

City Growth and Regeneration Committee

Wednesday, 12th February, 2020

MEETING OF CITY GROWTH AND REGENERATION COMMITTEE

Members present: Councillor Murphy (Chairperson);
Aldermen Kingston; and
Councillors S. Baker, Brooks, Donnelly, Ferguson,
Flynn, Graham, Gormley, Hanvey, T. Kelly, Lyons,
McAllister, McLaughlin, O'Hara and Whyte.

Also attended Councillors Groogan and Nicholl.

In attendance: Mr. A. Reid, Strategic Director of Place and Economy;
Mr. J. Greer, Director of Economic Development;
Mrs. C. Reynolds, Director of City Regeneration
and Development
Mr. S. Dolan, Senior Development Officer; and
Mr. H. Downey, Democratic Services Officer.

Apologies

Apologies for inability to attend were reported on behalf of Alderman Spence and Councillors Beattie, Heading and Howard.

Minutes

The minutes of the meetings of 15th January were taken as read and signed as correct. It was reported that those minutes had been adopted by the Council at its meeting on 3rd February.

Declarations of Interest

No declarations of interest were reported.

Matters referred from Council Meeting

Motion – Sustainable Transport

The Committee was reminded that, at the Council meeting on 3rd February, the following motion, which had been proposed by Councillor Groogan and seconded by Councillor O'Hara, had, in accordance with Standing Order 13(f), been referred to the Committee for consideration:

“This Council supports the promotion and expansion of sustainable transport in Belfast as a critical step in addressing the dangerous levels of air pollution and congestion across the City and in the context of our climate emergency.

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With the appointment of a new Minister for Infrastructure, the Council should ensure that the Minister is clear about our commitment to sustainable transport options and the need for urgent action on climate.

Therefore, the Council agrees to write to the Minister to state that the Experimental Traffic Control Scheme Permitted (Taxis in Bus Lanes), which was proposed by her Department, does not have the Council's support and to urge her to not progress this further, instead focusing efforts on further measures to enhance the provision of public transport, cycle infrastructure and pedestrian priority in the City."

Councillor Groogan reminded the Committee that the Department for Infrastructure had, in 2017, introduced a twelve-week pilot scheme, which had granted approval for all taxis, including those for private hire, to use the Belfast Rapid Transit routes in East and West Belfast and connecting routes in the City centre. She reported that the Department had deemed the results of that scheme to be inconclusive and, as a result, had brought forward the more extensive Experimental Traffic Control Scheme (Taxis in Bus Lanes) 2018, which had the potential to run for up to twelve months and had been extended to include all bus lanes in the City. However, in the absence of a Minister, the scheme had been unable to proceed at that time. Both of the aforementioned schemes had, she pointed out, been supported by the Council.

She explained that, should the Department for Infrastructure proceed with the proposed pilot scheme, now that a Minister was in place, the number of taxis using bus lanes would increase from 500 currently to approximately 5,000. That would have a detrimental impact upon air quality, increase traffic congestion, add to cyclists' safety concerns and jeopardise any planned or future transport infrastructure improvements. She stressed that the promotion and expansion of sustainable transport initiatives remained the most effective way of addressing the climate emergency, traffic congestion and poor air quality and, accordingly, she urged the Committee to reconsider its current policy, endorsing the use of all taxis in bus lanes, and support her motion.

After discussion, it was

Moved by Councillor McLaughlin,
Seconded by Councillor Donnelly,

That the Committee agrees to defer consideration of the motion to enable a report to be submitted to its next monthly meeting providing details of any research/data available on the impact on air quality, traffic congestion etc. of permitting all taxis to operate in bus lanes.

On a recorded vote, nine Members voted for the proposal and seven against and it was declared carried.

<u>For 9</u>	<u>Against 7</u>
Councillor Murphy (Chairperson); Alderman Kingston; and Councillors S. Baker, Brooks, Donnelly, Gormley, Graham, T. Kelly and McLaughlin.	Councillors Ferguson, Flynn, Hanvey, Lyons, McAllister, O'Hara and Whyte.

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Motion – High Speed Rail Connection

The Committee was reminded that, at the Council meeting on 3rd February, the following motion, which had been proposed by Councillor S. Baker and seconded by Councillor Garrett, had been referred to the Committee, in accordance with Standing Order 13(f), for consideration:

“This Council welcomes the commitment in the ‘New Decade New Approach’ document which states that “The Irish Government is supportive of serious and detailed joint consideration through the NSMC of the feasibility of a high-speed rail connection between Belfast, Dublin and Cork, creating a spine of connectivity on the island.”

As this is also a Council priority, the Council will seek a meeting with Irish Government officials, Council officers and party group leaders to discuss this proposition further.”

After discussion, the Committee agreed to adopt the motion.

Restricted Items

The information contained in the report associated with the following item 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 item as, due to the nature of the item, there would be a disclosure of exempt information as described in Section 42(4) and Section 6 of the Local Government Act (Northern Ireland) 2014.

Draft Belfast Off-Street Parking Order

(Mr. G. Doherty, Off-Street Car Parking Manager, attended in connection with this item.)

The Committee was reminded that, at its meeting on 11th September, it had approved a draft Belfast Off-Street Parking Order for public consultation, together with the commissioning of suitably qualified persons to undertake the consultation and apprise the Council of their findings.

The Off-Street Car Parking Manager reported that suitably qualified persons had now been appointed and that the twelve-week consultation period was scheduled to commence on 6th March. He reported further that the Committee had, within the draft Order, agreed to increases in the hourly tariffs for a number of car parks. However, due to an administrative oversight, those had not been applied to the season ticket tariffs for the car parks in Little Donegall Street and Station Street. He confirmed that Schedule 2 of the draft Order had since been amended and that a small number of minor changes had also been made to the wording of parts of the Order to allow for greater clarity.

Accordingly, the Committee approved the following revised draft Order for public consultation:

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“Draft Belfast Off-Street Parking (Public Car Parks) Order 2020”

Made XXXX 2020
Coming into operation XXXX 2020

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SCHEDULE 1 — PARKING PLACES

SCHEDULE 2 — TARIFFS

Belfast City Council (a) makes the following Order in exercise of the powers conferred by Articles 10, 11, 13, 14 and 26(1) of the Road Traffic Regulation (Northern Ireland) Order 1997(b) and Off-street Parking (Functions of District Councils) Act (Northern Ireland) 2015.

The Council has consulted such persons as the Council considered appropriate in compliance with paragraphs 1 and 2 of Schedule 4 to that Order.

PART 1
PRELIMINARY

Citation and commencement

1. This Order may be cited as The Belfast Off-Street (Public Car Parks) Order 2020 and shall come into operation on ^{xx} day of XXXX

Interpretation

2. In this Order—

“charging hours” means the period during which the driver is required to pay a charge for the use of a parking place specified in column 1 of Schedule 1 in accordance with the scale of charges set out in column 6 of Schedule 1;

“driver” means the person who whether as owner or otherwise has the charge or control of a vehicle or being present is entitled to give orders to the person having charge or control thereof;

“electric vehicle” means any vehicle which uses one or more electric motors for propulsion;

“electric vehicle charging post” means apparatus which supplies electricity for the charging of electric vehicles;

(a) S.I. 1999/283 (N.I. 1) Article 3(1)

(b) 2015. c.3

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“hand-held device” means apparatus used by a traffic attendant which is programmed to interface with the telephone parking system;

“intoxicating liquor” means spirits, wine, beer, cider and any fermented, distilled or spirituous liquor with an alcohol content exceeding 1.2 per cent by volume;

“light goods vehicle” means a motor vehicle, constructed or adapted for use for the carriage of goods, the permissible maximum weight of which does not exceed 3.5 tonnes and for the purposes of this Order includes an electric vehicle of this type;

“motor car” means a mechanically propelled vehicle constructed solely for the carriage of passengers and their effects, seating not more than 6 persons in addition to the driver and for the purposes of this Order includes an electric vehicle of this type;

“motor cycle” means a mechanically propelled vehicle not being an invalid carriage or motor car having fewer than 4 wheels and the weight of which unladen does not exceed 410 kgs;

“parking bay” means a space which is marked out in a parking place for the leaving of a vehicle;

“parking charge” means any charge set by the Council for leaving a vehicle in a parking place authorised by this Order.

