

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



**Belfast
City Council**

3rd January, 2019

MEETING OF CITY GROWTH AND REGENERATION COMMITTEE

Dear Alderman/Councillor,

The above-named Committee will meet in the Lavery Room - City Hall on Wednesday, 9th January, 2019 at 5.15 p.m., for the transaction of the business noted below.

You are requested to attend.

Yours faithfully,

SUZANNE WYLIE

Chief Executive

AGENDA:

1. **Routine Matters**

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

2. **Presentations**

- (a) Belfast - Dublin Rail Connectivity / Belfast – Dublin Economic Corridor
(Pages 1 - 6)

3. **Restricted Items**

- (a) Revenue Estimates and District Rate 2019-2020 (Pages 7 - 14)
- (b) International Events 2020 and 2021 (Pages 15 - 18)
- (c) Briefing on Belfast Zoo (report to be tabled)

4. **Requests to Present to Committee**

- (a) Retail NI (Pages 19 - 22)
- (b) Grand Opera House (Pages 23 - 24)

5. **Regenerating Places and Improving Infrastructure**

- (a) Update on Bank Buildings - City Centre Recovery Programme
(report to follow)
- (b) Update on City Development and Regeneration (Pages 25 - 28)
- (c) Clifton Gateway Public Realm Scheme (Pages 29 - 34)
- (d) Strategic Review of Belfast Bikes Scheme (Pages 35 - 38)
- (e) Department for Communities' Access and Inclusion Capital Programme
(Pages 39 - 42)



Subject:	Belfast - Dublin Rail Connectivity / Belfast – Dublin Economic Corridor
Date:	9th January, 2019
Reporting Officer:	Cathy Reynolds, City Regeneration and Development Lead Officer ext 3493 John Greer, Director of Economic Development, ext. 3470
Contact Officer:	Sean Dolan, Development Manager, ext 2543 Lisa Toland, Head of Economic Initiatives and International Development ext. 3427

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

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

1.0	Purpose of Report or Summary of Main Issues
1.1	To update Members on a pre-feasibility study with other local authorities and Arup on a potential Belfast–Dublin fast rail link and on progress to date on work to support the development of the Belfast-Dublin Economic Corridor.
2.0	Recommendations
2.1	The Committee is requested to: <ul style="list-style-type: none"> i. note that a pre-feasibility report has been undertaken in respect of a potential Belfast Dublin fast rail link and that Arup will provide a summary presentation at Committee setting out the key findings of the report; ii. grant approval to progress the project to the next stage with the other partner organisations, which would include a Strategic Outline Case, with the Council's

	<p>financial contribution to this of £30k being met from within existing departmental budgets; and</p> <p>iii. note the progress to date on the development of the Belfast-Dublin Economic Corridor and the proposal to hold an Eastern Economic Conference in the Waterfront Hall on 28th February.</p>
3.0	Main Report
	<u>Belfast – Dublin Rail Link</u>
3.1	At the September, 2017 meeting of the Strategic Policy and Resources Committee it was agreed to contribute towards a joint, co-funded, pre-feasibility study with other local authorities and Arup on a potential Belfast – Dublin fast rail link.
3.2	Five local authorities (Belfast City Council, Newry, Mourne and Down District Council, Louth County Council, Fingal County Council and Dublin City Council) co-commissioned Arup to produce a report exploring the strategic economic benefits of a transformational step change in rail journey time and frequency between Belfast - Dublin. Arup has recently produced this report which identifies the need and makes the case for change, appraises the socio economic factors, assesses transport options and outlines concept solutions with high level funding and delivery options.
3.3	Members were advised at the City Growth and Regeneration Committee on 5th December 2018 that proposals for a potential Belfast – Dublin rail link would be presented to this Committee. Arup will provide a summary presentation on basis of the report.
	<u>Summary of Report:</u>
3.4	<p><i>Belfast – Dublin Socio-Economic Corridor</i></p> <ul style="list-style-type: none"> - Accounts for 1m+ jobs and a catchment population of c.2.5m (expected to grow to c.3.3m by 2031). - Rail connectivity can help to achieve significant productivity gains through clustering and specialisation. Geographical proximity generates benefits, e.g. access to skills, competition and density, face-to-face contact, local links, attracting visitors, sharing resources, driving innovation, viability, and education sector links. - There is sufficient population along the corridor to justify investment in faster connectivity. - Planned growth along the corridor is ambitious and needs to be accommodated. - Employment patterns along the corridor are specialised in sectors that benefit from agglomeration.

