

# Public Document Pack

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



**Belfast  
City Council**

## **REMOTE MEETING OF CITY GROWTH AND REGENERATION COMMITTEE – REPORTS TO FOLLOW**

Dear Alderman/Councillor,

The above-named Committee will meet via Microsoft Teams on Wednesday, 9th September, 2020 at 5.15 pm, for the transaction of the business noted below.

You are requested to attend.

Yours faithfully,

SUZANNE WYLIE

Chief Executive

### **AGENDA:**

4. **Regenerating places and Improving Infrastructure**
  - (b) DfI Call for Evidence on a potential Infrastructure commission for NI - draft response (Pages 1 - 16)
  
7. **Strategic/Operational Issues**
  - (a) Organisation Recovery - Update on City Centre Public Toilet Opening (Pages 17 - 22)

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<b>Subject:</b>	DfI Call for Evidence on a potential Infrastructure commission for NI - draft response
<b>Date:</b>	9 <sup>th</sup> September 2020
<b>Reporting Officer:</b>	Alistair Reid, Strategic Director Place and Economy
<b>Contact Officer:</b>	Sean Dolan, Senior Development Manager

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

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

<b>1.0</b>	<b>Purpose of Report or Summary of main Issues</b>
1.1	This report is to update members on the current status of the potential Infrastructure Commission as proposed by DfI Minister Nicola Mallon in July 2020, and to provide detail on the draft response to the Call to Evidence regarding the establishment of an Infrastructure Commission for NI.

<b>2.0</b>	<b>Recommendations</b>
2.1	<p>Members are asked to;</p> <ul style="list-style-type: none"> <li>• Note the Minister for the Department for Infrastructure’s intention to undertake a review of the need for an Infrastructure Commission for NI, and the ongoing process to provide recommendations to the Minister on the role and scope of a potential Infrastructure Commission;</li> <li>• Note that the Belfast Commissioner for Resilience, the Belfast Digital Innovation Commissioner and Solace will provide evidence to the Call for Evidence currently underway by the panel established to undertake the review and report.</li> <li>• Agree the draft response for Belfast City Council to the Call for evidence that was uploaded to the panel on the 3rd September, subject to committee approval and council ratification.</li> </ul>
<b>3.0</b>	<b>Main report</b>
3.1	<p>In July 2020 the Minister for the Department for Infrastructure, Nicola Mallon, announced the establishment of a panel to advise her on the specific row and value of an Infrastructure Commission and how it might be established and operate.</p>
3.2	<p>The role of the panel is to undertake a short, sharp, focused exercise to reflect the hard infrastructure that falls within the remit of the DfI; drainage and inland waterways, public transport, roads and cycling infrastructure. A final report, including a number of recommendations is to be presented to the minister by the end of September 2020.</p>
3.3	<p>Council were notified on the 28<sup>th</sup> of August that the panel is now established and that a call for evidence would be held between the 3<sup>rd</sup> and 7<sup>th</sup> September. The panel members include senior representatives from the following organisations; Institution of Civil Engineers (ICE); Confederation of British Industry (CBI); Chartered Institution of Highways and Transportation (CIHT); University of Ulster Economic Policy Centre; Infrastructure Commission for Scotland; Northern Ireland Environment Link (NIEL).</p>
3.4	<p>Given the timeframes set by the panel council officers provided a draft response to the Call for Evidence, subject to committee and Council approval. Members should also note that the Belfast Commissioner for Resilience, Grainia Long, the Belfast Digital Innovation Commissioner, Jayne Brady, and that Solace, represented by Fermanagh and Omagh District Council CX) provided evidence to the panel on the 7<sup>th</sup> September.</p>

