

Public Document Pack

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

HYBRID MEETING OF THE CITY GROWTH AND REGENERATION COMMITTEE – REPORTS TO FOLLOW

Dear Alderman/Councillor,

The above-named Committee will meet both online and in-person, in the Lavery Room - City Hall on Wednesday, 13th September, 2023 at 5.15 pm, for the transaction of the business noted below.

You are requested to attend.

Yours faithfully,

John Walsh

Chief Executive

AGENDA:

3. **Regenerating Places and Improving Infrastructure**
 - (a) All Island Strategic Rail Review (Pages 1 - 12)
4. **Positioning the City to Compete**
 - (a) Update on Music Strategy - NI Music Prize (Pages 13 - 16)

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Subject:	All-Island Strategic Rail Review
Date:	13 September 2023
Reporting Officer:	Cathy Reynolds, Director of City Regeneration & Development
Contact Officer:	Sean Dolan, Senior Development Manager Callie Persic, Development Manager

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

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

1.0	Purpose of Report or Summary of main Issues
1.1	The purpose of this report is to update Members on the draft report of the All-Island Strategic Rail Review (AISRR) currently out for consultation and to agree the draft response to be submitted from Belfast City Council.
2.0	Recommendations
2.1	The Committee is asked to:

	<p>I. Note the content of this report in relation to the All-Island Strategic Rail Review that is currently out for consultation.</p> <p>II. Approve the Council’s draft consultation response to the Department for Infrastructure (DfI) and the Department of Transport’s on the AISRR and associated environmental documents as enclosed with this report in Appendix 2, noting that in line with the consultation closing date of 29 September, that this will be submitted as draft and will be subject to ratification by Council on 2 October and any further comments or amends at Council will be forwarded to the Department.</p>
3.0	Main report
	<p><u>Background</u></p> <p>3.1 The All-Island Strategic Rail Review (AISRR) (Appendix 1) was launched jointly in 2021 by the Minister for Infrastructure in Northern Ireland and the Minister for Transport in Ireland. DfI, in conjunction with the DfT, are now seeking opinions on the Review’s draft report, and on the reports accompanying the associated Strategic Environmental Assessment (SEA) process.</p> <p>3.2 The AISRR is the first All-Island Strategic Review of this nature. It will inform investment in the rail sector in both jurisdictions to 2050, with the aim of supporting de-carbonisation of the transport sector in line with both governments’ net-zero commitments.</p> <p>3.3 This paper provides background on the report, its recommendations, and the outcomes for the island if the recommendations were all to be carried out. It also provides an overview of Council’s draft consultation response (Appendix 2).</p> <p>3.4 <u>Context</u> The Review was launched in April 2021 by Eamon Ryan, Minister for Transport Ireland, and Nichola Mallon, then Minister at the Department for Infrastructure, Northern Ireland. It has now been published alongside the associated Strategic Environmental Assessment for consultation and is expected to be finalised by the end of this year.</p> <p>3.5 As part of the preparation of the AISRR, and in accordance with statutory requirements, it was necessary for the Departments to carry out a screening exercise to establish whether a Strategic Environmental Assessment (SEA) process was applicable to the AISRR. The Screening Report determined that an environmental assessment was required to identify, describe and evaluate the likely significant effects on the environment of implementing the AISRR, and reasonable alternatives, taking account of the objectives and the geographical</p>

	scope of the AISRR. Consultation on the AISRR and associated environmental documents opened on Tuesday 25 July and will run until Friday 29 September 2023.
3.6	The Review sets out thirty recommendations for developing a rail network that could significantly benefit commuters, communities, businesses, the environment and economies, both north and south. If the recommendations are implemented in full it could transform the rail system in the coming decades with electrification, faster speeds and greatly improved frequency, opening a number of new routes particularly across the West and North of the island, and widening accessibility and connectivity across the island.
3.7	The AISRR focuses on how the rail network across the island could contribute to the decarbonisation of its transport systems, promote sustainable connectivity into and between major cities, enhance regional accessibility and support balanced regional development. Thirty recommendations have been put forward to achieve these goals. To implement the recommendations of the AISRR, a range of projects/schemes would be required and each of these will be subject to appropriate feasibility, options, funding and environmental assessments at project level, where required.
3.8	The draft review was commissioned and overseen by both Departments and carried out by engineering firm Arup. Recommendations which are based around six goals (Contributing to decarbonisation, improving All-Ireland connectivity between major cities, enhancing regional and rural accessibility, encouraging sustainable mobility, fostering economic activity and achieving economic and financial feasibility), are proposed to be delivered over the coming 25 years, aligning with net-zero commitments in both jurisdictions. Among the key recommendations are:
3.9	<p>Decarbonisation</p> <ul style="list-style-type: none"> Decarbonise the rail network, including an electrified intercity network as well as hybrid, hydrogen and electric rolling stock.
3.10	<p>Intercity Speed and Frequency</p> <ul style="list-style-type: none"> Upgrade the core intercity railway network (Dublin, Belfast, Cork, Limerick, Galway, Waterford) to top speeds of 200km/h ensuring that train journeys are faster than the car.

