Transport and comprises three main stages:</p> <ol style="list-style-type: none"> 1. Baseline Review; i.e. capacity and current planned interventions, as well as how to support growth ambitions; 2. Infrastructure Priorities; timeframes, criticality and geographic clusters; 3. Delivery; including for example the potential to maximise resources by greater integration of proposed interventions.
3.5	<p>In addition, Arup is considering issues of Local Connectivity & Placemaking and exploring the potential for future traffic analysis using an area based planning approach to take account of the transport implications of large or multiple developments within a given area.</p>

3.6	A Visioning Workshop, attended by key delivery stakeholders from across various infrastructure sectors, took place at City Hall in November 2018. The workshop was intended to begin to agree a collective approach to infrastructure planning to achieve the ambitions of the Belfast Agenda.
3.7	Arup are currently preparing an Infrastructure Needs & Delivery Assessment to identify the key interventions required. The Needs & Delivery Assessment will prioritise infrastructure delivery and identify opportunities to cluster key infrastructure project delivery to maximise the benefit through collaborative delivery. A draft report is expected during early 2019 at which stage there will be further engagement with key delivery stakeholders.
3.8	It is proposed that a Members Briefing will be scheduled in the coming months to present the initial out-workings of the Infrastructure Study.
<u>2. Car Parking Strategy & Action Plan</u>	
3.9	Following Committee approval the Car Parking Strategy (CPS) was published in May 2018. The Strategy includes a number of recommended actions for the responsible statutory organisations to undertake to address the issues identified within the Strategy. An officer led Car Park Working Group has been established to oversee and report on the implementation of the recommended actions of the Car Park Strategy. These actions have been allocated into four main themes with a lead department / organisation appointed to oversee the delivery and reporting of the actions within each theme. A summary of the four main work streams to deliver the Action Plan are included below along with an update on the progress of the actions:
(i) <u>Operational</u>	
3.10	The Operational work stream is managed by City & Neighbourhood Services Off-Street Parking Unit and includes operational issues covering Parking Orders, tariffs, ticketing and enforcement.
3.11	The Off-Street Parking Unit (OSPU) are progressing the development of the Belfast Off Street Parking Order, taking cognisance of the Belfast Parking Strategy and Action Plan findings. This will include a review of the current parking tariffs and Blue Badge parking elements, which may require a consultation process dependant on the outcome of the review. The OSPU will be engaging with key stakeholders such as, but not limited to,

	<p>Members, DfI, Translink, IMTAC, Disability Action NI, Trading Associations in areas where a change in parking tariffs may impact and internal departments such as Legal, City Regeneration and Development, Events and Business Support/Corporate Finance.</p>
3.12	<p>The CPS also suggested providing additional Belfast Bike docking stations within or adjacent to parking facilities. At the January 2019 meeting of the City Growth & Regeneration Committee it was agreed to carry out a strategic review of the Belfast Bikes scheme. The review will consider existing scheme coverage and identify options for potential expansion, including considering the recommendations made within the Car Parking Strategy</p>
3.13	<p>(ii) <u>Parking Forum</u></p> <p>The Parking Forum theme covers the actions relating to the wider car parking offer, including off-street, on-street and private parking suppliers. It is proposed that the Parking Forum should consist of statutory and private car parking suppliers across the city to deal with the city wide improvements to the parking offer made within the Car Parking Strategy. These actions include the use of smart technologies and advanced information systems to facilitate ease of parking and payment, the introduction of a quality standard to parking facilities such as 'Park Mark' and the introduction of a shuttle bus to operate between Multi-Storey Car Parks</p>
3.14	<p>A number of meetings have been held with the statutory operators and operators of some of the large private multi-story car parks have been contacted with a view to bring forward a wider City Centre Parking Forum to provide a collaborative and coherent approach to the city's parking offer. It is intended to set up this formal Parking Forum to bring forward the actions over the coming months</p>
3.15	<p>An action within the Parking Forum Work stream was to initiate a shuttle bus service to connect the main city centre shopping and employment areas with the multi-storey car parks. In response to the severance of Castle Place following the Bank Buildings fire a free shuttle bus was established to provide improved connectivity links across the city centre. Following several weeks of service, and a sustained marketing campaign, uptake on the service was very limited, and hence the service was removed. It is however proposed that this action is kept under review and revisited in the instance of Multi-Storey Car Park development outside the city centre.</p>