- Strong potential exists to enhance the development of a complementary economic system along the corridor for mutual advantage, e.g. pharmaceuticals, medical services and software development.
- Access to, and affordability of, housing varies along the corridor; better connectivity would improve.
- Reducing journey times to Dublin Airport would enhance global connections.

Current Transport Conditions

- Journey times of 2h / 2h15min don't offer advantage over car / coach.
- Frequency of 8 trains per day is low for a major inter-urban route (compared with hourly coaches).
- Attractiveness to business users is low, e.g. first northbound train reaches Belfast at 9.45 am.
- Airport connections not offered by Enterprise service.
- Belfast Lanyon Place is 1km from city centre with limited onward travel options.

Objectives

3.5 Improved inter-city connectivity offers the chance to tackle a range of strategic objectives:

- 1) Enhance inclusive, sustainable economic growth along the whole Corridor.
- 2) Increase access to skilled workforce and job opportunities along the Corridor.
- 3) Allow all towns and cities in the Corridor to specialise, capitalising on their strengths.
- 4) Support increased housing and commercial development.
- 5) Collaboration to support international competitiveness and capitalise on connections for all island.
- 6) Reduce long-term car dependence and address environmental challenges.

Achieving the Objectives

3.6 The six objectives (*above*) could be met by a rail service that can:

- a) Achieve a 60-min journey time Dublin-Belfast.
- b) Provide at least two trains per hour: one fast + one semi-fast.
- c) Provide a connection to Dublin Airport.
- d) Integrate seamlessly with public transport networks along the Corridor.

Transport Options

- 3.7
- Short term commitments (by optimising impact of schemes already being delivered):
 - 1) Enterprise Hourly Peak Service (2019): No infra upgrades required. Uses additional rolling stock.

	<p>2) Knockmore-Lisburn Track Upgrade (2019): Refurb 12miles for return to 90mph line design speed.</p> <p>3) Belfast Transport Hub (2024): Resolves platform constraints to facilitate increased frequency.</p> <ul style="list-style-type: none"> • Medium and Longer term transformational improvements: <ol style="list-style-type: none"> 1) Enterprise Full Hourly Service (2024): Requires procurement of 4 no. additional trains (no commitment to this as yet) 2) Utilisation of existing alignment with northern interchange with Metro – 90mins 3) Utilisation of existing alignment with Enterprise direct to the airport – 100mins 4) Improved or new alignment (for approx.. 50% of route distance) – 60mins
3.8	<p><i>Indicative Funding</i></p> <p>Projects of this kind are typically funded from a mix of multiple sources. Potential funding options:</p> <ul style="list-style-type: none"> - Direct Government: central taxation / devolution deal (NI) / EU: TEN-T Corridor (RoI) / city deal - User Charges: revenue from ticket sales / passenger surcharge, e.g. special fare for airport station - Station Area Income: retail rent / station naming rights / station advertising - Vehicle-Based Charges: tolls on parallel roads / vehicle excise duty / parking charges - Property-Related Income: tax increment financing / dev. contributions / air rights / land lease or sale
3.9	<p><i>Planning</i></p> <p>Phased approach recommended rather than one large planning application. Scheme disaggregated into work packages with each element involving a separate planning application. This helps mitigate risks.</p>
3.10	<p><i>Potential Delivery Timescales</i></p> <p>Comprises the following indicative phases. <i>Currently at Stage 1: Project Positioning.</i></p> <ol style="list-style-type: none"> 1) Project Positioning: making the case and maximising support (Q3 2018) 2) Defining the Project: strategic fit, optioneering, benefits appraisal, SOC (Q4 2018 - Q1 2019) 3) Securing Commitment: economic appraisal, planning, finance, funding, OBC (Q2 2019 - Q2 2020) 4) Developing the Detail: detailed design, FBC, procurement (Q3 2020 - Q4 2020)

5) Delivering the Future: construction phasing and packages of works (2023 -)