3.11	<ul style="list-style-type: none"> Upgrade the cross-country rail network to a dual-track railway (and four-track in places) and increase intercity service frequencies to hourly between the main city pairs.
3.11	<p>New Regional Connections</p> <ul style="list-style-type: none"> Increase regional and rural lines speeds to at least 120 km/h. Reinstate the Western Rail Corridor between Claremorris and Athenry. Extend the railway into Tyrone (from Portadown to Dungannon, Omagh, Strabane) Derry- Londonderry, and onto Donegal (Letterkenny) Reinstate the South Wexford Railway, connecting to Waterford Develop the railway to boost connectivity in the North Midlands, from Mullingar to Cavan, Monaghan, Armagh and Portadown
3.12	<p>Sustainable Cities</p> <ul style="list-style-type: none"> Connect Dublin, Belfast International and Shannon Airport to the railway and improve existing rail-airport connections. Segregate long-distance and fast services from stopping services, ensuring quicker times on city approaches
3.13	<p>Transforming Freight</p> <ul style="list-style-type: none"> Strengthen rail connectivity to the island’s busiest ports and reduce Track Access Charges for freight. Develop first-mile-last-mile rail access for Dublin Port
3.14	<p>Prioritising Customers</p> <ul style="list-style-type: none"> Improve service quality, provide on-board catering, ‘clock-face’ timetable, better integration with other transport options, and cross-border structures to streamline travel north and south.
3.15	<p>If the review’s recommendations are implemented in full across the coming decades, the capital cost is estimated to be €36.8bn / £30.7bn based on 2023 cost estimates. If all the recommendations in this Review were delivered it is envisioned that:</p> <ul style="list-style-type: none"> The rail network would be decarbonised 700,000 more people would live within 5km of a railway station Rail journey times between some major cities could be halved

	<ul style="list-style-type: none"> • Services on busiest intercity routes could run every 30 minutes in some cases • Rail passenger numbers could double • 90% of aviation passengers could travel to the airport by rail • Two thirds of freight tonnage would pass through ports served by rail • The island’s economy could be boosted by €20 billion
3.16	<p>The Review’s recommendations provide policy makers and Ministers in both jurisdictions with an evidence-based framework to inform future investment decisions. More detailed work will be needed to test the feasibility and affordability of many of the recommendations to inform decision making.</p>
3.17	<p><u>Belfast City Council Draft Consultation Response</u></p> <p>Members are asked to consider and provide comment on the Council’s draft consultation response prior to approving submission to the Department for Infrastructure and the Department of Transport’s consultants on the AISRR and associated environmental documents, enclosed with this report at Appendix 2. Members will note that in line with the consultation closing date of 29 September, that this will be submitted as draft and will be subject to ratification by Council on 2 October and any further comments or amends at Council will be forwarded to the Department.</p>
3.18	<p>The draft response sets out the Council’s general support for the ambitions and recommendations made in the AISRR. It notes that the AISRR will make a contribution to meeting the targets set out for the city in the NI Climate Action Plan 2022, the Belfast Agenda, Local Development Plan (LDP), Bolder Vision and the Net Zero Carbon Roadmap. Whilst the response is supportive, it outlines that consideration should be given to ensure any development is in line with the requirements set out within DfI’s new Eastern Transport Plan, the LDP and should align with the ambitions of A Bolder Vision. Specifically, it notes that the implementation of future rail infrastructure should ensure that it does not create physical barriers between communities but instead improve the connectivity between each other and the city centre.</p>
3.19	<p>In recognition of a potential future population of between 8.5-10 million people on the island by 2050 there is a need to develop and connect urban areas and provide infrastructure fit to serve a growing and diverse population. Consideration of the costs and delivery of enabling infrastructure requirements such as bridges, tunnels, additional tracks, Overhead Line Equipment and hydrogen production and storage locations as well as building in sustainable</p>