3.5	The draft response for Belfast City Council as updated on the 3 <sup>rd</sup> September is as per attached Appendix 1 of this report.
3.6	The draft response supports the establishment of an independent, expert-led Infrastructure Commission, accountable to the executive and reporting to either the Minister for Infrastructure or the Minister for Finance. A recommendation is made that the Infrastructure Commission should be involved in the early process of strategic planning and the prioritisation of strategic project delivery, and that the commission should also have a challenge/oversight role in the delivery of infrastructure projects to ensure adherence to, and delivery of green, sustainable and inclusive infrastructure in the delivery of the longer-term aspirations and outcomes.
3.7	The draft response recommends that the commission should have the authority to challenge and to provide advice on infrastructure delivery and prioritisation, and to ensure that infrastructure deliver is not undertaken in a siloed approach, but should take into account community and place making focused infrastructure to enable the long-term sustainable development of the city's social, environmental and economic inclusive growth.
3.8	The response also identifies the need for Belfast, as the region's economic driver to have a strategic role in influencing, leading and delivering cross-cutting infrastructure requirements based on community planning, and enabling enhanced greener, sustainable and inclusive infrastructure. It identifies Global cities as taking on a greater role in leading economic and place making provision, and collaborative working such as the Bolder Vision for Belfast as shown how local authorities in NI can lead and influence the direction of travel for the city residents and users across economic, social and sustainable provision.
3.9	The draft response also identifies the role of the potential Infrastructure Commission in ensuring that infrastructure delivery is focused on the challenges of changing climate and decarbonisation of the economy, on increasing recognition of the value of the environment to the economy and social well-being and the importance of improving air quality, increasing efficiencies of infrastructure behavioural change, as well as the realisation of benefits with increasing digitalisation.
3.10	A recommendation is also made that when considering stakeholder engagement the commission should take into account the importance of the role of local communities when considering infrastructure provision, ensuring that communities are adequately

	represented, informed and enabled to take part in the formation of infrastructure planning, design and decision making.
3.11	Members are asked to note that further updates and reports from the panel and the potential Infrastructure Commission will be brought back to committee when made available from the Department of Infrastructure.
3.12	<u>Finance and Resource Implications</u> There are no financial implications at this time.
3.13	<u>Equality or Good Relations Implications/ Rural Needs Assessment</u> It will be the role of the DfI to consider the Equality or Good Relations Implications and Rural Needs Assessment
<b>4.0</b>	<b>Appendices – Documents attached</b>
	Appendix 1: Draft Response to the DfI Call for Evidence on a potential Infrastructure commission for NI

## **Appendix 1**

### **Ministerial Advisory Panel on Infrastructure Call for Evidence Consultation Questionnaire**

[https://ulsterbusiness.qualtrics.com/jfe/form/SV\\_cUqpM4JIZOIFj4F](https://ulsterbusiness.qualtrics.com/jfe/form/SV_cUqpM4JIZOIFj4F)

#### **Q1. What should society in NI seek to achieve from infrastructure and why is it important?**

Well governed, planned, resourced and sustainable infrastructure is a driver and enabler for national and regional policy, and for delivery at a city level. Regional policy (the Regional Development Strategy 2035) recognises the importance of infrastructure to support sustainable growth and this is reflected at a local level in Belfast. The Belfast Agenda highlights the importance of appropriate sustainable development to make the city competitive and to connect people to opportunities. Fundamental to creating the conditions for and enabling this inclusive growth, is infrastructure. The Belfast Resilience Strategy identifies the central importance of infrastructure to the city's economic and climate resilience and includes a number of recommendations for reform- in particular the importance of integration of infrastructure, and of systems efficiency. The strategy was developed following detailed analysis of what works in similar cities. A key learning from this analysis is the importance of good infrastructure in attracting capital to ensure sustainable funding models over the short and long term.

The Belfast Agenda also recognises that there are gaps in Belfast's key infrastructure which must be addressed if the city is to grow. The Agenda identifies that infrastructure planning and investment for Belfast needs to be taken forward in a strategic and integrated way and a core goal of the Agenda is to create a partnership and plan for sustainable urban infrastructure.

The infrastructure investment should be targeted to release the greatest economic potential and support inclusive economic development that provides the opportunity to sustainably increase GVA, and the ability of the region to compete internationally.

This should take into account the global trend for the role of cities within society, both in terms of population growth enabling more sustainable and efficient infrastructure provision, and in the growing role of cities in terms of economic growth. Successful regions have strong and vibrant cities at their core. Belfast drives much of the economic growth and shares its wealth across the Region and as such the role of the future city needs and requirements in

terms of residential, economic, health and well-being and place-making should be at the heart of the infrastructure provision.