Belfast-Dublin Economic Corridor Research

- 3.11 Members will be aware that the Economic Development team is currently working to increase collaborations with Dublin and seek opportunities to support economic cooperation and engagement between the cities and along with Belfast-Dublin corridor. An update was presented to the City Growth and Regeneration Committee meeting on 5 December 2018 highlighting the work currently being undertaken.
- 3.12 In order to inform this work, Ulster University and Dublin City University are currently undertaking research on the economic potential of the corridor. The emerging findings from this research will be presented at a conference to be held in Belfast at the end of February 2018. The research to date has highlighted a number of key points, namely:
- The population along the corridor has been growing faster than on the rest of the island – although the slowest annual population growth has been within the two main urban centres of Belfast and Dublin (possibly due to cost and attractiveness factors?)
 - The working population along the corridor is around 800,000 people – with just over half of the jobs based in Belfast and Dublin
 - Around 40% of businesses on the island of Ireland are based along the corridor
 - Jobs requiring graduates are concentrated along the corridor – and these figures are projected to grow.
- The research has identified a number of key risks to the corridor including:
- Connectivity and congestion
 - Housing availability and cost
 - Access to skills
 - Social inclusion
 - Regional balance along the corridor
 - Brexit.
- 3.13 Key strengths identified include:
- Attractiveness to FDI
 - Agglomeration effect from the larger working population and key infrastructure assets
 - Connections to the world (ports and airports)
 - Educational attainment of the population
 - Projected population growth.

3.14	<p>The research also identifies a number of emerging themes for local government-led collaboration. These include:</p> <ul style="list-style-type: none"> • Infrastructure and connectivity • Enterprise support • Innovation • Development of sector specialisms e.g. tourism, agri-food • Environmental management. <p><u>Finance and Resource Implications</u></p>
3.15	<p>The next phase of the Belfast-Dublin Rail Link project i.e. Stage 2 as referred to above (Defining the Project: strategic fit, optioneering, benefits appraisal, and SOC) would require a £30k contribution from each of the partner members. If Members are agreeable to progressing to the next stage the Council's contribution can be met from existing departmental budgets.</p> <p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p>
3.16	<p>There are no Equality, Good Relations or Rural Needs implications at this stage.</p>
4.0	<p>Documents Attached</p>
	<p>None</p>

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

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Subject:	Request to Present – Retail NI
Date:	9th January, 2019
Reporting Officer:	Alistair Reid, Strategic Director of Place and Economy
Contact Officer:	Alistair Reid, Strategic Director of Place and Economy

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

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

1.0	Purpose of Report/Summary of Main Issues
1.1	To consider a request from Retail NI to present its policy agenda 'Regeneration NI, Creating 21 st Century Town and City Centres' which was launched at their Regeneration Conference NI in November 2018.
1.2	The Committee will be aware that the Belfast City Centre Regeneration and Investment Strategy has highlighted 'managing the retail offer' as one of eight policy areas to help create a thriving and successful city centre. Given the challenges facing city centres and high streets, the Belfast city centre Regeneration and Investment Strategy also recognised the need to enhance the role, use and experience of the city centre. The focus on retail in the city centre has also been escalated following the Primark fire.

2.0	Recommendation
2.1	The Committee is asked to agree to receive a presentation from Retail NI on its policy agenda at a future meeting.
3.0	Main Report
3.1	<p><u>Key Issues</u></p> <p>Retail NI is a regionally based retail and wholesale business organisation, with 1,300 members which provides professional advice and gives a voice to the independent sector at the NI Assembly and Westminster.</p>
3.2	<p>Retail NI launched its policy agenda on 29th November 2018 at its Regeneration NI Conference; hosted by the Chief Executives' Club at Queen's and Retail NI. A copy of the Retail NI policy document is available at Regeneration NI (Retail NI). Retail NI's policy priorities are outlined under six main themes:</p> <ul style="list-style-type: none"> - Creating 21st century town centres - Adapting and diversifying - Business rates - Impact of technology - A new deal for our rural community - Town centre infrastructure and public realm
3.3	The importance of the city centre as an economic and social driver for the city and the region is highlighted in the Belfast City Centre Regeneration and Investment Strategy and the Belfast Region City Deal. This wider strategic context provides an important frame of reference for the Committee to ensure that benefits for the city can be maximised.
3.4	It is worth noting that the Belfast City Centre Regeneration and Investment Strategy (BCCRIS) emphasised the importance of having a strong retail offer in the city, and that in conjunction with the Belfast Chamber of Trade and Commerce, the Council commissioned FSP Retail and Business experts (FSP) to undertake retail analysis. This work is nearing completion and will be brought to Committee in March 2018 for consideration.
3.5	It is also worth noting that the rates revenue from retail premises alone in the the city centre is in the region of £11m to the Council alone.
	<u>Financial and Resource Implications</u>
3.6	There are no financial or resource implications attached to this report.