	multi-modal options for first and last mile journeys such as active travel routes should be considered at this early stage.
3.20	Taking a Transit Oriented Development approach could provide population densification in strategic locations and contribute to economic, social and environmental benefits, not least the increase of housing in these areas and corridors and support the potential clustering of employment opportunities. Efficient rail links between urban centres will bring added benefits in terms of spreading economic and population growth, support additional FDI and support indigenous investment and new supply chains to emerge, drive tourism and leisure opportunities and ultimately support sustainability goals and reduced emissions.
3.21	It is perhaps somewhat disappointing that the potential contribution of rail freight has largely been discounted when it comes to the Port of Belfast. Despite being the second largest port* on the island the review considers that any options to improve linkages to the Port of Belfast would be very costly and disruptive and would encourage freight traffic to use parts of the railway that are already quite congested.
3.22	This approach would seem contradict Recommendation 23 of the report which looks to “strengthen rail connectivity to the island’s busiest ports” and misses an opportunity to contribute towards the decarbonisation of the island’s transport system as well as reducing congestion both locally and regionally (Some sources suggest that one freight train can remove up to 76 HGVs from the road).
3.23	With a current baseline of having no regular rail freight operations it would seem that with the necessary governments’ commitment and investment there are clear economic and environmental benefits that could be delivered through improved rail freight linkages beyond what is currently proposed in the draft Report.
3.24	Additionally, it is felt that the AISRR should increase its ambitions in terms of journey times which will bring added advantages and enhance the quality of life for residents which brings benefits in terms of health and well-being, access to public services, reduced congestion, and connectivity to leisure opportunities including the unrivalled natural heritage of the island. Such an approach creates the conditions that could also support ‘returners’ to the island and drive inward migration and support sustainable lifestyles in line with the Net Zero targets.
3.25	<u>Next Steps</u>

	<p>Subject to approval at this committee, Belfast City Council will formally submit its draft response (Appendix 2) to Arup as the agent for the Department for Infrastructure and the Department of Transport's consideration. Officers will highlight that in line with the consultation closing date of 29 September, that the submission is a draft response which will be subject to ratification by Council on 2 October and any further comments or amends at Council will be forwarded to the Department.</p>
3.26	<p>Following the consultation period, the Minister for Transport and Government in Ireland as well as Minister for Infrastructure in Northern Ireland, will be asked to approve the final Review incorporating any changes as a result of the SEA consultation process. It is anticipated, subject to those approvals, that the final Review will be published in the Winter of 2023. Should there continue to be an absence of Ministers in the NI Executive, approval will be considered taking into account the relevant legislation in place at the time.</p>
3.27	<p><u>Financial & Resource Implications</u></p> <p>None associated with this report.</p>
3.28	<p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p> <p>The implications of the Equality or Goods Relations Implications and Rural Needs Assessments will need to be undertaken by the Department for Infrastructure and the Department for Transport in line with their own policy positions and prior to undertaking implementation.</p>
4.0	<p>Appendices – Documents attached</p>
	<p>Appendix 1: Department of Transport and Department for Infrastructure, All-Island Strategic Rail Review Draft Report for Strategic Environmental Assessment Consultation 25 July 2023. All-Island Strategic Rail Review - Strategic Environmental Assessment and Draft Report Department for Infrastructure (infrastructure-ni.gov.uk)</p> <p>Appendix 2: All-Island Strategic Rail Review Draft Report for Strategic Environmental Assessment Consultation: Belfast City Council draft response submission.</p>

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Belfast City Council Draft Response on All-Island Strategic Rail Review - Strategic Environmental Assessment and Draft Report

Belfast City Council welcomes this opportunity to respond to the consultation on the All-Island Strategic Rail Review. The Council is generally supportive of the vision and the ambitions set out in the draft report. The recommendations set out in the report to decarbonise the rail network, improve the speed and frequency of services and to improve and create additional rail connections, will support the city to achieve the targets set out in The Belfast Agenda, the city's Community Plan, the NI Climate Change Act 2022 and the Net Zero Carbon Roadmap. Consideration should be given to ensure that the proposals are in line with the requirements set out within Department for Infrastructure's new Eastern Transport Plan

Specifically, the recommendations would contribute to realising the vision for Belfast as set out in the Agenda, to be 'beautiful, well connected and culturally vibrant and being a sustainable city, shared and loved by all its citizens, free from the legacy of conflict.' In addition to assisting in meeting the Agenda's targets to 'reduce the city's carbon emissions by 80%' and for 'the economy to support 46,000 additional jobs by 2035.