Furthermore, given the potential impacts of climate change to the city of Belfast (see visual representation of sea-level rises using land elevation data), the ability of NI society to build its resilience to climate change must be a key objective of infrastructure in the coming years. Furthermore, the UK's legal commitment to net zero emissions by 2050 will also be a key driver for how we build infrastructure, and the infrastructure classes which are prioritised for investment. The findings of the 'Mini Stern' for Belfast have identified the step changes required in this decade to ensure achievement of the 2050 objective. All major infrastructure projects must act as levers towards net zero emissions from this point onwards, given the legal requirement to arrive at net zero emissions by 2050.

## **Q2. How do you see infrastructure needs and demands changing over the long term?**

Globally, there are several recognised key drivers and emerging trends which influence infrastructure needs and shape methods of infrastructure delivery both now and in the future. It is assumed that many of these will also relate to Northern Ireland in some form. These key drivers and emerging trends include:

- Population, housing and employment growth
- Changing working and shopping / spending patterns
- Changing demographics – aging population - increasing demand for homes + smaller household sizes
- Urban densification and regeneration – desire for city centre living
- A changing climate and decarbonisation, impact of extreme weather events, of changing temperatures, warmer summers and wetter winters, sea level rises and impacts of climate change on biodiversity
- Increasing recognition of the value of the environment to the economy and social well-being
- Importance of improving air quality Increasing efficiencies of infrastructure Behavioural change
- Increasing digitalisation
- New technologies, artificial intelligence and automation
- Increasing use of smart technologies and environments – disruptive technologies
- Growth in Ultra-low emissions vehicles- public transport, private transport and freight –impacts on the grid and step change in demand for renewables in this decade

- Reduction in Greenhouse Gas Emissions
- Brexit
- Covid-19

### **Q3. What works and what doesn't work in the current system of infrastructure decision making and delivery?**

The majority of Northern Ireland infrastructure has suffered from long-term under-investment resulting in the need for significant investment in key infrastructure provision including waste water, rail, and sustainable and active travel. There is a need for a longer-term regional prioritised infrastructure strategy and updated integrated localised strategic plans such as Belfast Metropolitan Transport Plan and Living with Water Programme. These strategic documents should provide a holistic and prioritised approach to the delivery of NI infrastructure and be considered in the context of a realistic funding model to achieve the level of infrastructure required to enable the region to continue to grow and to compete effectively.

The strategies should also provide for infrastructure delivery based on a place-making approach, taking into account local and regional social and economic developments, and enabling and encouraging innovation and new solutions to complex infrastructure issues. There needs to be an approach that ensures or helps support a process where infrastructure investment decisions can be made, and to ensure delivery on a long-term basis that sits beyond the standard political decision making timescales.

Work is required to learn from other jurisdictions regarding funding models to ensure sustainable approaches to funding infrastructure over the long term. Optimum models will be required to ensure Northern Ireland's infrastructure can attract capital to work alongside public funding and ensure value for money and excellent services for the public.

Furthermore, infrastructure in Northern Ireland has traditionally been designed and delivered in silos - decarbonisation of our economy, and a range of other factors have driven greater systems integration, and this must become the hallmark of our delivery models in the future. Belfast City Council, through its Resilience and Sustainability Board is taking forward a number of partnerships which integrate different forms of infrastructure- e.g. the V-PACH project to develop EV infrastructure in the city, bringing together transport and energy infrastructure; working with partners to explore potential opportunities for retrofit of housing stock through partnerships with energy industry; opportunities for green hydrogen which over

the long term also provide potential to improve wastewater treatment capacity. This builds on the work taken forward by Belfast City Council several years ago took part in an Innovate-UK funded 'Future City Demonstrator project', which identified opportunities for integrating infrastructure. BCC Resilience Commissioner is a member of the World Economic Forum Executive Working Group on Systems Efficiency- working with global partners to explore opportunities to integrate buildings and energy infrastructure and extract greater value and efficiency in the public interest.