“parking ticket” means a ticket issued by a ticket machine relating to any parking place for which a charge is made identified in Schedule 1;

“pay and display parking place” means an off-street parking place authorised by this Order where permitted vehicles may park with a parking ticket issued by a ticket machine and displayed in the manner specified in Article 16 or whose driver is a registered driver who has paid the relevant fee via the telephone parking system;

“public service vehicle” means a mechanically propelled vehicle constructed or adapted to carry more than 8 seated passengers in addition to the driver, and used in standing or plying for hire, or used to carry passengers for hire;

“registered driver” means the driver of a vehicle who has, prior to leaving their vehicle in a pay and display parking place, had registered so many of their personal details with a service provider as that service provider may require to enable the telephone parking system to be activated in favour of said driver;

“service provider” means a person or company providing services to or on behalf of the Council;

“telephone parking system” means a system to facilitate and monitor any parking charge paid using any telephone or internet enabled device via communication with the service provider in accordance with instructions indicated on signs located at each pay and display parking place where the system is operational;

“ticket machine” means an apparatus designed to issue a ticket indicating payment of a charge and the day and time at which it was issued and the number of hours for which it is valid or the date and time at which the ticket expires;

“disabled persons vehicle” means a vehicle lawfully displaying a blue badge; and

“blue badge” means a badge of a form prescribed under section 14(1) of the [1978 c. 53.] Chronically Sick and Disabled Persons (Northern Ireland) Act 1978.

PART 2
USE OF PARKING PLACES

Specified parking places

3. Each area of land specified by name in column 1 of Schedule 1 may be used subject to the provisions of this Order as a parking place for such classes of vehicles during such hours on such days as are specified in relation to that area in Schedule 1.

Vehicles of a specified class

4. Where in Schedule 1 a parking place is described as available for vehicles of a specified class, the driver of a vehicle shall not permit it to wait in that parking place unless it is of the specified class.

Position in which a vehicle may wait

5. The driver of a vehicle shall not permit it to wait in a parking place other than in a position wholly within a parking bay where such has been marked out.

Parking bays for disabled persons' vehicles

6. The driver of a vehicle, other than a disabled person's vehicle, shall not permit it to wait in a parking bay indicated by a sign or surface marking as being reserved for a disabled person's vehicle.

Parking bays for electric vehicles

7.—(1) The driver of a vehicle, other than an electric vehicle, shall not permit it to wait in a parking bay indicated by a sign or surface marking as being reserved for an electric vehicle.

(2) An electric vehicle waiting in a parking bay indicated by a sign or surface marking as being reserved for an electric vehicle shall do so only if it is connected to an electric vehicle charging post.

Maximum period for which a vehicle may wait

8. The driver of a vehicle shall not permit it to wait in a parking place for longer than the maximum period permitted for waiting specified in column 5 of Schedule 1 in relation to that parking place.

Use of parking place other than for parking

9.—(1) The use of part of the parking places specified in Schedule 1 for advertising is authorised in accordance with a licence issued by the Council.

(2) The use of part of the parking places specified in Schedule 1 for displaying information to the public is authorised in accordance with a licence issued by the Council.

(3) The use of part of the parking places specified in Schedule 1 for the collection of recyclable materials is authorised in accordance with a licence issued by the Council.

Issue of licences

10.—(1) A registered charity may apply to the Council for the issue of a licence authorising the use of part of a parking place specified in Schedule 1 for the collection of recyclable materials.

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(2) A person may apply to the Council for the issue of a licence authorising the use of part of a parking place specified in Schedule 1 for advertising.

(3) A person may apply to the Council for the issue of a licence authorising the use of part of a parking place specified in Schedule 1 for displaying information to the public.

(4) A person may apply to the Council for the issue of a licence authorising the use of part of a parking place specified in Schedule 1 for any reasonable use or purpose or in such circumstances as the Council considers reasonable.

(5) The Council may require an applicant in any particular case to submit such additional information or documents as the Council determines are necessary to determine the application.

(6) On receipt of an application made under paragraph (1), (2), (3) or (4) the Council, upon being satisfied that the use of part of the parking place referred to in that application for the purpose referred to in that application will not materially affect or materially interfere with the provision of parking spaces in that parking place, may issue a licence in accordance with Article 13(15) of the Road Traffic Regulation (Northern Ireland) Order 1997 authorising the use by the applicant of part of that parking place for that purpose.

In this Article –

“registered charity” means a charity registered in the register of charities required to be kept by the Charity Commission by virtue of section 16(1) of the Charities Act (Northern Ireland) 2008^(a)

Surrender and revocation of licences

11.—(1) A person to whom a licence is issued (“a licensee”) may surrender a licence to the Council at any time.

(2) The Council may serve on the licensee a notice revoking a licence, stating the reasons for the revocation if it appears to

the Council that one of the events set out in paragraph (4) has occurred, and the revocation shall take effect on the expiration of the period of one month from the service of that notice.

(3) A notice under paragraph (2) shall be served by delivering it to the person to whom it is addressed at their proper address, or by sending it to such address by telefacsimile or other electronic means, or by post.

(4) The events referred to in paragraph (2) are—

(a) if the licensee fails to comply with any condition of the licence;

(b) if the Council considers the withdrawal of the licence is necessary for the purpose of the exercise of its statutory functions.

^(a) 2008 c. 12

PART 3
TARIFFS AND TICKETS

Requirement to pay appropriate tariff

12. The driver of a vehicle using a parking place during charging hours shall pay the appropriate tariff set out in Schedule 2 in accordance with the scale of charges specified in column 6 of Schedule 1 in relation to that parking place.

Payment of charges

13.—(1) Save as provided for in Article 18 the driver of a vehicle leaving it in a parking place specified in column 1 of Schedule 1 during the days and hours specified in columns 3 and 4 in relation thereto shall pay the appropriate charge in accordance with the scale of charges specified in column 6 in relation thereto and set out in Schedule 2.

(2) Charges may be paid by—

- (a) inserting into a ticket machine a coin or combination of coins of appropriate denominations;
- (b) inserting into a ticket machine a credit or debit card of a type indicated, and following the instructions displayed, on the machine;
- (c) the purchase of a pre-paid charge card for use in a ticket machine; or
- (d) the use of pre-paid tickets; or
- (e) a registered driver using the telephone parking system; or
- (f) use of Direct Debit where available.

(3) Telephone and credit/debit card charges incurred in the course of making any parking payment transaction shall be the responsibility of the registered driver.

Pre-paid tickets

14. In the case of pre-paid tickets the instructions given on the tickets in respect of making distinct perforations in the tickets or taking other appropriate action to clearly indicate the date and time of arrival shall be carried out by the driver as soon as he takes up position in the parking place.