	(iii) <u>Strategic Sites Assessment</u>
3.16	This work stream is overseen by the City Regeneration and Development Team, with actions including the monitoring of parking stock across the city centre and identifying opportunities to consolidate surface parking to provide a more coherent parking offer while releasing development opportunities aligned to the objectives of the Belfast Agenda and the City Centre Regeneration & Investment Strategy.
3.17	The CPS recommended a shift away from surface level car parking as it offers limited capacity and is not a good use of city centre land. The CPS identified a number of benefits from carefully planned rationalisation, including reduced traffic volumes from fewer circulating vehicles; reduced air pollution, improved road safety, and opportunities for regeneration.
3.18	At the May 2018 meeting of the City Growth & Regeneration Committee it was agreed that a Strategic Sites Assessment is undertaken to assess development and regeneration potential of Council's city centre surface car parks and adjacent public sector land and to consider locations best suited to support Departmental and Council needs (e.g. Programme for Government and the Belfast Agenda). Committee also agreed that the Strategic Sites Assessment would take due cognisance of parking income and the impact of potential development opportunities on current and future parking supply.
3.19	This comprehensive review is currently underway and a detailed report will be brought forward to Members in the very near future.
3.20	Members will also be aware that a number of new multi-storey car-parks (MSCPs) are introducing new supply to the city centre parking offer. A c.900 space MSCP opened during late January 2019 at City Quays and a c.575 space MSCP at Grosvenor Road received support from the NI Investment Fund in the same month. In addition, construction is expected to commence on the Ulster University MSCP in the coming months. The Strategic Sites Assessment Work stream will continue to monitor the allocation of the car parking offer across the city centre, taking into account upcoming development opportunities and large scale infrastructure projects such as York Street Interchange and the Belfast Rapid Transport Phase 2.

(iv) Transport

- 3.21 The actions within this work stream are generally the responsibility of the Department for Infrastructure, although officers from across the Council regularly engage with DfI on transport and parking issues. The CPS recommended a number of actions including:
- a review of on-street parking controls including tariffs, controlled zones and ticketing & payment systems;
 - Improved enforcement of inappropriate parking and of car parks operating outside their planning conditions;
 - Review and implementation of Resident Parking Zones;
 - New Park and Ride sites and review of parking costs at P&R sites;
 - Improvements to cycling infrastructure including cycle parking provision, cycling routes and signage; and
 - Minimising traffic in the BMTP core.
- 3.22 The Department for Infrastructure are currently preparing the Belfast Metropolitan Transport Strategy (BMTS) which will provide the strategy required to bring forward a number of the actions of the Transport Workstream. The Director for Planning & Building Control represents the council on the Project Board overseeing the development of the BMTS and, once complete for consultation the BMTS will be brought to Members for consultation as part of the DfI consultation and approval process.
- 3.23 The Local Development Plan will contain policies relating to transportation and parking. The current draft Plan Strategy contains a policy outlining reduced parking standards within designated areas of parking restraint for residential and non-residential development. Designations will be considered as part a revised BMTP (led by DfI) and at the next stage of the LDP (Local Policies Plan). The LDP draft Plan Strategy also contains a policy to ensure major new development takes account of cyclists in terms of safe, convenience and secure cycle parking.
- 3.24 The recent introduction of the Glider service and future expansion proposals as part of the Belfast Region City Deal will continue to help achieve this ambition of reduced parking standards.

3.25	<p>An update on progress on some of the actions within the Transport work stream, and in response to various Notices of Motion and committee discussions around problem parking, are included below.</p>
	<p><u>Belfast Rapid Transport:</u></p>
3.26	<p>The Belfast Rapid Transport Phase 1 scheme went live in September 2018. Operating with the G1 Service (East-West) and the G2 Service (Titanic Quarter) Translink advise that the Glider Service has seen successful uptake with an increase of some 20% along the G1 route. The department are responding to this increase in uptake by procuring additional Glider units to operate the service. Translink also advise that a detailed Project Evaluation will be undertaken after one year of service and details will be provided to Members.</p>
3.27	<p>With the inclusion of BRT Phase 2 (North-South) within the Belfast Region City Deal application the department propose to progress plans to bring forward the phase 2 service in line with the City Deal requirements.</p>
3.28	<p><u>Yorkgate Train Station</u></p>
	<p>There are emerging proposals being considered by the Northern Ireland Transport Holding Company / Translink in relation to the potential upgrade of the existing facilities at Yorkgate, aimed at providing enhanced facilities to cater for current and increased future demand, particularly with the opening of the new UU Campus. Further details can be brought back to Committee in due course.</p>
	<p><u>Park & Ride Facilities:</u></p>
3.29	<p>To support the uptake in public transport usage DfI are in the process of implementing a number of schemes to facilitate improved Park and Ride facilities including:</p>
	<ul style="list-style-type: none"> ▪ Currently expanding the P&R facilities at Blacks Road ▪ Currently exploring options to expand the existing P&R facilities at Sprucefield, Newtownards and Cairnshill; ▪ Currently exploring options to develop a new P&R in the Tillysburn area; ▪ Currently expanding motorway bus lanes on the M1 & M2 to P&R locations; ▪ Additional P&R improvements to be considered as part of BRT Phase 2
3.30	<p>The Northern Ireland Transport Holding Company also have a Park & Ride Strategy aligned to their rail services with the objective of increasing Park & Ride facilities across the province in conjunction with increased rail use.</p>