3.7	<u>Equality or Good Relations Implications/Rural Needs Assessment</u> There are no implications attached to this report.
4.0	Documents Attached
	None

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Subject:	Request to Present – Grand Opera House
Date:	9th January 2019
Reporting Officer:	John Greer, Director of Economic Development, ext. 3470
Contact Officer:	Lisa Toland, Head of Economic Initiatives and International Development, ext.

Restricted Reports	
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Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

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

1.0	Purpose of Report/Summary of Main Issues
1.1	To consider a request from the Chief Executive of the Grand Opera House to present details of the Grand Opera House’s restoration and development project to the City Growth and Regeneration Committee.
2.0	Recommendation
2.1	The Committee is requested to agree to receive a presentation on the Grand Opera House’s restoration and development project at a future meeting.

3.0	Main Report
	<p data-bbox="272 226 432 255"><u>Key Issues</u></p> <p data-bbox="181 275 1471 562">3.1 The Grand Opera House is one of the city’s key cultural and heritage assets located in the Central Business District of the city. It continues to deliver a wide range of productions and presents a varied programme of musicals, drama, ballet, opera and family shows. The Grand Opera House has also increased its delivery of creative learning activity throughout the year, working with a greater number of schools and other organisations than before. In 2017-2018, it attracted an audience in the region of 285,700.</p> <p data-bbox="181 629 1471 712">3.2 The Grand Opera House is currently in receipt of £35,000 per annum through the Council’s Core Multi Annual Funding (CMAF) programme 2016 to 2020.</p> <p data-bbox="181 779 1471 965">3.3 In January 2020, the Grand Opera House Trust will begin a once-in-a-generation £11million restoration project. This coincides with its 125th year and aims to return the heritage and cultural asset to its former glory, enhancing the public areas of the theatre and showcasing the history of the Grand Opera House through a new and vibrant exhibition.</p> <p data-bbox="181 1032 1471 1218">3.4 Heritage Lottery funding has supported the development of proposals to restore the main auditorium and permanent visitor exhibition. These proposals will be assessed with the potential of securing further funding of approximately £4.5m Heritage Lottery Funding; however, additional funding will be required to deliver on the £11m restoration project.</p> <p data-bbox="181 1285 1471 1368">3.5 The Chief Executive of the Grand Opera House has requested the opportunity to present on the restoration and development project.</p> <p data-bbox="272 1435 788 1464"><u>Financial and Resource Implications</u></p> <p data-bbox="181 1487 1187 1516">3.6 No Council budget allocations have been made to support this project</p> <p data-bbox="272 1583 1198 1612"><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p> <p data-bbox="181 1635 906 1664">3.7 There are no implications attached to this report.</p>
4.0	Documents Attached
	None



Subject:	Update on City Development and Regeneration
Date:	9th January 2019
Reporting Officer:	Cathy Reynolds, City Regeneration and Development Lead Officer Gerry Millar, Director Property and Projects
Contact Officer:	Cathy Reynolds, City Regeneration and Development Lead Officer, ext. 3493 Gerry Millar, Director Property and Projects, ext. 6217

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

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

1.0	Purpose of Report/Summary of Main Issues
1.1	Members are asked to note that there will be an update presentation at Committee on main developments and achievements to date under both the Belfast City Centre Regeneration and Investment Strategy (BCCRIS) and the Council's own Physical Programme, together with future thoughts and an update on an emerging area based approach to development and regeneration. The role of Members in shaping the future development and regeneration of the city is a key feature of the presentation. A copy of the presentation will be available at the meeting.