Use of telephone parking system

15. If at any time a vehicle is left in a parking place during the specified hours and a check is carried out by, or on behalf of, the Council and no indication that a parking charge has been paid using the telephone parking system in respect of that vehicle for that controlled parking zone appears on a traffic attendant's hand-held device it shall be presumed, unless the contrary is proved that either—

- (a) a parking charge had not been paid in respect of that vehicle; or
- (b) the parking period for which payment was made had already expired.

Display of printed tickets

16.—(1) The driver shall attach the ticket issued by a ticket machine or a pre-paid ticket duly perforated on the inside surface of the windscreen or a side window facing the kerb or place the ticket on the dashboard area immediately below the windscreen so that the

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particulars recorded on the front of the ticket are clearly visible to a person standing at the front or side of the vehicle.

(2) In the case of a motor cycle the ticket shall be displayed in a conspicuous position in a ticket holder or in front of the driver's seat.

Particulars of tickets

17.—(1) Where a vehicle is left parked in a parking place where charges may be collected by means of a ticket machine and the particulars on the ticket indicate that the period in respect of which payment was made has expired, for the purposes of any appeal under Articles 13, 16 or 28 of the Traffic Management (Northern Ireland) Order 2005 it shall be presumed, unless the contrary is proved, that said particulars are evidence of the expiry of such period.

(2) Where a vehicle is left parked in a parking place where charges may be collected by means of a ticket machine, and a ticket is not displayed in accordance with the provisions of Articles 16 or 18(6) for the purposes of any appeal under Articles 13, 16 or 28 of the Traffic Management (Northern Ireland) Order 2005 it shall be presumed, unless the contrary is proved, that the absence of a ticket is evidence of the fact that a ticket has not been purchased.

Season tickets

18.—(1) The Council or their service provider may on application from the driver or owner of a vehicle sell to that person a season ticket on payment of the appropriate tariff referred to in Article 12.

(2) A season ticket shall be valid only in respect of such parking places as are specified thereon for the period for which it is issued and for the vehicle in respect of which it is issued.

(3) The Council or their service provider may by notice in writing served on the season ticket holder by recorded delivery post to the address stated on the season ticket holder's application, require the surrender of a season ticket where:

- (a) the season ticket holder has not complied with the relevant Off-Street Parking Order; or
- (b) a season ticket has been issued upon receipt of a cheque and the cheque is subsequently dishonoured; or
- (c) the season ticket holder has ceased to have an interest in the vehicle in respect of which the season ticket was issued;

and the season ticket holder shall surrender the season ticket to the Council or their service provider within forty-eight hours of the receipt of the said notice.

(4) The issue of a season ticket shall not guarantee that any parking place will be available for the use of the season ticket holder.

(5) A season ticket shall include the following particulars:

- (a) the registration mark of the vehicle in respect of which the season ticket has been issued;
- (b) the period during which the season ticket shall remain valid; and
- (c) the names of the parking places for which the season ticket is valid.

(6) Where a vehicle in respect of which a season ticket has been issued is left parked in a parking place the driver shall display the ticket in a conspicuous position behind the windscreen of that vehicle so as to be clearly visible to the parking attendant.

Blue Badge parking

19. A vehicle displaying a valid Blue Badge shall be entitled to one extra hour of free parking in addition to the time allowed following payment of the appropriate charge in accordance with the scale of charges specified in Schedule 2.

PART 4

RESTRICTION ON USE OF VEHICLES AND PARKING PLACES

Requirement to stop the engine of a vehicle

20. The driver of a vehicle using a parking place shall stop the engine as soon as the vehicle is in position in the parking place and shall not start the engine except when about to change the position of the vehicle in or to depart from the parking place.

Trading in a parking place

21.—(1) Subject to paragraph (2) and save as provided in Article 24 of the Road Traffic Regulation (Northern Ireland) Order 1997, a person shall not use a parking place in connection with the selling of any article or thing or supplying a service for gain or reward whether or not in or from a stationary position to persons in or near the parking place unless the person holds a valid trading licence for the location issued by the Council under the Street Trading Act (Northern Ireland) 2001.

(2) Paragraph (1) shall not apply in respect of any fee payable for the use of an electric vehicle charging post.

Sounding of horn

22. The driver of a vehicle using a parking place shall not sound any horn or other similar instrument except when about to change the position of the vehicle in or to depart from the parking place.

Driving in a parking place

23. A person shall not, except with the permission of any person duly authorised by the Council, drive any vehicle in a parking place other than for the purpose of leaving that vehicle in the parking place in accordance with the provisions of this Order or for the purpose of departing from the parking place.

Ball games

24. A person shall not play any ball game in a parking place.

Miscellaneous activities

25. A person shall not use any part of a parking place or any vehicle left in a parking place—

- (a) for sleeping or camping purposes;
- (b) for eating or cooking purposes; or
- (c) for the purposes of servicing or washing any vehicle or part thereof other than is reasonably necessary to enable that vehicle to depart from the parking place.

Means of passage

26. A person shall not use a parking place as a means of passage from one road to another road or to any premises unless a right of way has been granted in writing by the Council.

Consumption of intoxicating liquor

27. A person shall not use any of the parking places specified in Schedule 1, or any vehicle in any of those parking places, for the purpose of consuming intoxicating liquor.

Use of entrances and exits, and direction of travel

28. Where in a parking place signs are erected or surface markings are laid for the purpose of—

- (a) indicating the entrance to or exit from the parking place; or
- (b) indicating that a vehicle using the parking place shall proceed in a specified direction within the parking place,

a person shall not drive or cause or permit to be driven any vehicle—

- (i) so that it enters the parking place otherwise than by an entrance, or leaves the parking place otherwise than by an exit, so indicated; or
- (ii) in a direction other than that specified, as the case may be.

Erection of structures and lighting of fires

29. In a parking place a person shall not—

- (a) erect or cause or permit to be erected any tent, booth, stand, building or other structure without the written consent of the Council; or
- (b) light or cause to be lit any fire.

Supermarket trolleys

30.—(1) A person shall not cause or permit a supermarket trolley to enter a parking place in or under a building, and any supermarket trolley left there may be removed by a person authorised by the Council.

(2) A person shall not cause or permit a supermarket trolley to be left in any other parking place, other than in an area set aside for that purpose, and any supermarket trolley so left may be removed by a person authorised by the Council.

Reserving a parking bay

31. A person shall not reserve a parking bay in a parking place.

Suspension of parking places

32. The Council may suspend the use of a parking place or any part of it in the following circumstances:

- (a) upon request from a statutory agency, utility operator, contractor or similar body;
- (b) upon request for the making of a film in or adjacent to a car parking place;
- (c) upon request for any sporting event, social event, entertainment event or other activity deemed by the Council to be to the benefit of the public; or

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- (d) upon request from any person for any other use or purpose or in such circumstances as the Council considers reasonable.

Use of car park or sections of for the purposes of temporary meeting place

33. No persons shall use a parking place as a meeting place or point unless authorised by the Council in writing in advance.