3.31	<p><u>Residents' Parking Zones:</u></p> <p>Dfl have completed one Residents' Parking Zone in the Rugby Road area, which opened in April 2018. The Department are to carry out a project evaluation following 12 months of operation taking into account the lessons learnt and subsequently a review of the Resident's Parking Zone Policy will be completed to address how schemes are delivered going forward.</p>
3.32	<p>Dfl are also currently designing options to progress a Residents' Parking Zone in the Iveagh Drive area and intend to commence consultation with the public in March 2019.</p>
3.33	<p>Members may recall that there was a Dfl /Members meeting in May 2018 to discuss problem parking. As a follow up to this and in light of various concerns that Members have raised on the issue of problem parking Dfl have advised that they will facilitate a further meeting on this issue and Members will be notified accordingly when Dfl confirm a date. Dfl have also confirmed that they will provide an update on infrastructure related issues including car parking at their next Bi-annual Report update meeting at Committee in June.</p>
	<p><u>3.Translink Depot Relocation</u></p>
3.34	<p>At the October 2018 meeting of the City Growth & Regeneration Committee, the Committee agreed that the Council would engage with Translink to discuss the potential relocation of the bus depot from the current East Belfast location, with a report to be submitted to a future meeting of the Committee.</p>
3.35	<p>Officers have subsequently engaged with Translink to understand the logistical and operational requirements of a depot to deliver the eastbound services.</p>
3.36	<p>The current site sits just outside the East Bank Development Strategy boundary and Members will recall that the Strategy highlighted the importance of connectivity to surrounding areas and the identification of key sites for development. The potential regeneration contribution of this site and strategic linkages to the proposed Belfast Waterside scheme (former Sirocco Works) and surrounding development opportunities warrants consideration in the context of the wider East Bank area to ensure optimal use of land within a city centre context. It is recognised however that this must take into account operational requirements.</p>

3.37	<p>Translink have agreed in principle to working collaboratively with the Council in terms of a feasibility exercise to identify potential sites that could deliver their operational and logistical needs although this in the acknowledgement that the relocation of the facility is not currently included within the Translink Business Plan.</p>
3.38	<p>In order that this work is approached from an optimal city regeneration perspective it is proposed that the Council obtains specialist advice to ensure a comprehensive assessment of viable alternative sites and to understand the regeneration potential of the existing site. It must be highlighted however that the work would remain exploratory only at this stage and would be used to inform future discussions should Translink decide they wish to pursue any relocation option.</p>
<p><u>4.Review of Alfred Street / Upper Arthur Street Cycle Lane</u></p>	
3.38	<p>The Alfred Street / Upper Arthur Street Cycle Lane scheme was supported by Council at the September 2015 meeting of City Growth & Regeneration Committee as part of the proposals to improve the city centre cycle network.</p>
3.39	<p>The scheme has been operational since March 2016 and Dfl is carrying out a review to consider what improvements can be made to the operation of the scheme at this location. It is suggested that Dfl consider changes to the design of the segregation along this route to prevent vehicles entering and parking in the lane and also to improve the amenity of the streets within the Linen Conservation Area. The proposed response is outlined in Appendix 1.</p>
<p><u>5.Transport Scheme Consultations</u></p>	
3.40	<p>Dfl have requested feedback from the Council on a number of minor transport schemes throughout the city including:</p> <ul style="list-style-type: none"> • 6 proposed waiting restrictions; • a taxi bus rank at King Street; • proposed abandonment at Whitla Street; and • proposed abandonment of the Westlink backpath between Albert Street and Cullingtree Road.

3.41 3.42 3.43	<p>It is suggested that the Council support these proposals in order to improve accessibility, traffic progression and road safety in the city. Further details on the proposals are set out in Appendix 1</p> <p><u>Financial & Resource Implications</u></p> <p>The financial implications of the studies and advices referred to above will be met from within the current departmental budget.</p> <p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p> <p>No specific equality or good relations implications at this time.</p>
4.0	Appendices – Documents Attached
	Appendix 1 - Response to the review of Alfred Street / Upper Arthur Street cycle lane & details of DfI Transport Scheme Consultations.

Appendix 1

Council Response - Review of Alfred Street / Upper Arthur Street Cycle lane

The Council supported the introduction of the Alfred Street / Upper Arthur Street scheme as part of the proposals to improve the city centre cycle network. The scheme contributes to delivering a number of the outcomes of the Belfast Agenda in particular “Belfast is a vibrant, attractive, connected and environmentally sustainable city”. An indicator of this outcome is to increase “the percentage of all journeys which are made by walking, cycling or public transport”.

