

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



**Belfast
City Council**

13th January 2025

HYBRID MEETING OF THE CITY GROWTH AND REGENERATION COMMITTEE

Dear Alderman/Councillor,

The above-named Committee will meet, both online via Microsoft Teams and in-person, in the Lavery Room, City Hall on Wednesday, 15th January, 2025 at 5.15 pm, for the transaction of the business noted below. You are requested to attend.

You are requested to attend.

Yours faithfully,

John Walsh

Chief Executive

AGENDA:

1. **Routine Matters**

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

2. **Restricted Items**

- (a) Externally Funded Placemaking and Active Travel Projects Update (Pages 1 - 8)
- (b) Vacant to Vibrant Programme (Pages 9 - 26)
- (c) Events Update (Pages 27 - 34)

3. **Regenerating Places & Improving Infrastructure**

- (a) UP2030 Update - Net Zero Neighbourhood Framework (Pages 35 - 42)

- (b) Correspondence from the Department for Infrastructure - Public Transport Fares (Pages 43 - 46)

4. **Issues Raised in Advance by Members**

- (a) Gary Moore Statue (Councillor Smyth to raise)

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

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1.0	Purpose of Report/Summary of Main Issues
1.1	To provide an update on the UP2030 Net Zero (NZ) Neighbourhood Framework, including the work to date across the priority themes of active travel, greening and retrofit, stakeholder engagement, and key milestones for 2025, including holding a Members’ briefing workshop.
2.0	Recommendation
2.1	<p>The Committee is asked to:</p> <ol style="list-style-type: none"> I. To note the progress to date and future key milestones for the UP2030 Net Zero Neighbourhoods Horizon Europe funded project to develop a Net Zero Neighbourhood Framework. II. To agree to hold a Members’ briefing workshop in early summer on the emerging draft Framework prior to taking the final draft Framework to Committee in the autumn. III. To note the 3 main themes of the Framework around Greening, Retrofit and Active Travel, and how the UP2030 project can be upscaled to help build understanding and capacity for communities about Net Zero as well as integrate and inform both local community plans and Council workstreams such as the emerging area planning approach; climate-related work programmes; housing led regeneration programme and specifically how it will fit with the Belfast Agenda Community Planning Boards Action Plans. IV. To note that an update report on UP2030 is also being brought to the Climate and City Resilience Committee tomorrow, 16 January 2025.
3.0	<p>Background</p> <p>Members will recall that Council is involved in a three-year Horizon Europe consortium programme called Urban Planning 2030 (UP2030) that aims to guide cities through the transitions required to meet their climate neutrality ambitions. The City Regeneration and Development and Climate teams were successful in joint bid of €204,250/£176,024 to further an integrated approach between urban planning, achieving net zero and aspects of resilience. At the most recent update to the City Regeneration & Development and Climate and City Resilience Committees in June 2024 Members were reminded that Belfast is one of 11 pilot cities, and the focus of the project is on the development of a net zero neighbourhood framework around three thematic areas: active travel, greening and retrofit. These themes link across to the UP2030 pillars of a fair and just transition, carbon neutrality and resilience. The Framework will be informed by data, stakeholder engagement and the use of climate tools to support analysis, mapping and engagement in the pilot area.</p> <p>3.1 The geographic area of the UP2030 pilot was agreed at the City Growth and Regeneration Committee in March 2023 and covers the Linen Quarter and surrounding city centre communities of Barrack Street, Sandy Row, Donegall Pass and the Market. Whilst this work was undertaken within a defined boundary the purpose was to produce a framework that could be adapted and used within</p>

3.2	<p>all communities and districts to set forward net zero tailored approaches, attract funding and support climate adaption plans tailored for the uses of that specific district.</p> <p>Over the past year and a half there has been engagement with communities and wider city partners at each key stage. Members received an update at the CG&R and Climate and City Resilience Committees in June 2024 that outlined the stakeholder engagement, workshops, key milestones and highlighted wider alignment of the UP2030 programme with other workstreams such as the Solar PV Study and the Belfast Retrofit Delivery Hub.</p>
4.0	Main Report
4.1	<p><u>Progress to date</u></p> <p>Cross-sector stakeholder engagement</p> <p>As reported in June 2024, stakeholder engagement has been a key feature of the programme, and the team continue to engage with the local areas as well as thematic, statutory, and citywide partners that have broad experience or are prospective delivery partners. Between April and October 2024 significant engagement took place through workshops and interactive sessions with a range of cross-sector stakeholders including:</p> <ul style="list-style-type: none"> • Belfast City Council officers across departments • Connectivity, Active and Sustainable Travel (CAST) Belfast Agenda subgroup • City Greening Group • Belfast Retrofit Delivery Hub • Cross sector stakeholder Vision and Actions feedback workshop • Youth session with South Belfast Alternatives Youth Group • QUB StreetSpace engagement and research group • Donegall Pass Seniors' Group • Open Botanic Festival • Retrofit workshop with elected Members • World Cities Day Youth Event with BCC Youth Council
4.2	<p>The purpose of these events was to encourage people to step into the future and consider what life might be like in a Net Zero (NZ) Belfast of 2050 and gain agreement on the vision for the project across the three themes (greening, active travel and retrofit) as well as to engage in 'climate conversations' to build awareness and understanding of climate change. During the sessions, participants were presented with mapped geospatial analysis data and the insights gathered on the project to date and asked for feedback on the emerging Framework ideas, local priorities and build a shared understanding of NZ options. Through this we were able to sense check the emerging framework ideas, build a shared understanding of NZ options and agreed the adaptive pathways for the short/long term sequence of actions that would be required to support the transition as well as</p>