2.0	Recommendations
2.1	The Committee is asked to note the contents of the presentation and the proposed next steps.
3.0	Main Report
3.1	Members will be aware of the key role the Council plays in terms of driving forward regeneration within the city centre and across neighbourhoods through both the Belfast City Centre Regeneration and Investment Strategy (BCCRIS) and through the Council's own Physical Programme.
3.2	Since the launch of BCCRIS in 2015, there has been significant private sector investment in the city centre which has been a game-changer in terms of city development and has transformed the landscape of the city core, with further development also under construction or planned. This includes new office accommodation, hotels, purpose built managed student accommodation and residential development. In addition the Council, through its own Physical Programme, which has a larger focus outside of the city centre, has invested in or helped to lever in well over £0.5 billion of physical investment into neighbourhoods across the city which has been transformational in terms of regenerating local areas. A summary of the key developments and achievements to date in the city centre and across the neighbourhoods under both BCCRIS and the Physical Programme will be presented at Committee.
3.3	Members will be aware that they have set challenging targets for the future of the city under the Belfast Agenda. The on-going proposals and commitments under both BCCRIS and the Council's Physical Programme, together with the new opportunities afforded under the recently announced City Deal will see significant further investment in the city in the coming years. The successful delivery of these developments and projects will be critical in helping to achieve the targets under the Belfast Agenda and from this perspective the ongoing development of the city centre and physical regeneration in the wider neighbourhoods are inextricably linked.
3.4	Members will also be aware that any development or physical project is not just about the physical building or development itself but all have associated economic, social and environmental benefits both during the build duration but also critically well beyond this. It is therefore important to ensure that the benefits from the physical investment undertaken across the city to date, as well as planned investment, is maximised.

- 3.5 Over and above projects directly linked to BCC there is or will be further spend from across government that will have various impacts on the lives of constituents and communities. It is therefore also important that Members seek to ensure that a strategic approach is taken to any future investment decisions both at a city centre and local area level. This includes looking at how we work best at an area level both internally and with partners across the city in terms of using data to assess needs at a city and area level, assessing opportunities for investment, funding and delivery of projects which will benefit and continue to transform the city.
- 3.6 The significant physical development and investment across the city, with more in the pipeline, can perhaps best be harnessed via an area based approach that exploits the wider economic, social and environmental regenerative benefits to be derived from physical development and also build greater connectivity in the city.
- 3.7 Area based regeneration including city centre development share a common motivation to create more than the sum of their parts through alignment, collaboration and partnership working. The emerging and proposed area based approach could involve exploring themes (e.g. quality of life; economic renewal); linking to priorities (education; employment; social isolation etc); identifying partners; exploring existing opportunities and existing Council services and programming opportunities.
- 3.8 An overview of the emerging proposals is included within the presentation. Importantly a key challenge will be developing a council policy context that ensures the connectivity both between the city centre and local areas but also between local areas themselves to maximise benefits, avoid duplication and critically build a shared, inclusive city
- 3.9 The investment to date, while welcome in moving the city's current baseline forward, remains some way from the targets as outlined in the Belfast Agenda. The Area Working approach could however be a key mechanism to helping to achieve these targets. It would of course require key partners, further agreement on plans/actions and aligned budgets together with relevant indicators and results. Members would however be key to setting this area agenda, keeping it focused, holding all parties to account and perhaps inspiring others to join in.
- 3.10 The Strategic Policy and Resources Committee has already asked that greater thought by Members is given to the planning of expenditure in terms of physical build programmes initially through the Area Working Groups but in order to optimise the regeneration benefits

	of such physical development the view of the City Growth & Regeneration Committee (as well as the People & Communities Committee) will be important in terms of the emerging proposals around Area Working.
3.11	<p>An overview of key developments and projects alongside proposed next steps in terms of an area based approach will be summarised in the presentation but some considerations for Members include:</p> <ul style="list-style-type: none"> - How best to maximise the regeneration impact of ongoing and proposed developments and physical projects. - Overall thoughts on the emerging area based approach and the role of Members within this. - How to further involve other agencies /partners to ensure that investment, and critically the benefits from investment, are maximised. - How to maintain a critical mass of political support to build cohesive decision making. - How to remain focused on the big picture. - How best to work with communities on area issues.
3.12	<p>If Members are interested in moving Area Working on, views on how best to do so would be welcome e.g. via Party Leaders/Party Groups/Area Working Groups/Post Election Workshops etc.</p> <p><u>Financial and Resource Implications</u></p>
3.13	<p>Ongoing delivery of programmes and projects. Officer time in working up the area based approach</p> <p><u>Equality or Good Relations Implications</u></p>
3.14	There are no direct equality implications associated with this report
4.0	Documents Attached
	None