SCHEDULE 1 PARKING PLACES

Articles 2, 3, 4, 8, 12

	Name of Parking Place	Classes of Vehicle	Days of operation of Parking Place	Hours of operation of Parking Place	Maximum period for which a vehicle may wait	Scale of Charges
	1	2	3	4	5	6
1	Andersonstown Road, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	All days	All hours	12 hours	No charge
2	Ashdale Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
3	Charlotte Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 4 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
4	Corporation Square, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 2 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge

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5	Corporation Street, Belfast	Motor car, motor cycle, invalid carriage, light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 2 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
6	Cromac Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 4 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
7	Dunbar Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 4 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
8	Dundela Crescent, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
9	Exchange Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 3 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge

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			Sunday	All hours	12 hours	No charge
10	Glenburn Road, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	All days	All hours	12 hours	No charge
11	Grampian Avenue, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
12	Hope Street North, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 9.00 p.m.	13 hours	Tariff 4 as set out in Schedule 2
				9.00 p.m. to 8.00 a.m.	11 hours	No charge
			Sunday	All hours	12 hours	No charge
13	Kent Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 3 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
14	Little Donegall Street, Belfast	Motor car, motor cycle, invalid carriage and	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 3 as set out in Schedule 2

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		light goods vehicle		6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
15	Little Victoria Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 9.00 p.m.	13 hours	Tariff 4 as set out in Schedule 2
				9.00 p.m. to 8.00 a.m.	11 hours	No charge
			Sunday	All hours	12 hours	No charge
16	Marlborough Avenue, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
17	Northumberland Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	All days	All hours	12 hours	No charge
18	Parkgate Avenue, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge

**City Growth and Regeneration Committee,
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19	Ravenscroft Avenue, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
20	Sandown Road, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
21	Shaw's Bridge, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	All days	All hours	12 hours	No charge
22	Slievegallion, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	All days	All hours	12 hours	No charge
23	Smithfield Market, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Wednesday and Friday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 4 as set out in Schedule 2
			Thursday	8.00 a.m. to 9.00 p.m.	13 hours	Tariff 4 as set out in Schedule 2
24	Station Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 3 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge

**City Growth and Regeneration Committee,
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25	Stranmillis, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00am to 6.00pm	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
26	Wandsworth Road, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00am to 6.00pm	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
27	Westminster Avenue East, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00am to 6.00pm	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No Charge – Blue Badge holders only
			Sunday	All hours	12 hours	No charge – Blue Badge holders only
28	Westminster Avenue West, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00am to 6.00pm	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge – Blue Badge holders only
			Sunday	All hours	12 hours	No charge – Blue Badge holders only
29	Westminster Avenue North, Belfast	Motor car, motor cycle, invalid carriage and	Monday to Saturday	8.00am to 6.00pm	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2

**City Growth and Regeneration Committee,
Wednesday, 12th February, 2020**

		light goods vehicle				
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
30	Whitla Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 2 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
31	York Street I / Lancaster Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 2 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge

SCHEDULE 2 TARIFFS

Articles 12 and 13(1)

The Council may at any time apply reduced tariffs and/or reduced charging hours.

Vehicles displaying a valid Blue Badge shall be entitled to one extra hour of free parking in addition to the time allowed following payment of the appropriate charge in accordance with the scale of charge specified in Schedule 2.

Motor cars, Motor cycles, Invalid Carriages, Light Good Vehicles										
Tariff	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-5 hours	5-6 hours	6-7 hours	7-8 hours	8+	Within 1 hour of closing
Tariff 4	£1.20	£2.40	£3.60	£4.80	£6.60	£8.40	£10.20	£12.00	£13.80	£1.20
Tariff 3	£1.00	£2.00	£3.00	£4.00	£5.00	£6.00	£7.00	£8.00	£9.00	£1.00
Tariff 2	£0.60	£1.20	£1.80	£2.40	£3.00	£3.60	£4.20	£4.80	£5.40	£0.60
Tariff 1	£0.30	£0.60	£0.90	£1.20						£0.30

EXPLANATORY NOTE

	Tariff for monthly ticket(Valid Monday-Friday)	Tariff for quarterly season ticket (Valid Monday-Friday)
Corporation Square	£81.90	£198.90
Corporation Street		
Lancaster Street		
Little Donegall Street	£136.80	£329.40
Station Street		

(This note is not part of the Order)

This Order:

- Reproduces and amends provisions of The Off-Street Parking Order (Northern Ireland) 2000, as amended by The Off-Street Parking (Amendment) Order (Northern Ireland) 2015, to facilitate Belfast City Council in the operation of the car parks it took responsibility for from 1st April 2015.
- Harmonises the tariff structure and varies parking charges (Schedule 1)
- Introduces tariffs/parking charges and limited time parking in selected free car parks (Schedule 1)
- Includes 4 additional existing public car parks and removes 2 existing car parks
- Introduces concession for Blue Badge parking (Article 19)
- Introduces provision for the suspension of car parking places for works or events to be undertaken (Article 32)

This Order does not revoke the provisions and amendments of previous Orders, this Order is intended to supersede those Orders. The Department for Infrastructure retains responsibility for the revocation of previous and amended Orders.”

Regenerating Places and Improving Infrastructure

**Pragma Retail Analysis and Emerging
Future City Centre Programme**

The Committee considered the following report:

“1.0 Purpose of Report or Summary of Main Issues

1.1 The purpose of the report is to present to Members:

- the key findings and recommendations in the Executive Summary of the Retail Analysis as developed by Pragma Consulting Limited, as circulated; and
- the work undertaken by the Place and Economy Department in developing the Future City Centre Programme and its programme strands.

2.0 Recommendations

2.1 The Committee is requested to:

- i. note the key findings and recommendations in the Executive Summary of the Retail Analysis, as developed by Pragma Consulting Limited;
- ii. note the progress in relation to shaping the Future City Centre Programme and its programme strands aligned to the Retail Analysis;
- iii. agree that officers develop the programme strands through engagement with city stakeholders and provide the Committee with an annual update on collective benefits and outcomes of the programme; and
- iv. approve the attendance of the Chair and Deputy Chair (or their nominees) at the Belfast Chamber Belfast Forward Conference on 27th February, 2020.

3.0 Main Report

Background

- 3.1 Belfast City Centre is currently experiencing significant levels of development and investment across a range of sectors, with a number of major regeneration and development projects set to come forward in the years ahead. Belfast City**

Centre Regeneration and Investment Strategy (BCCRIS) recognises that the city's large-scale development projects are catalysts for wider city regeneration. This is further supported by the Belfast Agenda and the Local Development Plan. Fundamental to the delivery and development of the city's ambitions, and ensuring that no one is left behind, is the Council's Inclusive Growth Strategy.

- 3.2 The retail sector is crucial to Belfast's physical and economic development. BCCRIS provides a vision for retail in Belfast City Centre as *'providing a regionally competitive retail offer and a shopping experience that is unmatched anywhere else in Northern Ireland'*.
- 3.3 Pragma Consulting Ltd was commissioned in April 2018 to undertake a Retail Analysis of Belfast City Centre to identify the challenges facing the city's retail sector and inform recommendations on how best to address these. The scope of the Retail Analysis was developed in conjunction with the Belfast Chamber of Trade and Commerce (BCTC).
- 3.4 At the City Growth and Regeneration Committee meeting in September, Pragma Consulting Ltd presented the key findings and market intelligence on the retail sector and identified a number of recommendations and opportunities within the city's retail offer. The attached Executive Summary of the Retail Analysis Report documents the key findings and recommendations.

Key Findings

- 3.5 Key findings as documented in the appendix which has been circulated and as presented to the Committee in September 2019:
- 3.6 1. Catchment and shopping patterns: Belfast is the major shopping destination in Northern Ireland. Benchmarking its performance against comparable cities highlights the opportunity to draw more shoppers into the city centre from the existing catchment area. Belfast currently has a market share of £2.4bn and ranks 21st alongside Aberdeen and it is the relevance of Belfast's retail and leisure offer, and the lack of point of densities that is causing low sales densities, along with a vacancy figure of 17% within the Primary Retail Core. That said brands unique to Belfast and not replicated anywhere else in NI perform well. Independent retailing forms an integral part of Belfast's retail offer accounting for 51% of the city's retailing units, some 20% above comparable locations.