**Q4. Do you have any comments on how infrastructure decisions are currently made in Northern Ireland? Would you propose any potential reforms to the current decision making process? How could these reforms be best achieved?**

Infrastructure decision should be made in line with a prioritised and agreed delivery strategy that takes into account social and economic change, demands and the longer term return from the investment in terms of growth and sustainability. While political oversight is required, expert independent advice and guidance can help ensure that the infrastructure prioritisation is undertaken based on delivering the sustainable infrastructure requirements of the region as a whole, encouraging sustainable development and promoting the region to grow and to compete effectively.

An approach to longer term strategy development and associated Infrastructure Plans that are subject to regular review and monitoring in relation to the longer term aspirations and outcomes on which they are based.

Local authorities, in particular within the capital city, are critical convenors and enablers for ensuring strong and effective partnerships to design and deliver sustainable infrastructure. However, this informal role should be strengthened, so that they can plan the provision of infrastructure to ensure sustainable growth within the city, and to ensure that the cross-cutting infrastructure provision is adequate for the future social, environmental and economic needs of the city. The local authority should form an integral part of the Infrastructure Commission to ensure alignment, and the successful delivery of the growth plans of the region's economic driver.

Furthermore infrastructure is a critical Executive Priority, and several infrastructure classes (e.g. energy and housing) sit within the responsibility of other departments. To take a genuinely holistic and integrated approach to infrastructure, as is the norm in many other jurisdictions, the development of infrastructure must be understood as an Executive priority.

**Q5. The Ministerial Advisory Panel have been asked to develop a proposal that will identify the specific role and value of a Commission and how it might be established and might operate. The next set of questions will test the viability of an Infrastructure Commission in Northern Ireland. Would you support the establishment of an Infrastructure Commission in Northern Ireland?**

Yes. An independent, expert-led Infrastructure Commission that is transparent and accountable, focusing on strategic prioritisation and delivery could bring value. The Commission should define infrastructure broadly, and should seek to integrate the operation of various infrastructure classes, working together to meet government objectives. If the focus is clearly on developing a strategy which will incorporate an infrastructure plan with associated delivery in the form of projects and priorities to improve both the quality and impact of infrastructure development. As suggested in the circulated research it needs to move beyond the consideration or management of individual risks or assets (beyond just DfI aspects), to the systems as a whole. Its advice role should be set out in detail, e.g. like the Committee on Climate Change in the UK, it should be required to produce regular reports to the NI Executive and NI Assembly on the design and operation of infrastructure across NI and the extent to which it meets existing government policy and it should be required to comment on future resiliency.

**Q6. What value would an Infrastructure Commission bring to Northern Ireland?**

An independent, expert-led Infrastructure Commission could add value by;

- Offering independent expert advice to government
- Take a coherent and integrated approach to reviewing the operation of NI's infrastructure
- providing a challenge role in the reviewing of proposed infrastructure projects
- Helping to prioritise and develop Infrastructure Plans with the ongoing monitoring of delivery
- Helping to prioritise infrastructure projects
- Conducting expert reviews of ongoing projects to keep them on track
- Increasing accountability and transparency
- Provide advice on the resiliency of infrastructure- the extent to which it is fit for the future

**Q7. How might the Infrastructure Commission be established and operate? (Pick one or more options)**

Independent, focussing on Prioritisation and Strategy

Q7. How might the Infrastructure Commission be established and operate? (Pick one or more options)

Independent, focussing on Prioritisation and Strategy
Independent organisation, facilitating public debate
Government led
Independent organisation, focusing on individual projects or programmes

**Q8. What scope do you believe the Infrastructure Commission could / should have?**

- Hard infrastructure (water & waste, drainage and inland waterways, public transport, roads and cycling infrastructure)
- Digital and communications Infrastructure
- Energy Infrastructure
- Housing Infrastructure

Q8. What scope do you believe the Infrastructure Commission could / should have? (pick one or more options)

Hard infrastructure (water & waste, drainage and inland waterways, public transport, roads and cycling infrastructure)
Digital infrastructure
Energy infrastructure
Housing infrastructure
Education and Health infrastructure

**Q9. What time period should an Infrastructure Commission focus on?**

20-30 years linked to regional strategies

Q9. What time period should an Infrastructure Commission focus on?