In relation to the review of the cycle lane, the Council would suggest that the following issues are considered:

1. the gaps between the wands are currently too wide, as a result vehicles can access the cycleway and park. Further consideration should be given to the design of the segregation in order to prevent the vehicles from accessing and parking in the cycle lane. Motorist can also access the cycleway from side junctions and consideration should be given to preventing access for vehicles at the various junctions along the route.
2. Alfred Street is within the Linen Conservation Area boundary. It should be noted that any development should be in sympathy with the character and appearance of the Conservation Area. Development guidelines for Alfred Street state that consideration should be given to upgrading the amenity of Alfred Street. It is considered that the appearance of the wands is not sensitive to the Linenhall Conservation area and consideration should be given to an alternative design.
3. Access from and to Ormeau Avenue from the Alfred Street Cycle way is problematic. Further measures should be considered to give greater priority for pedestrian and cyclists using the shared pavement.

It should be noted that Councils street cleansing vehicles will need access to the cycle lane and the design of the separation should allow access for these vehicles. The Council would request that any amendments to the design as part of this consultation are brought back to Council officers for discussion and approval.

Transport Scheme Consultations

DfI have requested feedback from the Council on a number of minor transport schemes throughout the city. Details on the proposals are outlined below and it is suggested that the Council welcome the proposals in order to improve traffic progression and road safety.

4. Waiting Restrictions:

5. Howard Street and East Bridge Street - Proposal to introduce waiting restrictions

DfI is proposing to take forward the necessary legislation to extend the waiting restrictions on sections of Howard Street and East Bridge Street. The current restriction is from 8am to 6pm and the amendment is to change it to 7am to 7pm, Monday to Saturday in line with the Glider bus lane operational hours. The restriction is to ensure there is no parking during the operation of the Glider bus lane.

6. Station View - Proposed changes to waiting restrictions

Following construction of a lay-by outside the new apartment development on Station View a length of existing waiting restrictions (single yellow line) along the length of the lay-by is no longer required. The removal of this length of waiting restriction will require a new legislative process.

The proposal is to revoke the existing legislation that relates to 19m of waiting restrictions (single yellow line) at the lay-by and introduce a new amended legislation for reintroduction of two separate lengths of 'Prohibition of Waiting', Monday to Friday, 8.30am – 6.00pm, of approximately 8 m and 70m respectively.

7. Cooke Court, Cooke Mews and Lavina Square – Request for waiting restrictions

Follows concerns raised by a local residents group regarding parking issues in the above locations. Due to the density and duration of parking, DfI have identified traffic progression and road safety issues at the location and it is proposed that the waiting restrictions will be a combination of 'At Any Time' and 'Working Day' restrictions where parking is prohibited Mon-Fri 8.00am – 6.00pm.

8. Dromara Street – Proposed waiting restrictions

The issue of all day parking is causing difficulties for refuse collection vehicles on Dromara Street. The Department is proposing the introduction of additional waiting restrictions on the section of Dromara Street opposite no's 2 to 20. It is proposed to introduce in total approximately 47m of 'Prohibition'.

9. Balmoral Road - Proposed Waiting Restrictions

The Department is proposing to introduce waiting restrictions on a section of Balmoral Road following a request from DVLA to improve traffic progression in the area. It is considered that the proposal will reduce congestion along the route.

10. Crumlin Road – Proposed Waiting Restrictions

The Department propose to extend the waiting restrictions along the Crumlin Road outside the Mater Hospital and Court house building.

11. King Street, Belfast - Proposal to introduce a taxi bus rank

The taxi bus rank will operate Monday to Sunday 0700 - 2300hrs on the King Street (western side), in a lay-by at a point 6.5m south of its junction with Francis Street for a distance of 23.5 m in a southerly direction with a maximum of 4 taxi buses permitted in the rank.

12. Whitla Street - Proposed Abandonment

DfI is proposing to abandon the land/footpath on Whitla Street. The abandonment is deemed necessary to formally remove from DfI records part of an old street that no longer exists.

13. Westlink backpath between Albert Street and Cullingtree Road - Proposed Abandonment

The Department is proposing to abandon the land and footpath to facilitate an environmental improvement scheme in conjunction with Belfast City Council and NIHE.



Subject:	Designing Streets for Children
Date:	13 February 2019
Reporting Officer:	Grainia Long, Commissioner for Resilience
Contact Officer:	Cathy Reynolds, Interim Lead City Centre Development

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

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

1.0	Purpose of Report or Summary of main Issues
1.1	As part of its global 100 Resilient Cities work, Belfast has been encouraged to apply for the 'Streets for Kids Programme', an initiative of the US National Association of City Transportation Officials' Global Designing Cities Initiative (NACTO-GDCI)
1.2	Streets for Kids is a multi-year programme to develop new technical guidance and advance street designs that create safe public spaces for children of all ages and abilities to learn, play, and move around a city. The program funded by the Bernard van Leer Foundation, Bloomberg Philanthropies, Fondation Botnar, and the FIA Foundation.