	<p>explore opportunities for pilot projects to help test concepts for the NZ Framework alongside continued stakeholder engagement.</p>
4.3	<p>There have also been indirect engagement opportunities that have helped to build knowledge and expand networks which will also help to inform the Framework. For example, the Belfast Retrofit Delivery Hub is convened by the Climate Team in Belfast City Council and is Chaired by the Royal Society of Ulster Architects. It has over 100 members it takes a consortium approach to catalyse retrofit activity and engages with stakeholders from across the construction supply chain, funders, academics, public sector, housing providers and consumer bodies. Working through the Belfast Retrofit Delivery Hub a session was held with energy managers from the public and private sector with large scale estates to share experience on retrofitting buildings to reduce energy consumption and carbon emissions. The Belfast Retrofit Delivery Hub also hosted a peer-to-peer exchange with the Galway City Council Warm Homes Hub community retrofit programme and a variety of interested stakeholders from Belfast to explore their One Stop Shop approach and retrofit methodology. This is part of the ongoing work of the Climate Team and demonstrates the importance of linking the shared learning and feedback into the NZ Framework.</p>
4.4	<p><u>Building out the Framework</u></p> <p>The UP2030 team have consolidated the feedback to date on the emerging vision and thematic adaptive pathways, data and worked with consortium partners on the format and content of the Framework. Sections one to three of the draft Framework are due for submission to the UP2030 Consortium in February 2025 and is based around the following chapter outline:</p> <p>Preface</p> <ol style="list-style-type: none"> 1. Introduction and Context 2. Neighbourhood Assessment 3. Vision and Adaptive Pathways 4. Pilots and What We Tested 5. Lessons Learned 6. Net Zero Neighbourhood 7. Implementation and Recommendations 8. Outputs and Visual Aids <ul style="list-style-type: none"> • Report Document: Comprehensive overview • Visual Guides: Posters, infographics on achieving net-zero by 2050 • Glossary
4.5	<p>Pending feedback from the UP2030 Consortium on the draft Framework, the intention is to go back out to stakeholders in late Spring/early Summer to sense check the actions within the emerging final</p>

4.6	<p>draft and explore dissemination. As part of this, it also proposed to hold a Members' briefing workshop in early summer that will provide an opportunity to input into the Framework and explore the themes prior to bringing this to Committee for approval in the autumn. This builds on previous engagement with Members that took place as part of the dedicated session on Retrofit and similarly, it is proposed to invite Members from City Growth & Regeneration, Climate & City Resilience and Members who represent the UP2030 area. The final Framework must be submitted by November 2025.</p> <p>Primarily, the target audience for the Framework is decision makers and policy makers in local and central government, statutory partners, communities and urban practitioners. As part of the legacy of the project, officers are considering how it will be of use to key stakeholders and looking at this through 'personae' such as a community group, investors, senior public officials, or a thematic or special interest organisation. The value of taking this approach means that officers will be able to structure and tailor the content of the Framework, so that it is accessible and relevant to the core audiences and assist in the dissemination of the material.</p>
4.7	<p>Action Phase: Testing Net Zero options</p> <p>Alongside the drafting of the Framework, the UP2030 team is in the Action Phase of the programme, which focuses on testing options that could be included in the NZ Framework under the three themes, active travel, greening and retrofit. The exploration of solutions is central to the action phase of the programme wherein we need to trial approaches or actions that can help us achieve NZ whilst also providing an opportunity to engage with citizens on the key themes of the project. The piloting of these approaches helps us to capture lessons learned and recommendations that will form part of the final NZ Framework as well as gaining a better understanding of the capacity building and knowledge exchange required to help communities transition together. Through this period officers have continued to engage with stakeholders, delivery partners and tool providers to solidify partnerships that will help test some of the NZ approaches that are in the emerging draft Framework. Included in this action phase is a pilot Walking Bus project that will be funded and delivered by Belfast Healthy Cities by March 2025. A Walking Bus is a group of children walking to school together in the morning. They are supported by an adult at the front and at the back of the group, acting as the 'driver' and 'conductor' of the walking bus.</p>
4.8	<p>Additionally, a Walking Bus is an action in the Belfast Agenda Connectivity Active & Sustainable Travel (CAST) Action Plan and is an approach that was suggested by communities during the UP2030 engagement period. This pilot draws upon the expertise of one of the consortium tool providers, Design Clips, who are an architectural practice specialising in participatory planning and placemaking with a focus on co-design with children, and Belfast Healthy Cities, who are currently working with schools to deliver walking buses. Adding to the Walking Bus concept, a toolkit and</p>