As a partner in the Dublin-Belfast Economic Corridor (DBEC) we also recognise the role this review, and its outputs can play in the development of the wider corridor region and its economy. The DBEC strategy includes a vision to become a leading economic corridor in Europe, achieving sustainable growth through collaborative R&D, a highly skilled workforce and enabling infrastructure. 'Improved cross-border infrastructure is a key objective of the strategy to strengthen connectivity and access to markets and labour' as well as 'promoting sustainable and climate conscious growth along the corridor'.

To support the Belfast Agenda, the council has adopted the Local Development Plan (LDP), Plan Strategy, which will guide future investment and development decisions to enable the sustainable spatial growth of the city up to 2035. The draft Rail Review supports the LDP's vision for Belfast to be, 'a globally successful, smart regional city that is environmentally resilient with a vibrant economic and social heart' and to create 'thriving socially inclusive well-connected neighbourhoods, that encourage a healthy active lifestyle.'

The LDP recognises the opportunity for areas in the vicinity of rail stations, halts and connections to accommodate for a higher density of development given the improved accessibility afforded by the presence of the rail. When implementing the recommendations set out in the draft report, consideration should however be given to development being delivered sensitively to ensure it is in keeping with the local context, particularly for smaller rail halts within a suburban context.

Population projections for the island in 2050 stand at approximately 8.5 to 10 million people and the delivering of high-quality infrastructure will be critical to supporting this growth. We would encourage that the IASRR is also cognisant of the refresh of the National Planning Framework and wider social and unique economic opportunities that exist.

Taking a Transit Oriented Development would provide population densification in strategic locations and contribute to economic, social and environmental benefits, not least the increase of housing in these locations and potential clustering of employment opportunities. Ensuring efficient rail links between urban centres will bring added benefits in terms of spreading economic and population growth, across the island, support additional FDI and support indigenous investment and new supply chains to emerge, drive tourism and leisure opportunities and ultimately support sustainability goals and reduced emissions.

It is perhaps somewhat disappointing that the potential contribution of rail freight has largely been discounted when it comes to the Port of Belfast. Despite being the second largest port* on the island the review considers that any options to improve linkages to the Port of Belfast would be very costly and disruptive and would encourage freight traffic to use parts of the railway that are already quite congested.

This approach would seem contradict Recommendation 23 of the report which looks to “strengthen rail connectivity to the island’s busiest ports” and misses an opportunity to contribute towards the decarbonisation of the island’s transport system as well as reducing congestion both locally and regionally (Some [sources](#) suggest that one freight train can remove up to 76 HGVs from the road).

With a current baseline of having no regular rail freight operations it would seem that with the necessary governments' commitment and investment there are clear economic and environmental benefits that could be delivered through improved rail freight linkages beyond what is currently proposed in the draft Report.

*In 2022 the Port of Belfast handled 18,372,000 tonnes of goods¹, second only to Dublin at 25,635,000 tonnes² (28% less than Dublin). The next busiest port on the island was Shannon Foynes² with 9,819,000 tonnes (just over half (53%) of that handled by Belfast).

¹ NISRA Northern Ireland Quarterly Ports Traffic January to March 2023 data tables – [Table 1: Tonnage of Goods Through the Principal Ports in Northern Ireland, Quarter 1 2009 to Quarter 1 2023](#)

² CSO [Statistics of Port Traffic Q4 and Year 2022](#) – Table 5A: Total tonnage of goods handled classified by port and region of trade, 2022

Strong, future-proofed rail infrastructure combined with sustainable multi-modal options for first and last mile journeys also supports net zero choices and could enhance the quality of life for residents which brings benefits in terms of health and well-being, access to public services, reduced congestion, and connectivity to leisure opportunities and the unrivalled natural heritage of the island. Such an approach creates the condition that could support 'returners' to the island and drive inward migration and support sustainable lifestyles in line with the Net Zero targets.