- 3.7 **2. Trading Gap Analysis** is a realistic estimate of potential turnover growth worth £114m a potential increase 23% on current non-grocery sales. This gap in the market highlights an opportunity to increase sales from existing customers by improving the relevance and breadth of the current offer.
- 3.8 **3. Impact of the City Centre:** Belfast's retail sector has the potential to be a driving factor for improving the city centre's performance and supporting further development. The positive impacts on the city centre include Belfast's strong independent retailing sector, tourism potential, new office developments, and the increasing demand for city centre living. The challenges of the retail sector are not unique to Belfast and are felt in the UK and Ireland. The ripple effect of the demise of popular high street brands have impacted on the retail landscape itself and performance of our high streets. Current trends affecting the retail industry and the shift away from physical bricks and mortar retail towards online shopping feed the customers desire for convenience and 'experience' on their shopping trips.

Recommendations

- 3.9 Pragma outlined a number of high-level recommendations and opportunities to address these challenges and to ensure the retail sector offers a dynamic and experiential destination for shoppers. These include; reviewing opening hours and legislation, enhancing the leisure provision, animating spaces and maximising the tourism opportunity through the development of a new central tourist destination, proposed as part of Belfast Region City Deal. Creating a point of difference and a unique offering will be paramount in driving visits/footfall; supporting city centre living, improving accessibility, connectivity and infrastructure along with increased office/work space development. Together these will have positive impact on city centre vibrancy and inclusive growth.

Future City Centre Programme

- 3.10 To maximise the benefits and opportunities the retail and leisure sector can bring, the Council and its city partners must work together to embrace current and future trends to address the shortcomings in the existing retail offer. Taking into account Member's comments at Committee in September 2019 officers have developed a programme of work aligned to the retail analysis recommendations. The Future City Centre Programme aims to create a dynamic and experiential destination for shoppers and bolster Belfast as NI's dominant retail and leisure destination. Officers will continue to engage

city partners including the BCTC, city reference groups, agents and retailers specialising in retail and leisure, local communities and traders and the Institute of Place Management.

- 3.11 The emerging key areas of work fall into five priority areas of focus as outlined below and will require cross-cutting collaboration across Council and wider city centre stakeholders.
- 3.12 Physical Regeneration and Environmental Improvements: Pragma recommend a clean, accessible and pleasant environment is a key aspect of the city centre experience. In collaboration with the BIDs, the Council have established a cleaner, greener, safer city stakeholder group to maintain focus cultivating a pleasant and clean city centre.
- 3.13 Pragma recognise that office and workspace development can help support the city's overall economy and help the retail sector flourish. Encouraging new developments to deliver quality environments through green and blue infrastructure improvements will help to improve the city centre. This is addressed through the public realm catalyst projects, upgrading the entries and lanes, and the City Centre Connectivity Study (CCCS) which will be presented to Members on a later agenda.
- 3.14 It also suggests that providing inclusive City Centre Living could provide a way to manage the amount of retail provision. A city centre residential population will benefit independent traders, providing 'round the clock' demand for goods and services. 'Living over the Shops' should be viewed as a key factor to bring vibrancy to the heart of the city while addressing vacancy and benefitting and protecting our built heritage.
- 3.15 City Centre Vitality: According to Pragma, the trend of 'Renewable Placemaking and Creating Instagram-able Places' is a key industry trend that aims to create spaces that encourage customers to visit more regularly to 'see what's new'. In response to the fire at Bank Buildings, the Council has been delivering on this through coordinated entertainment, events and pop-up retail. Pragma recommend the better use of public space for animation events, pop up activities such as markets can entice people to the city centre. A calendar of events and entertainment to support this could provide an active marketing tool to drive footfall and encourage longer visits/stays in the city centre.

- 3.16 To tackle the trading gap, Pragma highlight the opportunity to increase sales from new and existing customers through improving the relevance of the city's offer. Pragma suggest reviewing opening hours and legislation will improve performance and create an opportunity to attract new brands, entice start-ups and add to the desire to create a livable, mixed-use city centre. Members agreed in September 2019 that there was a need to consider the city centre Sunday offer in a wider context than 'Holiday Resort' designation through an agreed Terms of Reference. The outcomes of this consultation and recommendations will be presented to Committee in a later agenda item.
- 3.17 Positioning the City to Complete: Pragma recognises that Belfast's retail pull is driven by the 'destination' status the city holds. However, other comparable cities with dominant catchment achieve a greater shopper spend potential. This along with the challenge of online shopping suggests an opportunity to develop a proposition that provides 'something different' to stand the best opportunity of future-proofing the city's retail activity.
- 3.18 The proposed proposition is twofold:
1. Targeting new/first to market brands unique to Belfast/Northern Ireland which will increase the retail pull and bolster Belfast as a retail destination; and
 2. Supporting independents and start-up's. The importance of SME's and independent retailers as a growing focus for city centre retailing provides diversity and a point of difference versus online and out of town competition.
- 3.19 Vacancy: Officers have identified the need to understand the vacancy rate in the Primary Retail Core in terms of marketing and positioning the city. A work plan has been identified to examine the number units that are commercially marketed (i.e. to let/for sale), those which are part of development sites and those which are vacant/derelict with current unknown ownership. Officers are currently engaging with commercial property agents to understand their retail portfolio, level of interest from international brands in locating to Belfast, feedback on challenges facing retailers/leisure operators from locating in the city centre and barriers to new entrants. An opportunity exists to utilise available vacant units for a plethora of alternative uses such as meanwhile uses potentially suited to community infrastructure, startups and the culture and arts sector as a means of testing products and concepts.

- 3.20 **Policy and legislation:** Pragma recommends the need to create an overarching vision for the city centre as the economic driver of the region. They reinforce that communication between all departments, agencies and organisations could be more efficient and joined up. The Council has worked to establish a city governance structure to support the regeneration, development and the inclusive economic growth of the city. This involves the establishment of the Growing the Economy and City Development Community Planning Board and a cross public / private sector City Centre Reference Group.

Next Steps

- 3.21 Individual project strands will be brought back to the Committee as they develop. The Future City Centre Programme will be reported to the Committee on an annual basis, focusing on its collective benefits and outcomes, and identified future priorities.
- 3.22 BCTC is hosting a Belfast Forward Conference on 27th February to help harness the energy in the city to promote regeneration, economic growth and social benefits with strong linkages to the Future City Centre Programme. The Chamber has extended an invitation to attend the conference to the Chair and Deputy Chair of the Committee, along with officers involved in the Future City Centre Programme.

Finance and Resource Implications

There are no current financial implications for the Future City Centre Programme, however emerging work strands will be brought to the Committee as appropriate.

**Equality or Good Relations Implications/
Rural Needs Assessment**

All emerging work strands will be individually screened for Equality and Good Relations Implications/Rural Needs Assessment.”

After discussion, the Committee adopted the recommendations.

**Future City Centre Programme –
City Centre Connectivity Study**

The Committee considered the following report:

“1.0 Purpose of Report/Summary of Main Issues

- 1.1 To present to the Committee the draft Phase 1 of the City Centre Connectivity Study and seek approval to progress to Phases 2 and 3.