	<p>teacher training materials have been developed encouraging children to ‘audit’ their route to school and considering how their neighbourhood could be cleaner, greener and healthier, creating safe routes and healthy places. Further to the pilot, this toolkit (including a Walking Bus toolkit, teaching materials and activity materials) will be a free resource for any school or community in Belfast and is an example of how the UP2030 NZ approach can be scaled up in other areas.</p> <p>Similarly, it was agreed in the Climate and City Resilience Committee in June 2024 to support Royal Society of Ulster Architects (RSUA) with their Early Career Architects proposal to run a Net-Zero Neighbourhood Ideas Competition as a partnership between the (RSUA) and JP Corry with support from the NIHE and the Northern Ireland Construction Group (NICG). This work is ongoing and intends to explore how a holistic neighbourhood approach to lowering carbon emissions compares to a more focused property-by-property approach and is an opportunity to build on the visioning outcomes of the retrofit work and importantly, engage with communities in the pilot area to codesign approaches for net zero delivery and contribute to the development of the NZ Framework and consider how it can be replicated in other areas.</p> <p>Increasingly, new technology comes forward to help address carbon emissions and within the greening theme, we are completing a cost/benefit exercise on the planting and maintenance of 44 trees in the Air Quality Management Area of Cromac Street in comparison to the installation of a technical solution, ‘CityTree’, which claims to achieve the benefit equivalent in cleansing the air. This exercise builds on the work of the ‘Tree Establishment Strategy’ survey completed by colleagues in City and Neighbourhood Services which has identified existing canopy cover across the city and highlighted much needed tree planting in areas that have the lowest tree canopy cover, and subsequent lowest tree equity scores and the UP2030 pilot area includes some of the highest priority areas of the city.</p> <p>Key milestones for 2025</p> <p>The final output of the UP2030 programme is a NZ Framework that will be an interactive pdf, supplemented by user-friendly information that can also be distributed to communities and other stakeholders. However, central to this project is how the learning is embedded and helps Council and partners adapt and prepare for climate change. The Framework will provide an approach and suggested interventions that can be upscaled to help build understanding and capacity for communities about Net Zero approaches. Going forward, consideration is needed as to how it can integrate and inform local community plans and Council workstreams such as the emerging area planning approach; climate-related work programmes; the housing led regeneration programme, placemaking and mobility initiatives and specifically how it will fit with the Belfast Agenda Community Planning Boards Action Plans.</p>
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<p>4.12</p> <p>4.13</p>	<p>The dissemination will take different forms and officers will publish and promote the material in different formats, engage with communities and engage across Council teams and seek to influence wider city and regional stakeholders. The final output is being developed with target audiences in mind that includes decision makers, urban practitioners and community leaders. It is hoped that the Framework will help these audiences to understand what a transition to net zero could look like through the three themes, and the urgency of sequenced actions required.</p> <p>The UP2030 programme concludes in December 2025. Below are the high-level milestones and deliverables for the year:</p> <ul style="list-style-type: none"> • Ongoing roll out of demonstration projects as part of the Action Phase, i.e. Walking Bus, RSUA Early Career Architects NZ Neighbourhood Ideas Competition • Submission of the draft Framework by February 2025 • Engage in consortium upscaling workshops and with tool providers, including utilisation of the financial and governance toolkit and peer-to-peer learning, and provision of material/content. • Stakeholder and Member engagement to sense check and validate the NZ Framework, May-June • Submission of final Framework and reporting to the UP2030 Consortium in November 2025 • Launch and dissemination December 2025 and ongoing into 2026.
<p>5.0</p>	<p><u>Financial and Resource Implications</u></p> <p>Members will be aware that given that the UK is no longer within the EU, the status of Council was changed from to being a Partner to that of an Associate which means that funding is underwritten by the UK government (UK Research & Innovation, UKRI) fund rather than the EU. The Horizon Europe UP2030 Project is 100% funded for revenue only. No additional funding is required from Council however a small team drawn from the Climate Team and City Regeneration and Development work together to oversee development and support implementation. Officers continue to work with partners to identify potential capital or revenue funding in the future and align current and emerging workstreams that could support the transition to net zero.</p>
<p>6.0</p>	<p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p> <p>Officers will carry on an Equality Screening on the final NZ Framework and will incorporate within the emerging proposals.</p>
<p>7.0</p>	<p>Appendices</p>
	<p>N/A</p>