1.3	If successful in applying the join the programme, the city of Belfast would be eligible for training and technical assistance in design of urban spaces for children
1.4	The programme application is timely as we develop our Resilience Strategy and examine ways to reduce our exposure city shocks and stresses. An emerging theme in our early engagement is the importance of designing a city that supports a positive childhood for all children.
2.0	Recommendations
2.1	Members are asked to: <ul style="list-style-type: none"> • Approve Belfast City Council's application to the 'Streets for Kids' programme.
3.0	Main report
	<u>Key Issues</u>
3.1	As a member of 100RC, the Resilient Belfast team has identified a possible opportunity for Belfast to avail of specialist support through the US National Association of City Transportation Officials' Global Designing Cities Initiative (NACTO-GDCI). Aware of the current pressures facing Belfast city centre, and the work of strategic city partners Arup on 'urban childhoods', 100RC has identified this programme of support to aid our city regeneration priorities.
3.2	Members will be aware of the ongoing work to revitalize the city centre and the opportunity to rethink how best this shared space is used. Work carried out by Arup to date suggests that urban amenities that support healthy child development also contribute to public health through cleaner air, improved mobility, inclusive communities, fighting climate change and urban loneliness. As part of their work on urban childhoods Arup, our strategic partner, are working with the Commissioner for Resilience to host an event later this year to connect, share and create ideas to support early childhood in urban settings, with city leaders, development partners, designers, engineers and innovators.
3.3	The goals of the Streets for Kids programme are to: <ul style="list-style-type: none"> • Catalyze the implementation of street designs that support sustainable mobility choices and advance the well-being of children and their caregivers • Provide child-focused design guidance

3.4	<ul style="list-style-type: none"> • Build local capacity through trainings and give participants an expanded toolkit to create streets that are safe, enjoyable, and inspirational • Support demonstration projects that have the potential to inspire large-scale change <p>From 2019 to 2021, NACTO-GDCI will work directly with cities to reimagine and redesign their streets to support comfortable, healthy, and inspiring environments for all children. Eight cities selected for the training will receive a one- to two-day facilitated training from NACTO-GDCI staff in 2019/2020 which 30 to 60 local participants will be able to attend. Four cities will then receive, in addition to the training, more in-depth technical assistance and design support from NACTO-GDCI staff and matching funds for project implementation.</p> <p><u>Financial & Resource Implications</u></p>
3.5	<p>Each city that becomes part of the Streets for Kids program must commit local staff time to participate in the program and coordinate with NACTO-GDCI staff. No further resources are required.</p>
3.6	<p>Later in the programme, there is also the potential for BCC to apply to partner with NACTO-GDCI to design and deliver a demonstration project. NACTO-GDCI would provide matching funds for project implementation with an estimated value of maximum \$20,000. Should we wish to apply for this aspect of the programme, which would entail commitment of financial resources, we will return to committee to formally seek approval in due course.</p> <p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p>
3.7	<p>Equality and good relations implications will be taken into consideration and it is proposed that any collaborative efforts should have a positive effect on section 75 groups.</p>
4.0	Appendices – Documents Attached
	None

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Subject:	Eastern Economic Corridor – update
Date:	13 February 2019
Reporting Officer:	John Greer, Director of Economic Development
Contact Officer:	Cathy Keenan, Assistant Economic Development Manager (Local Economic Development)

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

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

1.0	Purpose of Report or Summary of main Issues
1.1	The purpose of this report is to provide an update to members on progress to date on work to support the development of the Belfast-Dublin Economic Corridor and the C8 Conference which was expected to take place on the 28 th February 2019, but is now to be postponed – date to be confirmed.
2.0	Recommendations
2.1	<p>The Committee is asked to:</p> <ul style="list-style-type: none"> • Note the requirement to postpone the conference to a later date at the request of a number of the C8 Councils • Note the emerging research outcomes and plans to complete the research paper • Agree to receive a presentation from UUEPC the research outcomes at a future meeting of this Committee.