Less than 20 years
20 - 30 years
30 - 40 years
40 - 50 years
More than 50 years

**Q10. The Infrastructure Minister aims to deliver cleaner, greener, sustainable and inclusive infrastructure. How could an Infrastructure Commission support these objectives?**

The infrastructure Commission must ensure that NI's infrastructure is driving progress towards the 2050 net zero carbon target, as required under legislation. Furthermore it should seek to ensure achievement of UN Sustainable Development Goals, as other countries infrastructure commissioners are doing. It should seek to ensure climate resilience is a core design requirement for all future infrastructure, and that it contributes to the wider resilience of NI society.

An Infrastructure Commission can provide benefit through independent oversight and guidance of emerging plans and delivery projects to ensure the maximum benefit in delivering green, sustainable and inclusive infrastructure. The panel should also be suitably qualified to provide the expertise in best practice and learning from international infrastructure delivery and city growth.

The approach for the Commission should not be about seeking to provide for all the future infrastructure needs upfront, it should develop the capacity or processes for identifying and planning the trigger points or indicators that will point towards new or upgraded infrastructure requirements at the appropriate times, ensuring that the infrastructure can be operational when they are reached alongside the collaboration needed to achieve such an integrated model.

The Commission should take into account the role of the local authority to influence, lead and deliver cross-cutting infrastructure requirements based on community planning, and enabling enhanced greener, sustainable and inclusive infrastructure. Global cities are taking on a greater role in leading economic and place making provision, and collaborative working

such as the Bolder Vision for Belfast has shown how local authorities in NI can lead and influence the direction of travel for the city residents and users across economic, social and sustainable provision.

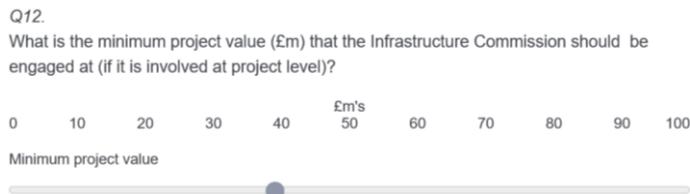
**Q11. What specific role should a Commission play in NI?**

An Infrastructure commission in NI can provide a statutory advice role, an oversight and challenge role, and provide strategic advice and knowledge on the development and delivery of infrastructure policy and projects in NI to ensure effective, sustainable and efficient delivery of the infrastructure requirements.

As noted above there needs to be an approach that ensures or helps support a process where infrastructure investment decisions can be made and ensure delivery on a long-term basis that sits beyond the standard political decision making timescales.

**Q12. What is the minimum project value (£m) that the Infrastructure Commission should be engaged at (if it is involved at project level)?**

£30m



**Q13. What stage of the infrastructure lifecycle should the Infrastructure Commission be involved in?**

The infrastructure commission should be involved in the early process of strategic planning and the prioritisation of strategic project delivery. The commission should also have a challenge/ oversight role in the delivery of infrastructure projects to ensure adherence to, and delivery of green, sustainable and inclusive infrastructure in the delivery of the longer-term aspirations and outcomes.

**Q14. To what extent do you think that the Commission should be tasked to hold Government to account?**

As an independent body the Commission should have the authority to challenge and to provide advice on infrastructure delivery and prioritisation. The commission should through

the strategy development be able to provide recommendations to the infrastructure delivery bodies, and to the NI Executive / Committee for Infrastructure.

**Q15. There is a lot of ongoing debate around procurement issues at the minute. Should the Infrastructure Commission engage on procurement issues?**

Yes, including providing advice and experience on funding options and routes to procurement.

**Q16. If created, should an Infrastructure Commission be responsible to;**

NI Executive – accountable directly to the Infrastructure Minister or Finance Minister

**Q17. Which international Infrastructure Commission model do you think is most appropriate for Northern Ireland? Please provide your reasons for selection and deselection. Please note that a summary of each of these models is contained within Appendix G.**

The Independent Strategy & Prioritisation Organisation model would be the most appropriate fit for NI. The models provided for Australia and the internal states provide for a remit for the setting the policy agenda on long-term opportunities for infrastructure and evaluating business cases for nationally significant investment proposals. The 'place based' approach on infrastructure planning, providing advice to government, industry and communities allows for a wider approach to infrastructure delivery, taking into account wider societal and economic considerations rather than the typical siloed or political led infrastructure decision making process. The long term 30yr infrastructure strategy of Infrastructure Victoria with a 5yr Infrastructure Plan Projects Pipeline allows for long term prioritised planning with a focused approach on short-medium term delivery.