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Subject:	Correspondence received from the Department for Infrastructure – Public Transport Fares
Date:	15th January, 2025
Reporting Officer:	Cathy Reynolds, Director of City Regeneration & Development
Contact Officer:	Craig Mealey, Committee Services Officer

Restricted Reports					
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>				
Please indicate the description, as listed in Schedule 6, of the exempt information by virtue of which the council has deemed this report restricted.					
Insert number <input style="width: 30px; height: 20px;" type="text"/>					
<ol style="list-style-type: none"> 1. Information relating to any individual 2. Information likely to reveal the identity of an individual 3. Information relating to the financial or business affairs of any particular person (including the council holding that information) 4. Information in connection with any labour relations matter 5. Information in relation to which a claim to legal professional privilege could be maintained 6. Information showing that the council proposes to (a) to give a notice imposing restrictions on a person; or (b) to make an order or direction 7. Information on any action in relation to the prevention, investigation or prosecution of crime 					
If Yes, when will the report become unrestricted?					
After Committee Decision After Council Decision Sometime in the future Never	<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><td style="width: 30px; height: 20px;"></td></tr> <tr><td style="width: 30px; height: 20px;"></td></tr> <tr><td style="width: 30px; height: 20px;"></td></tr> <tr><td style="width: 30px; height: 20px;"></td></tr> </table>				

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

1.0	Purpose of Report/Summary of Main Issues
1.1	To note the correspondence received from the Department for Infrastructure, in response to the Committee request for the Minister to consider reducing the cost of public transport fares over the Christmas period.
2.0	Recommendation
2.1	The Committee is asked to note the correspondence as set out in the report.
3.0	Main Report
3.1	The Committee, at its special meeting in October 2024, received a progress update from Translink on the Belfast Grand Central Station/Weavers Cross Transport Led Regeneration Project. During the meeting, the Committee agreed to write to the Minister for Infrastructure, John O’Dowd, requesting that consideration be given to reducing the cost of public transport fares over the Christmas period, as an incentive to increase the use of public transport.
3.2	Accordingly, correspondence has been received from Ms. E. Stockman, Private Secretary to the Minister, which provides a response to the Committee request. (Appendix 1)
3.4	<u>Financial and Resource Implications</u> None associated with this report.
3.5	<u>Equality or Good Relations Implications/Rural Needs Assessment</u> None associated with this report.
4.0	Appendices - Document Attached
	Appendix 1 – Department for Infrastructure Response



Department for

Infrastructure

An Roinn

Bonneagair

Department for

Infrastructure

www.infrastructure-ni.gov.uk

From the office of the Minister for Infrastructure
JOHN O'DOWD MLA

Craig Mealey
Committee Services Officer
Belfast City Council
MealeyC@belfastcity.gov.uk

Private Office, 3rd Floor,
James House, Gasworks Site,
2 - 4 Cromac Avenue,
Belfast, BT7 2JA
Telephone: (028) 9054 0540
Email: Private.office@infrastructure-ni.gov.uk

Your reference: CM151124
Our reference: COR-1858-2024
13 December 2024

Dear Mr Mealey,

REDUCING THE COST OF PUBLIC TRANSPORT FARES OVER THE CHRISTMAS PERIOD

Thank you for your correspondence to Minister O'Dowd on behalf of Belfast City Council which was received on 14th November 2024 and requested that consideration be given to reducing the cost of public transport fares over the Christmas period, as an incentive to increase the use of public transport.

In general terms, a reduction in the cost of public transport fares is a matter for Translink who are responsible for setting any commercial discounts and must do so in consideration of their budget allocation. Translink currently offer some discounts and offers that customers can avail of which are available at <https://www.translink.co.uk/usingtranslink/specialoffers>

Notwithstanding the above, the Strategic Partnership Board have looked at options around the Park and Ride facilities to encourage use and reduce congestion but have found all options to be cost prohibitive.

More generally, we are appealing to motorists to consider other options they can take to avoid congestion such as public transport, park and ride, active travel or, if possible, planning their journey to use an alternative route or to avoid peak times.

To reinforce this messaging, a bespoke public advertising campaign (on radio and outdoor platforms) has been commissioned to promote Park & Ride to Belfast City Centre in the run-up to Christmas. This went live on December 2nd.

Moving forward, Minister O'Dowd has indicated that he is keen to explore how others, including Belfast City Council and local businesses, might also support the Department and Translink to improve the offering for consumers at Christmas.

Yours sincerely

A handwritten signature in black ink, consisting of a large, stylized loop on the left and a horizontal line extending to the right.

EMMA STOCKMAN
Private Secretary to the Minister