3.0	Main report
3.1	Members will recall the update provided on the Eastern Economic Corridor (EEC) at the City Growth and Regeneration Committee meeting on 05 December 2018. This report provided an update on the work currently being undertaken by the Economic Development team to increase collaborations with Dublin, and opportunities to support economic cooperation and engagement between the cities and towns along the Belfast-Dublin corridor.
3.2	The report outlined plans for a proposed conference which intended to highlight cooperation opportunities along the corridor. Belfast City Council has been working with the other seven Councils along the corridor to develop this concept further. 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.
3.3	In order to shape the conference and ensure that all partners are content with the approach, a steering group of senior council officials has been established. The steering group has commissioned the local universities (a collaboration between Ulster University and Dublin City University) to carry out further research to articulate the economic opportunities along the corridor.
3.4	At a steering group meeting on 31 st January 2019, Dublin, Fingal, Meath and Louth Councils raised concern that the original planned date for the event (28 February) would not be feasible. A number of reasons were cited including concerns over the uncertainty of UK exit from the EU, perceived difficulty in engaging local stakeholders at this time, concerns that the conference is competing with other events in February and March and a need to secure buy-in of central government before organising a conference. All Councils remain fully committed to the partnership and have agreed to discuss a future conference date following completion of the research.
3.5	<p>The research piece will be completed by 28 February. To date the work carried out by UUEPC and DCU has identified a number of initial findings which include;</p> <ul style="list-style-type: none"> • Total population along the Corridor has been growing faster than the rest of the island – but slowest annual growth in its two urban cores • Almost 800,000 residents of the Corridor at work in 2016 • Rising population dependency rates but these increasing more slowly than elsewhere on the island

	<ul style="list-style-type: none"> • Higher % of population Non-Irish/NI nationals than elsewhere • % of population with 3rd level attainment higher than in other parts of the island • Jobs requiring graduates concentrated in the Corridor, attracting people to live there and/or commute there • Dublin and Belfast account for over half (59%) of all workplace jobs on the Corridor (965,000 jobs). Therefore the location of jobs (ie: workplace numbers – residents = jobs filled by commuters) means strong commuting numbers along (and into) the Corridor to both ends • Employment rates of residents on the Corridor above the island average but several urban areas stand out for lower rates (Belfast, Dundalk etc) • Stock of more than 125,000 businesses (40% of the island’s firms)Enterprise birth and survival rates are higher than in other parts of the island • Strongest entrepreneurial rates exists outside the two cities – but scaling up better in the cities
3.6	<p>A number themes have emerged from the research to date to support local government-led collaboration. These include:</p> <ul style="list-style-type: none"> • Infrastructure and connectivity • Enterprise support • Innovation • Development of sector specialisms e.g. tourism, agri-food, FinTech, • Environmental management.
3.7	<p>It is proposed that UUEPC will present the findings of the research paper and the opportunities for collaboration with the other Councils along the corridor upon completion of the research.</p>
3.8	<p>One of the aspirations of the collaboration is to deliver a Statement of Intent (SOI) between the eight local authorities. This SOI will commit the partners to explore future opportunities for collaboration on infrastructure, attracting investment and jobs. The SOI will be based around the research outcomes and will be brought before the Committee for information and endorsement when further developed.</p>
3.9	<p>Members have been informed about the postponement of the conference through internal communications and will be advised in due course of the revised timetable.</p>

3.10	<p><u>Financial & Resource Implications</u></p> <p>The activities outlined in this report will be resourced from the 2018/19 Economic Development budget previously agreed by this Committee.</p>
3.11	<p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p> <p>The unit is currently undertaking a process of equality screening on the overall work programme, this will ensure that consideration is given to equality and good relations impacts throughout the development and delivery of this project. Both urban and rural areas are involved in this work.</p>
4.0	Appendices – Documents Attached
	None.



Subject:	Heathrow Expansion – procurement for logistics hubs
Date:	13 February 2019
Reporting Officer:	John Greer, Director of Economic Development
Contact Officer:	Lisa Toland, Head of Economic Initiatives and International Development

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

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

1.0	Purpose of Report or Summary of main Issues
1.1	<p>The purpose of the report is to:</p> <ul style="list-style-type: none"> • Update the Committee on the procurement process underway by Heathrow Airport to create a number of logistics “hubs” as part of their expansion plans • Note that the Council has submitted a proposal to have one of the hubs located on the North Foreshore site.

2.0	Recommendations
2.1	<p>The Committee is asked to:</p> <ul style="list-style-type: none"> • Note that the Council’s North Foreshore site is one of 65 shortlisted as a potential location for a “logistics hub” to be established by Heathrow as part of their expansion plans • Note the scale of the development and the potential supply chain opportunities for local companies created as a result of the expansion of Heathrow Airport • Note the timeframe for future decisions on this project.
3.0	Main report
3.1	<p>In 2018, the UK government approved a third runway at Heathrow. The expansion of Heathrow will be one of the largest infrastructure projects in the UK. In order to accommodate the third runway, it will be necessary to re-position and build over part of the M25 motorway adjacent to the airport, re-position some of the local access roads, divert local rivers, provide space for houses, offices, car parking and freight services and replace a number of existing airport facilities.</p>
3.2	<p>The airport expansion will increase capacity from 86 million to 130 million passengers per year. It is estimated that the development will create about 60,000 new jobs and generate around £70bn in total economic benefit by the 2050s. The scale of the construction project itself is unprecedented: the value of the works will be in excess of £15billion and there is a commitment by Heathrow to ensure that 60% of the procurement spend (£9billion) is spent outside of London.</p>
3.3	<p>In recognition of the scale of investment and the potential for all parts of the UK to benefit from supply chain and skills development opportunities, Heathrow sought expressions of interest for up to four Logistics Hub locations. The proposal was that these could be used as off-site centres for construction and manufacturing in order to help the airport to deliver its expansion plan, within an agreed timeframe and with minimal on-site disruption.</p>
3.4	<p>From an initial 121 applications, 65 potential sites were shortlisted. Six of the sites are located in Northern Ireland. In June 2018, senior representatives from Heathrow’s Procurement Team met with representatives from all sites as well as with some of the potential first and second tier suppliers for the expansion works. While limited detail has</p>