It should also be noted that, in regard to cities in particular, the role of the local authority in Northern Ireland differs from much of the rest of the United Kingdom and the majority of the examples provided. The role of the local authority within growing cities that have a significant economic role within the region should be considered in terms of their expertise and experience in developing the city infrastructure requirements. Opportunities should be provided for cities to influence and deliver infrastructure that directly aligns with the cities growth agenda and economic targets, while ensuring that infrastructure provision is not siloed, but takes into account community and place making focused infrastructure to provide places to work, live, visit and enjoy.

**Q18. Do you have any additional comments on how the Infrastructure Commissioners role should operate in regard to Stakeholder engagement and any recommendation or evidence of best practice on how this can be achieved?**

In its approach to stakeholder engagement, an Infrastructure Commission should acknowledge the importance of focused consultation within key infrastructure sectors, but also the need for cross-sectoral engagement that recognises the relationships (direct and indirect) between different sectors, and the value of interagency working in understanding issues and their impact, and in identifying synergies that can drive efficiency in the delivery of sustainable infrastructure solutions.

Stakeholder engagement by a Commission should reflect the far-reaching impacts of infrastructure decisions and enable integrated consultation, and decision making, that directly links city priorities such as connectivity and climate change, which have direct relevance to the city's infrastructure. When considering stakeholder engagement the commission should take into account the importance of the role of local communities when considering infrastructure provision, ensuring that communities are adequately represented, informed and enabled to take part in the formation of infrastructure planning, design and decision making.

The Belfast Agenda is the first interagency plan for the city, and identifies that infrastructure planning for Belfast needs to be taken forward in a strategic and integrated way, with a core goal of the Agenda being to create a partnership and plan for sustainable urban infrastructure. An interagency approach to infrastructure that identifies cross-cutting themes and complementary interventions should aim to support sustainable and inclusive growth to 2035 as outlined in the Belfast Agenda and the Belfast Inclusive Growth Strategy.

The Local Development Plan 'Draft Plan Strategy' also recognises that cross-sectoral infrastructure planning is integral to the day to day operation and socio-economic sustainability of the city, which should be reflected in the approach to engagement and consultation.

The role of a future Infrastructure Commission should include consideration of factors which fall outside the immediate remit of the Department for Infrastructure, and timely stakeholder engagement across sectors including for example, social infrastructure, and green and blue infrastructure will be necessary.

The 'Infrastructure Commission for Scotland- Appendix G' refers to the National Infrastructure Commission (NIC) as working across the infrastructure system to 'counteract siloed working', and notes the value of consultation around individual projects, and the broader infrastructure strategy or plan within which they sit.

In this context, a Commission for Northern Ireland should explore stakeholder engagement options relating to independent long-term advice, including organisations which work with, but sit independent of or outside of, government and are either instrumental in the delivery of independent and long-term advice or provide a vehicle for comprehensive public engagement.

This response is subject to the agreement of the City Growth and Regeneration Committee at its meeting on the 9<sup>th</sup> September 2020.

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Subject:	Organisational Recovery, Update on City Centre Public Toilet opening
Date:	9 <sup>th</sup> September 2020
Reporting Officer:	Alastair Reid
Contact Officer:	Siobhan Toland – Director City & Neighbourhood Services

<b>Restricted Reports</b>	
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"/>

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

<b>1.0</b>	<b>Purpose of Report or Summary of main Issues</b>
1.1	To provide an overview and status of the public conveniences in the City Centre that are provided by the Council and their current status in the midst of the ongoing Covid-19 pandemic.
<b>2.0</b>	<b>Recommendations</b>
2.1	Members are requested to; <ul style="list-style-type: none"> <li>Note the report.</li> </ul>
<b>3.0</b>	<b>Main report</b>
3.1	<b>Key Issues</b> The provision of public toilets is a vital public service helping to improve the quality of life for Belfast citizens and visitors to the city. The provision of clean and accessible public toilets supports business by boosting customer footfall and allows everyone to have the confidence