Subject:	Clifton Gateway Public Realm Proposal
Date:	9th January 2019
Reporting Officer:	Cathy Reynolds, City Regeneration and Development Lead Officer, ext. 3493
Contact Officer:	Sean Dolan, Development Manager, ext. 2543

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

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

1.0	Purpose of Report/Summary of Main Issues
1.1	This report provides an update on the proposed Clifton Gateway project, which is a DfC led comprehensive public realm improvement scheme running from the junction of Donegall Street and Royal Avenue/York Street, north through Clifton Street and Carlisle Circus and then along the Crumlin Road to its junction with Agnes Street and Cliftonpark Avenue. (A draft, developed design is attached).
2.0	Recommendations
2.1	The Committee is asked to note: <ul style="list-style-type: none"> • DfC proposals for a comprehensive public realm scheme running from the junction of Donegall Street and Royal Avenue/York Street, north through Clifton Street and

	<p>Carlisle Circus and then along the Crumlin Road to its junction with Agnes Street and Cliftonpark Avenue; and</p> <ul style="list-style-type: none"> the intention to commence a programme of public consultation and engagement in the first quarter of 2019 in relation to the design proposals, which will form part of a pending planning process.
3.0	Main Report
3.1	<p>During 2011/12, DfC (then DSD) commissioned White Young Green and the Paul Hogarth Company to develop designs for a public realm scheme known as the Clifton Gateway Public Realm project and planning permission was obtained for various elements of the scheme. However, DfC/DSD did not progress proposals further at that time due to government restructuring and a lack of available funding. The project re-started in 2016 and a new competition to appoint a design team was undertaken by DfC, with AECOM being appointed in June 2017.</p>
3.2	<p>This Clifton Gateway Public Realm Project has recently come under the governance and stewardship of the DfC led Belfast Streets Ahead (BSA) Public Realm Programme Board structure, which includes the Council’s Lead Officer for City Regeneration and Development and the Director of Property & Projects. It is proposed by DfC that the project will be taken forward as follows in a two-stage approach, with the first part being design and the second phase being construction of the new public realm:</p> <ul style="list-style-type: none"> (i) Stages 0 - 3 (Strategic Definition – Developed Design): estimated completion September 2019; and (ii) Stages 4 – 7 (Technical Design – In Use): completion and end of Defects Period estimated as January 2023
3.3	<p>Work to complete an Economic Appraisal for the construction phase has commenced and the project is scheduled to move to the next stage during 2019. This will include the development of designs and the submission of a planning application.</p> <p><i>Strategic Context: Inner North West Masterplan</i></p>
3.4	<p>In November 2018, the Council approved the Inner North West (INW) Masterplan which seeks to support and shape city centre development in an area bounded by the Millfield/Carrick Hill road to the northwest, College Street to the south, Fountain Street to Fountain Lane to the south and Royal Avenue to the east. It covers 7.2 hectares or 42.4</p>