A Bolder Vision is an ambitious blueprint for Belfast to explore a shared approach to creating a more attractive, accessible, safe and vibrant city, developed jointly by Belfast City Council, Department for Communities and Department for Infrastructure. The draft Rail Review will help to support the strategy's vision to 'fundamentally change the centre of Belfast to prioritise integrated walking, cycling and public transport and end the dominance of the car.'

Other key aspects of the vision are to 'remove severance and barriers to movement between the centre of Belfast and the surrounding communities to improve access for all' and the ambition for multi-modal transport hubs in the city. The Council would ask that due consideration is given in the Rail Review to ensure that these ambitions are supported in Belfast

and that future connections or halts do not create physical barriers between communities but instead improve the connectivity between each other and the city centre.

The Council is working with partners to support the development of the Belfast-Dublin Transport Corridor and is therefore pleased to note the Strategic Rail Review's recommendations to 'upgrade the cross-country rail network to a dual-track railway and increase commuter and intercity service frequencies,' and to 'build new higher speed railways.' However, the recommendations need to be more ambitious, in particular, the proposed speeds between regional and rural lines and core intercity locations are only provide a modest increase whereas an ambitious target would aim to link Belfast and Cork in an hour and a half.

Further consideration needs to be given to the enabling infrastructure required to deliver the network includes, tunnels, bridges, additional tracks, Overhead Line Equipment, hydrogen production and storage locations and the wider electrical grid. In addition to this the Council welcomes the proposed recommendation to 'complete the electrification and decarbonisation of the railways.' This will contribute to the delivery of the Net-Zero roadmap for Belfast and the city's commitment to work towards being carbon neutral by 2050.

In conclusion, Belfast City Council is supportive of the All-Island Strategic Rail Review but requests that the Department for Infrastructure and the Department for Transport take into consideration when finalising the report and during the implementation of the recommendations, the matters raised by Council in this response.

The Council would highlight that this response is being submitted as draft, given the deadline for submissions, it is subject to Council ratification on 4 October 2023. Following the meeting of full Council on 4 October, the Council will follow up to confirm if this response should be treated as final or if there are further addendums which Elected Members have requested.



Subject:	Update on Music Strategy – NI Music Prize
Date:	13 th September 2023
Reporting Officer:	John Greer, Director of Economic Development
Contact Officer:	Chris McCreery, Culture Development Manager

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

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

1.0	Purpose of Report
1.1	The purpose of this report is to seek approval to the allocation of funding to the NI Music Prize alongside a strategic review of these events to deliver on objectives of the music strategy.
2.0	Recommendations
2.1	The Committee is asked to: <ul style="list-style-type: none"> - Agree the allocation of £30,000 to the NI Music Prize - Agree the allocation of £15,000 for an independent Strategic Review and Roadmap for Development for the NI Music Prize/Sound of Belfast
3.0	Main report
3.1	<p>NI Music Prize</p> <p>The Northern Ireland Music Prize honors and celebrates the very best of new, established and emerging Northern Irish music and is a key music event for the city of Belfast and its</p>

UNESCO City of Music status. It is an annual awards night organised by the Oh Yeah Music Centre and takes place in the Ulster Hall during Sound of Belfast Festival every year.

The prize is a high-profile celebration of music from Northern Ireland. Five main awards are available, namely:

- PPL Album of The Year
- Single of The Year
- BBC ATL Artist of The Year (BBC Introducing award)
- Live Act of The Year
- YouTube Video of The Year

There is also two special awards, namely:

- Outstanding Contribution to Music presented by PRS
- Oh Yeah Legend Award

3.2

Over 100 music industry professionals are invited to take part in the nomination process of the awards. The general public are invited to vote for the winner of Single, Live and BBC Introducing Award whilst an invited industry panel selects the winning video and the winning album. All genres are eligible and a diverse mix of acts are invited to perform each year to showcase the wealth and variety of music Belfast has to offer including Trad, Folk, Indie, Rock, Electronica, Punk, Singer Songwriters, Pop, Hip Hop, Soul and R&B. Supporters include Arts Council of Northern Ireland, PPL, PRS Foundation, Help Musicians, BBC Introducing, Arts and Business, Music Venues Trust, IMRO, Shine, Music Video Marketplace and Destination CQ.

3.3

The NI Music Prize was established to support the growth and build the profile of NI Music and reflect similar work and recognition of regional music in other parts of the UK and Ireland. It is a significant event and key milestone for Belfast as the regional driver for the music industry in Northern Ireland.