	<p>to move around the city in the knowledge that toilet facilities are easily available or accessible. This is extremely important for some user groups such as tourists, families with young children, the elderly or those with long term medical conditions.</p>
3.2	<p>The Council provides a network of standard and automatic public conveniences (APCs) across the city. In line with many other Council services these facilities closed in late March, in response to the Covid-19 pandemic. This action was taken to minimise the potential for transmission of the virus and in response to the Public health challenges.</p>
3.3	<p>As part of the Council's recovery plan for services there has been a phased re-opening of these facilities in order to ensure a safe environment for staff and users. Five APCs opened on 1<sup>st</sup> July 2020. These are located at; Lombard Street, Custom House Square, Dublin Road, Gasworks and Waterworks.</p>
3.4	<p>On 17<sup>th</sup> August, two standard public toilets in the city centre re-opened at Church Lane and Winetavern Street. On 1<sup>st</sup> September the last of the city centre public toilets opened at Arthur Lane. See <b>Appendix 1</b> for opening hours.</p>
3.5	<p>The final phase of service recovery involves those facilities at; Ormeau Embankment, Drumglass Park and Connswater. These are scheduled to re-open on 14<sup>th</sup> September. By this date all public toilets previously in service before the pandemic will be operational, subject to public health announcements in the interim.</p>
3.6	<p>All facilities have signage and operating practices in place aimed at reducing the impact of Covid-19 transmission. This includes the temporary deployment of additional security staff to reduce the potential for anti-social behaviour at these facilities which was an ongoing issue pre-pandemic. For further information on public toilets, including opening hours, please refer to the Council's web site; <a href="https://www.belfastcity.gov.uk/publictoilets">https://www.belfastcity.gov.uk/publictoilets</a></p>
3.7	<p>The focus to date for the City &amp; Neighbourhood Services Department has been on service recovery in the midst of a pandemic. Despite having finite resources, additional cleaning measures and frequencies at Standard Public Conveniences have been introduced and supported through the Councils facilities management teams. This means that all available cleaning resource is being fully deployed to service slightly restricted opening hours. In addition there are ongoing cost considerations in relation to the security and supervision of these sites should current opening hours be extended. Any proposed increase in service</p>

	<p>levels at Standard Public Conveniences would require additional resource and therefore would need to be considered in line with the organisational assessment process and the context of the overall city centre recovery.</p>
3.8	<p>City and Neighbourhood Services are currently looking at options to extend the opening hours of the APCs. It is the intention to extend the opening hours of these facilities to 11pm each night from 7<sup>th</sup> September. This will be kept under review should these facilities suffer from major abuse during the 'out of hours' periods.</p>
3.9	<p><b><u>Financial &amp; Resource Implications</u></b></p> <p>There are no financial or resource implications associated with presenting this report.</p>
3.10	<p><b><u>Equality or Good Relations Implications/Rural Needs Assessment</u></b></p> <p>There are no equality, good relations or rural needs issues associated with this report.</p>
<b>4.0</b>	<b>Appendices – Documents attached</b>
	<b>Appendix 1 – Current Opening Hours in City Centre</b>

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## Appendix 1 – Current Opening Hours in City Centre

Location	Toilets available	RADAR key-enabled	Other facilities	Open
Bankmore Square	Automatic and disabled	Yes	Baby-changing area	9am - 5pm daily (10am on Sunday)
Custom House Square	Automatic and disabled	Yes	Baby-changing area	9am - 5pm daily (10am on Sunday)
Lombard Street	Automatic and disabled	Yes	Baby-changing area	9am - 5pm daily (10am on Sunday)
Church Lane, Ann Street	Male, female and disabled	Yes	Baby-changing area	9am - 5pm daily (10am on Sunday)
Winetavern Street	Male, female and disabled	Yes	Baby-changing area	9am - 5pm daily (10am on Sunday)
Arthur Lane	Male, female and disabled	Yes	Baby-changing area	10.30-4pm daily

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