	<p>been given on the final number of sites that may be needed, there have been indications that there may be up to four sites selected across the UK.</p>
3.5	<p>In December 2018, the next stage of the procurement process was initiated, as Heathrow issued a PQQ to the 65 bidders. The closing date for the PQQ was 25 January 2019. Heathrow is seeking not only relevant sites for the hub but it also wants operators who will run these hubs. Belfast City Council would not have either the interest in, nor capacity to, operate a logistics hub. However, the presence of a hub in Belfast could support those local companies who are successful in securing work with the airport and could help leave a legacy in terms of the collective knowledge and expertise that may be located at the hub over the lifetime of the construction. If the North Foreshore was to be successful at the next stage of the process, the Council would have to initiate an open and transparent process to engage an operator or agree a lease with an operator for the land.</p>
3.6	<p>In terms of timetable for the works, Heathrow plans to open the third runway by 2025. However, given that the works involve re-routing part of the M25, as well as significant infrastructure works in nearby towns and villages, the work programme is likely to last for up to ten years. The first hub is likely to be open in 2020/2021.</p>
3.7	<p>The North Foreshore site is potentially attractive to those interested in operating a hub, given its proximity to road, port and airport connections. It is also adjacent to potential construction and engineering-based supply chain businesses based around the Harbour Estate.</p>
3.8	<p>Members should also note that, in addition to the potential logistics hub, there are also significant opportunities for local businesses to enter the supply chain and become a supplier to Heathrow. Officers from the Economic Development Team are currently working with Invest NI and the NI Chamber of Commerce to put in place a series of awareness-raising events as well as business support activities to help local businesses to win some of the supply chain opportunities arising from the airport expansion.</p>
3.9	<p><u>Financial & Resource Implications</u></p> <p>No specific financial or resource implications at this point. If the Council enters into a lease agreement with a potential operator to provide access to the land, details of the commercial terms will need to be agreed by the Strategic Policy and Resources Committee. The Council will also need to agree to release the site for this use.</p>

3.10	<u>Equality or Good Relations Implications/Rural Needs Assessment</u> No specific equality of good relations implications. No specific rural needs impact.
4.0	Appendices – Documents Attached
	None



Subject:	Belfast Branded Arterial Route Signage
Date:	13 February 2019
Reporting Officer:	Lisa Caldwell
Contact Officer:	Briege Finnegan, Alex Wright

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

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

1.0	Purpose of Report or Summary of main Issues
1.1	To update members on arterial route signage across the city and request consideration to replace this in line with new city brand.
2.0	Recommendations
2.1	The Committee is recommended to: <ul style="list-style-type: none"> Agree to update the signage along arterial routes before the end of this financial year on the basis of Option 2 of the three options considered within this report.

3.0	Main report
3.1	The Marketing and Communications team has been working hard over the past year to promote the new city brand to stakeholders and embed it into council public facing channels, including city dressing.
3.2	The branding of the city’s arterial and street signage has been identified as a key priority within the overall Brand Implementation Plan. Signage is crucial in building brand equity and awareness in relation to the city’s identity among the public and private sector, citizens and target audiences (visitors, investors) etc.
3.3	Creating a consistent presentation of the city brand requires co-operation with key stakeholders and now that the Marketing & Brand Manager is in post, there will be a focus on brand implementation. However, it is important that the Council is seen to be taking an active lead where possible. Priority should be given to the re-branding of such visible and impactful signage as it will not only drive awareness of the new brand with stakeholders such as city partners, but it will encourage them to embrace and implement the brand.
3.4	<p>We are also addressing other signage throughout the city (including lamppost banners). Here we have been working with Place and Economy to identify council-owned sites and have designed new Belfast branded artwork for these areas, due to be installed (via Place & Economy budget) week commencing 18th February with a completion date of no later than the end of March. We’re also encouraging stakeholders to use the Belfast brand on the DfI-owned city centre lamppost sites.</p> <p>Why we need to update the signage?</p> <ul style="list-style-type: none"> • Updating the signage is a great opportunity to highlight the new brand (drives visible awareness and confidence) and is a key part of the wider brand implementation plan. • Stakeholders have queried why the old branding is still on display across the city so we need to address these concerns as a matter of urgency. • The arterial routes are in prime spots with high visibility so need to take priority. • Signage displaying the old brand counteracts the positive work we are doing around the new brand.
3.5	<p>What do we need to update?</p> <p>From previous correspondence with signage contractors, we’ve identified six sign types:</p> <ol style="list-style-type: none"> 1. Large motorway sign (M1 and M5)