2.0 Recommendations

2.1 The Committee is requested to:

- i. endorse Phase 1 of the City Centre Connectivity Study;**
- ii. agree to progress to Phases 2 and 3; and**
- iii. agree to develop demonstration and pilot projects that helps build interest and discussion in the city about the future shape and functions of the city centre.**

3.0 Main Report

City Centre Connectivity Study

- 3.1 The Belfast Agenda outlines the City's ambition to promote the development of sustainable transport and includes promoting walking and cycling. The support, and concept, of sustainable place-making in the city reflects one of the key policies in the Belfast City Centre Regeneration and Investment Strategy (BCCRIS), which seeks to create a green, walkable, cycable city centre. It specifically references the lack of green space and tree-lined streets, and identifies the need for rebalancing the scales between tarmac and soft landscaping and recognises that there is no provision for children in the city centre.**
- 3.2 Recent events in Belfast City Centre, including the fire at Bank Buildings in 2018, have prompted calls to examine how the heart of the city could be reimagined to create more sustainable, liveable and people-focussed places that better meet the needs of those who live, work, visit and invest here. The future success of Belfast as a regional driver will require a clear understanding of the changing role of the City Centre, and ensuring the right mix of offices, retail, hotels, tourist attractions, creative industries, universities and colleges, housing and social infrastructure. It is acknowledged that the city centre must adopt to provide the requirements of this changing environment and must also provide for inclusive access and growth, ensuring all communities have the opportunity to benefit from enhanced employment, leisure and social opportunities.**
- 3.3 At the City Growth and Regeneration Committee meeting on 5th June and subsequent amendments at Council on 1st July, it was agreed to examine how the city centre should develop to take into account the emerging changing use in a way that is accessible and welcoming for all, and to include an**

exploration into models of pedestrianisation and other initiatives that facilitates the development of the city centre enabling both pedestrian enjoyment and sustainable transport access.

- 3.4** The Council, DfC and DfI agreed to jointly commission the City Centre Connectivity Study that will develop a shared vision for the city centre. After a competitive procurement process, a multi-disciplinary team from Jacobs was appointed.
- 3.5** The aim of the Connectivity Study is to agree a shared approach to creating a more attractive, accessible, safe and vibrant city centre which will improve economic, societal, health and environmental wellbeing for all by:
- creating healthy, vibrant, sustainable and shared spaces;
 - providing improved access for people walking and cycling;
 - creating places for people to live;
 - encouraging regeneration; and
 - enhancing civic pride to attract local people and visitors
- 3.6** The primary study area is the central core of Belfast city centre and key connecting corridors (see Figure 1). The wider area of impact is defined by the Inner Ring Road, and the study will seek to understand and address connectivity issues experienced along key arterial routes and how these affect adjacent communities.

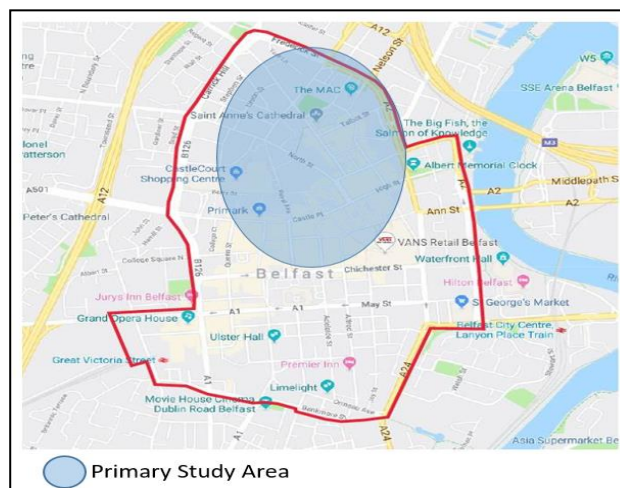


Figure 1 Map of Study Area

Phase 1 Sept – Dec 2019:

3.7 *Development of a Shared Vision*

This Phase is complete. Throughout Phase 1 Jacobs worked closely with officers and departmental officials and stakeholders to develop the draft Vision. Within this initial Phase there were three elements of work that informed the shared Vision for the city centre;

- Stage one - *Understanding Best Practice* considered how Belfast could address current issues, through analysis of established benefits and dis-benefits of approaches that other cities with similar characteristics have implemented to transform their city centre.
- Stage two - *Understanding Belfast City Centre* looked at how the city centre functions to ensure a balance between the different requirements and needs of users in terms of access, city centre servicing, deliveries, movement and footfall, modes of transport and land use. This Stage also analysed the changing nature of the city centre, including mapping of emerging and built developments that will deliver diversification of the city centre including enhanced tourism, city centre living, working, leisure and open space, and green infrastructure.
- Building on this information and best practice, Stage three resulted in an ambitious Vision, *A Bolder Vision for Belfast*.

Stakeholder Engagement

3.8 Statutory bodies, businesses, interest groups, communities and resident's groups will be engaged throughout each Phase of the study. The following engagement took place during the development of the draft Vision in Phase 1:

- engagement with key stakeholders, statutory authorities and delivery partners;
- Residents Workshop with communities in and surrounding the city centre
- Visioning Workshop with key civic partners and organisations
- Political briefing (invites to all Councillors and Belfast MLAs and MPs)
- Briefings to BCC Chief Executive and DfI and DfC Permanent Secretaries

Final draft Vision: A Bolder Vision for Belfast

- 3.9 This document sets out the Case for Change, learning from other cities of similar size and Visioning Principles that underpin the Vision. The Vision is ambitious and challenging and provides the framework for 13 'What If?' ideas that were identified through the engagement events and benchmarked against the Visioning Principles. These are high-level and are intended to inspire potential solutions to shape a dynamic 21st century city. In order to achieve this level of transformation, future changes must be radical. This will present challenges, and require intensive partnership working to maintain focus and alignment of resources on the overall mission and vision of the Connectivity Study. Commitment across statutory partners and stakeholder organisations to ensure coherence, momentum and phased delivery is required as is communication and engagement with citizens to support behaviour change and to create people-focused city.
- 3.10 The Visioning Principles, as identified in the '*A Bolder Vision for Belfast*' are:
- Creating a healthy, shared, vibrant and sustainable environment that promotes wellbeing for all, inclusive growth and innovation.
 - Fundamentally changing the centre of Belfast to prioritise integrated walking, cycling and public transport and end the dominance of the car.
 - Providing lively, safe and green streets linking inclusive shared spaces to promote resilience and enhance our built heritage.
 - Removing severance and barriers to movement between the centre of Belfast and the surrounding communities to improve access for all.
- 3.11 The draft document has been agreed with the Permanent Secretaries for DfI and DfC and the Council's Chief Executive and is currently undergoing Ministerial review and approval within DfI and DfC.
- 3.12 In early January 2020 BCC, DfC and DfI commenced the scoping of Phases 2 and 3 and intend to procure both Phases in April, with a projected timeframe as outlined below:
- Phase 2 Spring/Summer 2020: Develop an action plan to outline scenarios and delivery options based on the Future Vision. The action plan and options will be used to inform further discussion with key civic partners,

communities, residents, Third Sector organisations, interest groups, statutory authorities and city leaders.

- **Phase 3 Autumn/Winter 2020/21: A 12 week, city-wide public consultation on the options to deliver the Future Vision and the emerging actions.**

3.13 Members should be aware that currently there is no capital funding aligned to delivering the outcomes of the Phase 2 and 3 works, however this work will be critical to informing the design criteria of key infrastructure projects including, but not limited to, Streets Ahead Phase 3 & 5, and the BRT Phase 2 projects. The ambition of the three organisations is that this work will help to shape and inform strategies, policies and projects going forward, pending approvals and adoption as outlined in section 3.11 of this paper.

3.14 Equality, Good Relations and Rural Needs Implications

There are no Equality, Good Relations or Rural Needs implications at this stage. The Council's Equality and Diversity Officer will be consulted during any future consultation 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.