3.4

The 2023 Music Prize will host an audience of 1,000 people including music industry guests from all over the UK and Ireland, Europe and the USA, as well as musicians, artists and music fans. The event will be broadcast live on BBC Radio Ulster and is filmed by a production company for YouTube. Many key industry professionals that attend are also involved in presenting and running panels at the Sound of Belfast conference earlier that day, including 200 young emerging artists who attend these panels which are streamed live on YouTube.

3.5

This is an important event for music in Belfast and to complement and strengthen the initiatives and ambitions laid out in the UNESCO City of Music. It will be an investment in our world class and strong emerging diverse talent and is also an opportunity to showcase our local talent through extensive online reach and will demonstrate that Council is committed to supporting and investing in music long term.

3.6

Sound of Belfast

Sound of Belfast is a festival that showcases the Belfast music scene and sector with gigs, panels, talks, workshops, discussions, exhibitions, showcases and special events at various venues across Belfast. The event traces its roots to a previous programme from Belfast City Council entitled Belfast Music Week, which ran 2010 to 2013.

3.7

The event is a unique offering in the cultural landscape, with a sole focus of turning up the spotlight on our world-class talent by promoting Belfast as music city by celebrating the artists, venues, promoters, studios, performances spaces and record stores of the city. 2023 will be the tenth year of the festival and the plan is to host a 10th Anniversary festival in 2024 to align with Belfast 2024.

3.8

The programme includes a community focus that leans into encouraging people from all backgrounds to enjoy the music of the city. So far 26 venues are on board for Sound of Belfast with around 50 events – showcasing the capability of places and spaces of the city for live music across the grassroots venues, arts centres, pubs and cafes as well as the palm house, Titanic distillery a library, cinema, church and hotel. The event will feature venues in every part of the City – North, South, East and West.

3.9

The programme will also feature a series of storytelling events called “Echoes of a Music City”, involving people with stories to tell in each community on different genres and scenes that made an impact on Belfast. They will take place all over the city and cover everything from Trad to Electronica – across cafes, in shops, arts centres and other key spaces. Belfast City Council has supported the NI Music Prize since its formation, with funding ranging from £15,000 to £30,000. The loss of Tourism NI National Events Fund has had a detrimental impact on the delivery of both the Sound of Belfast programme and the headline event, the NI Music Prize.

3.10

To ensure success of these events in 2023 and to build towards 2024, it is proposed to allocate £30,000 toward the NI Music Prize/Sound of Belfast for the November 2023 programme.

3.11

Strategic Review and Roadmap for Development

The NI Music Prize has been supported annually via Committee approval due to their wider impact on the music industry and the city. However, there is a desire amongst organisers and council officers to explore longer-term approaches to ensure this event can continue to grow and achieve its full potential.

3.12

With the continuing implementation of recommendations from the Music Strategy, these events have the potential to play a central role in the delivery of objectives within the music

<p>3.13</p> <p>3.14</p> <p>3.15</p> <p>4.0</p>	<p>strategy. Similar to Belfast City Councils support of the Output Conference, which takes place in the springtime, it is hoped that the development of both Sound of Belfast and the NI Music Prize will provide a key touchpoint in the year for wider music initiatives and opportunities.</p> <p>With a view to maximising the impact of the event, it is proposed to conduct an independent review of the NI Music Prize and Sound of Belfast. This independent review will consider alignment to music strategy and role that it can play in achieving objectives through a longer-term strategic partnership and the value that it would take to achieve this. It will involve consultation with peers including benchmarking against similar events both nationally and internationally and produce a series of ‘recommendations’ or ‘next steps’ as part of a roadmap for development.</p> <p><u>Financial & Resource Implications</u></p> <p>The financial support requested from Belfast City Council is as follows:</p> <ul style="list-style-type: none"> • NI Music Prize/Sound of Belfast - £30,000 • Strategic Review and Roadmap for Development - £15,000 • These costs are to be met from existing departmental budgets allocated to music development. <p><u>Equality or Good Relations Implications / Rural Needs Assessment</u></p> <p>Officers will work with event organisers to ensure that a wide range of groups and artists across the city are engaged with. There are no Rural Needs implications.</p> <p>Appendices – Documents Attached</p>
<p></p>	<p>None</p>