2. Medium twin leg frame
3. Small twin leg frame
4. Large F post sign
5. Medium F post sign
6. Small F post sign

3.6

We've been advised that there are 17 of these signs spread out along the following areas: M5, M1, Sydenham Bypass, Holywood Road, Knocknagoney, Ballygowan Road, Rosepark, Ormeau Road, Lady Dixon.

How can we update them? Three options have been identified:

	PROS	CONS
1. Removing all the old signage and do not replace	<ul style="list-style-type: none"> • Least expensive option 	<ul style="list-style-type: none"> • Not using potential to highlight brand • Dilutes wider brand implementation • We would still have contractor and road closure costs for removal
2. Replace with new signage	<ul style="list-style-type: none"> • Good brand visibility, clean, simple approach, replacing old with new • Budget to do this now 	
3. Wrapping existing panels with new vinyls / repainting	<ul style="list-style-type: none"> • Good brand visibility • Slightly less expensive than replacing 	<ul style="list-style-type: none"> • Will not look as professional as new signs • B shape on some will make reskinning more challenging

3.7

Based on our evaluation of the three options, we are recommending option 2, where all 17 signs are replaced with new Belfast brand signage at the cost of £17,840. Marketing and Communications have identified this within their 2018/2019 budget so it is within existing budget.

3.8

Overall, the team feels strongly that it would be a wasted branding opportunity to go to the expense of removing the old signs and not replacing them. They are high visibility areas, and as such, it makes sense to promote the new city brand in these prominent locations.

3.9

The signage will be installed at the same time as lamppost banner updates and other activity within our Brand Implementation Plan. This multi-pronged approach will help strengthen the brand and increase interest and awareness opposite people who live and work in Belfast as

	well as people who visit. It will also give our stakeholders and city partners confidence in the brand.
3.10	If we update the arterial route signage, it will also give us the opportunity ensure that all branded signs are in the right locations following Local Government Reform boundary changes.
3.11	In tandem with this work, we will investigate opportunities for dynamic advertising signage and advance this further down the line in with Road Service guidance.
3.12	<p><u>Financial & Resource Implications</u></p> <ol style="list-style-type: none"> 1. Removing all the old signage and not replacing (leaving posts & frames in place) - £4,835 2. Replacing with new signage (including new panels which suit starburst brand) - £17,840 3. Wrapping existing panels with new vinyl only - £17,300 <p>In all cases the Marketing and Communications unit has identified this money within its 2018/2019 budget so there is no additional resource requirement.</p> <p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p>
3.13	None
4.0	Appendices – Documents Attached
	None



Subject:	Change of Date of Monthly Meeting
Date:	13th February, 2019
Reporting Officer:	Mr. Alistair Reid, Strategic Director of Place and Economy
Contact Officer:	As above

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

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

1.0	Purpose of Report
1.1	To seek the Committee's approval to re-schedule its monthly meeting in March.
2.0	Recommendation
2.1	The Committee is recommended to: <ul style="list-style-type: none"> • Agree to hold its monthly meeting in March on Wednesday, 6th March, commencing at 5.15 p.m.
3.0	Main Report
3.1	Members will be aware that MIPIM is the premier event in the European real estate calendar, where many of the world's investors, developers and funders from both the private and public sectors gather to showcase cities and investment and regeneration opportunities.

3.2	Members will recall that, at the Committee meeting on 11th April, approval was granted for the Chairperson and the Deputy Chairperson (or their nominees), together with a number of senior officers, to attend MIPIM 2019.
3.3	This event will be taking place from 12th until 15th March inclusive and will coincide with the monthly meeting of the City Growth and Regeneration Committee, which is scheduled to take place on Wednesday 13th March. Therefore, it would be considered appropriate to hold the Committee meeting on an alternative date to provide the Chairperson, the Deputy Chairperson and the relevant senior officers with every opportunity to attend. Having reviewed the meetings schedule, it is suggested that the Committee meeting should be held on Wednesday, 6th March, and that it should commence at its usual time of 5.15 p.m.
3.4	<p><u>Equality, Good Relations and Rural Needs Implications</u></p> <p>None</p>
3.5	<p><u>Finance and Resources Implications</u></p> <p>None</p>
4.0	Documents Attached
	None