3.15 Finance and Resource Implications

The budget requirements for Phases 2 and 3 are currently under assessment along with the scope and specification. Whilst there will clearly be both financial and human resources attached to taking forward the City Centre Connectivity Study, the specific resource implications are still to be determined in-line with the emerging programme of work. It is expected that the councils contribution to Phase 2 and 3 will be met from within existing department budgets subject to approval from the Committee at a future date."

The Committee was informed that Mr. K. Gowenlock and Mr. P. Smyth of Jacobs Consulting were in attendance to provide an overview of the City Centre Connectivity Study and they were welcomed to the meeting.

Mr. Gowenlock reported that the Connectivity Study had been commissioned in response to an identified need by the Council, the Department for Communities and the Department for Infrastructure to work together to explore options to create a functioning and successful City centre. The resulting "Bolder Vision for Belfast" had been based on a strong understanding and agreement of the key challenges and opportunities facing the City and had taken into consideration similar initiatives in cities such as Liverpool, Oslo and Utrecht.

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Mr. Smyth explained that the eight key themes for change which had been identified initially had, following engagement with stakeholder and community groups, been streamlined into four visioning principles, namely, Creating Healthy, Shared Vibrant and Sustainable Environments; Prioritising Walking Cycling and Public Transport; Providing Lively, Safe and Green Streets and Enhancing the Built Heritage; and Removing Severance and Barriers to Movement. He drew the Committee's attention to a series of "What If" ideas, based upon transformational changes which had been achieved in other cities, which had been identified through an engagement process and benchmarked against the four visioning principles, and pointed out that they were intended to inspire potential solutions to match the ambitions of the City. He concluded by reviewing Phases 2 and 3 of the connectivity process and by stressing that, in order for the vision to be successful, it would, would require collaboration with those agencies responsible for development, regeneration, environmental and community policies and strategies.

Mr. Gowenlock and Mr. Smyth then addressed a number of issues which had been raised by the Members and were thanked by the Chairperson.

After discussion, the Committee adopted the recommendations set out within the report.

Growing Businesses and the Economy

**Future City Centre Programme –
Sundays in the City**

The Committee agreed, with nine Members voting for and six against, to defer consideration of a report on the above-mentioned matter to enable the Political Parties to engage further with the Union of Shop, Distributive and Allied Workers (USDAW), if required.

Strategic/Operational Issues

City Growth and Regeneration Committee Priorities 2020/21

The Committee considered the following report:

"1.0 Purpose of Report/Summary of Main Issues

- 1.1 To provide an overview of the City Growth and Regeneration Committee's priorities for the financial year 2020-21, which have been developed in the context of the current work programme, the workshop with members in September and the draft Corporate Plan. This has been informed by the commitments that are in place and the ongoing work that the Committee has oversight for in the delivery of the Belfast Agenda.**
- 1.2 These priorities have been developed to highlight the Committee's role in delivering on the Belfast Agenda priorities**

and demonstrate the centrality of growing and diversifying the local economy to deliver inclusive and sustainable growth and improve the quality of life in Belfast so that by 2035:

- Our economy supports 46,000 additional jobs
- Our city is home to 66,000 people
- There will be 33% reduction in the life expectancy gap between the most and least deprived neighbourhoods
- Every young person leaving school has a destination that fulfils their potential

2.0 Recommendations

- 2.1 The Committee is requested to approve the priorities for 2020/21, which will inform the development of the more detailed Committee Plan.

3.0 Main Report

3.1 Key Issues

The City Growth and Regeneration Committee is responsible for:

- the development and implementation of strategies, policies, programmes and projects directed towards regeneration and growth of the city in the context of outcomes agreed in the community (Belfast Agenda) and corporate plans and other corporate strategy decisions; and
- oversight of the exercise of Council functions in relation to economic development, urban development, tourism, culture and arts, European and international relations, car parks, city markets, city events, Belfast Castle, Malone House and Belfast Zoo.

Key Priorities

- 3.2 The Committee has a key role in overseeing the delivery of several key strategies and frameworks aimed at driving regeneration and inclusive and sustainable growth of the city. In particular:

- The Belfast City Centre Regeneration & Investment Strategy (BCCRIS) 2015-2030 was produced and adopted by the Council in 2015 and; subsequently adopted as policy by the Department for Communities (DfC). The Strategy provides the framework for change

to drive the regeneration of the city core and its surrounding areas.

- Delivering inclusive growth through a series of frameworks and strategies for economic development, employability and skills, international relations and the Cultural Strategy. These strategies and frameworks work together to support a balanced approach to sustainable and inclusive economic growth in the city.

3.3 These have directly informed the draft 2020/21 priorities for the Committee's consideration and are key mechanisms to deliver the shared ambitions of the Belfast Agenda. The Committee will receive more detailed work programmes and reports to support delivery of these priorities.

3.4 The draft priorities have been shaped by the current work programme which was agreed by Committee in June 2019; the feedback from the Committee workshop in September; and the draft Corporate Plan, which was subject to public consultation. It also takes account of emerging Local Development Plan and key developments such as Brexit, the Belfast Region City Deal, the draft Inclusive Growth Strategy and the Council's Climate Mitigation and Adaptation Plan and the commitment to work towards zero carbon.

3.5 The draft priorities have been set out below to align to and support the delivery of the Council's draft Corporate Plan.

3.6 Corporate Cross Cutting Priorities - priorities which will have a multitude of social, economic and environmental benefits for the city, with inclusive growth at the centre in order to achieve the ambitions of the Belfast Agenda.

3.7 *Delivering the Belfast Region City Deal* by progressing the following projects within the BRCD timelines:

- Delivery of the Destination Hub; development of Outline Business Case and site selection
- Shaping and developing Innovation and Smart Districts; development of Outline Business Cases
- BRT Phase 2; development of Outline Business Case
- Ormeau Park Bridge; development of Outline Business Case
- Support the delivery of the Employability & Skills programme; development of the Outline Business Case

3.8 *Deliver the Cultural Strategy 'A City Imagining'*

- Continue with the development work on the UNESCO city of music bid, with a view to making an application in 2021
- Agree the proposals to work on a focus programme of cultural celebration in 2023.
- Sustainable tourism development, including implementing the neighbourhood tourism strategy, and developing a leisure and business tourism strategy with partners.

3.9 Committee key actions to deliver on the Belfast Agenda priorities

- *Growing the Economy* - to create an inclusive, resilient economy through creating good, long term jobs
- *Encourage business start-up and support indigenous business growth to support inclusive and sustainable growth by:*
- Creating a balanced city economy by increasing the level of support and volume of Social enterprises and Co-operatives
- Developing the Enterprise Framework action plan for the city to improve and join up provision of support and increase the volume and value of business start ups across all sectors of the local economy
- Completing the development plan for St George's Market and implement the key recommendations to support the ongoing sustainable development of the venue as a key location for tourism, business start-up and city animation
- Providing support to entrepreneurs to start a business and for existing businesses to grow, including oversight of the Innovation Factory.
- Helping businesses address the operational implications in relation to the emerging Brexit situation

3.10 *Maximise the economic benefit of the Belfast-Dublin Economic Corridor*

- Continue to build the economic case for the Belfast – Dublin economic corridor; specifically examine potential joint investment proposals and the associated economic return

3.11 *Position the City to Compete to help support the city's goals for a sustainable and inclusive city*

- Develop an overarching framework for the purposes of attracting institutional investment aligned with our development priorities and to support other strategic initiatives
- Participate in national and international initiatives to secure strategic, institutional and real estate investment to support the city's development and regeneration priorities
- Develop refreshed communication and engagement with city stakeholders in the context of regeneration and development
- Continue to deliver the International Relations Framework 2020-2021 and promote and market the city internationally to position Belfast as a location of choice for business, tourism, education and investment

3.12 *Living Here - Working with partners to maximise residential development opportunities*

- Working with statutory partners to provide strategic leadership to identify and unlock barriers to inclusive city centre living
- Strategic use of public and private sector lands (SSA) to achieve the objectives of the Belfast Agenda and BCCRIS, including the promotion of inclusive residential opportunities
- Working with communities to enable inclusive and shared spaces
- Improve green infrastructure to support and encourage mixed tenure living
- Attract investment & collaborative working with private landlords
- Master-planning to deliver coherent urban design, residential communities & facilities

3.13 *City Development - to ensure the city is sustainable with robust infrastructure that protects future generations*

- Provide strategic leadership on major developments to ensure alignment with Belfast Agenda and emerging policies and plans, such as the Council's commitment to carbon reduction
- Future City Centre Programme to diversify the offer and promote Belfast as a destination. This includes

physical and environmental regeneration, city vitality, animation and positioning the city to compete

- Developing and implementing priority areas of action emerging from the MOU with Belfast Harbour Commissioners
- Continue to manage the City Centre Investment Fund and the promotion of The Sixth through Bel Tel LLP
- Attract investment to promote employment, innovation and residential, taking account of the Council's commitments to inclusive growth and climate adaption and mitigation
- Strategic city-wide approach to development and use of public sector lands, taking account of climate adaptation and mitigation.

3.14 City connectivity, attractiveness and infrastructure to deliver on the city's inclusive and sustainable growth ambitions

- Improve engagement to address issues in existing communities, i.e. parking, connectivity, inclusive housing etc to improve the benefits & reduce the impacts of major regeneration and infrastructure projects.
- Provide strategic leadership and lobby key government departments on major infrastructure schemes (Living with Water, York St Interchange, BRT, Belfast Streets Ahead, Belfast Metropolitan Transport Plan, Car Parking Strategy)
- City Centre Connectivity Study – Finalise and agree the 'Bolder Vision for Belfast' and integrate the outcomes into existing and emerging policies and plans, such as the inclusive growth strategy and Council's climate adaption and mitigation plan
- Public Realm Improvement Schemes (utilising existing developer contributions)
- Finalise and Agree the Belfast Infrastructure Study
- Promote sustainable connectivity to major economic centres (links to Belfast Dublin Economic Corridor)
- Continue delivering the Car Parking Strategy Action Plan
- Continue to make improvements and review the commercial aspects of BCC assets (Zoo, Belfast Castle, Malone House)

3.15 Working and Learning - to deliver on the inclusive growth by ensuring that people are appropriately skilled for the jobs created in the city by:

- Supporting residents to access employment and/or upskilling opportunities through our programme of

employment academies, European Social Fund projects and working with our partners to establish effective pathways of support.

- Employability NI: working with the Department for Communities to ensure that the new mainstream support programme for the long term unemployed and economically inactive is effective in supporting those individuals in most need in Belfast to support inclusive growth
- Exploring opportunities to develop strategic relationships with key employers in order to support greater alignment between skills supply and demand
- Delivering on the opportunities from the implementation of the Developer Contributions Framework and Social Value Procurement Framework to support inclusive growth
- Educational underachievement; including working with key partners to design and test new employability approaches targeted at those at risk of becoming NEETs and to identify and provide early intervention support to young people to deliver on the inclusive growth strategy.

3.16 Financial and Resource Implications

The Committee Plan and annual programme of work will need to align with the budget agreed by the Strategic Policy and Resources Committee on 24th January 2020.

3.17 Equality or Good Relations Implications/ Rural Needs Assessment

Strategies and plans are subject to the Council's equality, good relations and rural needs requirements."

The Committee approved its priorities for 2020/21, as set out within the report.

Issues Raised in Advance by Members

Air Passenger Duty

The Committee agreed, at the request of Councillor Graham, that a report be submitted to a future meeting providing details of any research/data which has been produced on the impact of Air Passenger Duty on business, inward investment, exporters and tourism in the City. It agreed also that the report should examine the funding implications associated with any loss of revenue and the environmental impact, should Air Passenger Duty be abolished.

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Supporting Artists in Belfast

Councillor Nicholl, who had requested that this item be placed on the agenda, drew the Committee's attention to difficulties which were being faced currently by grassroots arts organisations in the City and suggested that it might wish to obtain further details from representatives of those organisations who were in attendance.

The Committee agreed that it would be beneficial to hear from the representatives and, accordingly, Ms. J. Morrow, Interim Chief Executive, University of Atypical, and Mr. R. Hilken, Visual Arts Ireland, were welcomed by the Chairperson.

Ms. Morrow informed the Committee that there were currently approximately seventeen studios/artist-led organisations in the City, accounting for around 450 artists. Those organisations were unique in the context of the cultural infrastructure and, whilst their contribution could not be measured using traditional methods, such as income generated through ticket sales and audience numbers, their importance to the visual culture of the City had long been recognised.

She reported that essential support infrastructure for artist-led galleries, organisations and studios was being severely threatened due to the insecurity of short-term leases on the buildings in the City centre from which they were operating and funding issues generally. A number of organisations had closed in the past year and several others were facing imminent closure. That, she pointed out, would impact upon activities such as the Late Night Art initiative, which helped to promote the City's night time economy. She explained that these difficulties could be attributed primarily to three factors, namely, regeneration and property speculation in the City centre, the politics of austerity and the consequential loss of public funding and a lack of specific support for grassroots infrastructure as an essential part of a vibrant arts ecosystem.

She highlighted the fact that the Arts Council of Northern Ireland's INSPIRE | CONNECT | LEAD five-year strategic framework for developing the arts 2019-24 had made no mention of studios, workspaces or other production resources for artists. In addition, the Council's core multi-annual funding (CMAF) scheme presented difficulties, in that income/turnover and time/sustainability thresholds had to be met, which had a detrimental impact upon those grassroots organisations and artist studios with low operating costs.

In terms of potential solutions, Ms. Morrow requested that the Council, firstly, affirm its support for grassroots arts organisations in the City and, secondly, make available to them capital grants to raise match funding, secure charitable loans to purchase buildings and establish co-ownership schemes. She called also for the introduction of a developer contribution initiative, similar to that in place for public realm projects, and for discussions to take place at a strategic level between the three main funders of grassroots art activity in the City, namely, the Council, the Arts Council for Northern Ireland and the Department for Communities to address the issues which she had raised.

Mr. Hilken reiterated the points which had been made by Ms. Morrow and invited the Members to attend a meeting of the Belfast Visual Arts Forum being held on

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25th February to discuss the current crisis in this sector and the potential impacts should a resolution not be found.

Mr. Hilken and Ms. Morrow were thanked by the Chairperson.

After a discussion, the Committee:

- i. agreed that officers seek a meeting with the Arts Council of Northern Ireland and the Department for Communities to discuss cultural and arts infrastructure requirements within the City;
- ii. agreed that the Council should seek to identify potential studio space for artists within the City centre through existing work streams;
- iii. agreed that support for the culture and arts sector should continue to feature prominently within the Committee's priorities;
- iv. noted that a report would on 26th February be presented to the Committee in relation to the allocation of CMAG funding for culture and arts organisations and making reference to other potential funding streams; and
- v. agreed that a report be submitted to a future meeting providing an update on the progress which had been made since this meeting and agreed also that it should receive update reports on a regular basis thereafter.

Chairperson