	<p>acres and, at its northern boundary includes Donegall Street, Carrick Hill and Clifton Street which form part of the Clifton Gateway proposals.</p>
3.5	<p>The Clifton Street junction is a key gateway into the city and often seen as a barrier for the surrounding city centre communities. It is poorly connected in terms of cycle links whilst pollution, multiple crossings and navigating a cluttered footpath characterises the pedestrian experience. The Clifton Street/Carrick Hill junction is a major challenge in terms of connecting people and improving access to the city centre, and is an issue that has been raised on multiple occasions during the INW consultation. To address these problems, the Masterplan proposes an updated pedestrian and cycle environment with a tree planted boulevard along the inner ring road as well as updated crossings.</p>
3.6	<p>Discussions have already taken place with DfC in relation to the development of an INW delivery plan following the Masterplan, which will identify short, medium and long-term projects. Of particular relevance to the Clifton Gateway is the desire to bring forward additional public realm improvements where funding permits, including at the junctions and pedestrian crossing points along Millfield and Carrick Hill. The Clifton Gateway also supports the wider aims of the INW Masterplan to improve linkages to surrounding city centre communities and create pedestrian and cycle-friendly routes that will enhance connections and provide a welcoming environment and attractive streetscape.</p>
3.7	<p><i>Detailed Design of proposed Clifton Street Gateway Public Realm: Key Issues for consideration</i></p> <p>There are outstanding transport issues requiring clarification during the development of the detailed/technical design. In particular, these relate to DfI's road layout requirements for the Carrick Hill/Donegall Street/Clifton Street junction, Carlisle Circus and whether the Antrim Road will form part of the BRT2 route. Another key issue for consideration will be how best to include pedestrian/cyclist priority within the project designs, including how the design proposals strengthen the cycling/walking connections between the City Centre communities to the north of the city centre.</p>
3.8	<p>With regard to stakeholder and community engagement, AECOM has conducted initial consultations with the Council, DfI, Belfast Health & Social Care Trust and Utility providers. No further public consultation has taken place since 2011/12 when there were some initial discussions with community groups including the incorporation of Public Art in the proposals. DfC propose that AECOM will re-start public consultation on the new proposals for 12 weeks</p>

	<p>from 24th January 2019 to coincide with preparatory work on the pre-application stage of submission of the planning application</p>
3.9	<p>As part of the 2011/12 designs, fourteen potential public art locations and associated proposals were developed for the project area to complement the Cultural Corridor concept previously developed by the Council. In the intervening period, the National Lottery's Great Place scheme has awarded £237,700 to the North Belfast – Old to New project which will focus on one of Belfast's most historic areas, a one-mile stretch of North Belfast starting in Donegall Street and ending on the Crumlin Road. The aim is to focus on the area's unique built heritage and authentic character as a catalyst for sustainable regeneration, with cultural and educational organisations working together to develop a cohesive place-based plan to showcase the heritage of this part of the city. The DfC Project Team are currently investigating how best to incorporate art and culture into the Clifton Gateway project.</p>
3.10	<p>Officers are currently working with DfC to inform the detailed design of the proposed scheme and discussions include potential for sign posting of cultural heritage assets; improved lighting and opportunities for public art and enhanced soft landscaping.</p>
	<p><u>Financial and Resource Implications</u></p>
3.11	<p>Project is being delivered and funded via DfC.</p>
	<p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p>
3.12	<p>No specific equality or good relations implications at this time.</p>
4.0	Documents Attached
	Clifton Gateway: draft design proposals

Clifton Gateway - Public Realm

November 2018

LEGEND	
	EXISTING BUILDINGS
	DEVELOPMENT SITE (CONSTRUCTION SITE)
	LISTED BUILDINGS
	EXISTING PAVEMENT (ASPHALT/GRANULAR SURFACING) PROPOSED PAVEMENT (ASPHALT/GRANULAR SURFACING)
	EXISTING DRAINAGE (SEE T21 FOR FULL LAYOUT) PROPOSED DRAINAGE (SEE T21 FOR FULL LAYOUT)
	EXISTING BOUNDARY LINES PROPOSED BOUNDARY LINES
	EXISTING PUBLIC REALM PROPOSED PUBLIC REALM
	EXISTING HIGHWAYS PROPOSED HIGHWAYS
	EXISTING OTHER FEATURES PROPOSED OTHER FEATURES
	Tf DESIGN
	EXISTING FENCING (TO BE RETAINED) EXISTING HISTORIC WALLINGS TO BE REPLACED EXISTING HISTORIC WALLINGS TO BE RETAINED EXISTING HISTORIC WALLINGS TO BE REPLACED PROPOSED HISTORIC WALLING PANELS
	NEW SEATING
	NEW BOLLARDS
	NEW LITTER BINS
	POST BOX RETAINED NEW POST BOX
	Existing light columns retained Proposed light columns (spec A) Proposed light columns (spec B) Proposed light columns (spec C) Proposed light columns (spec D) Proposed light columns (spec E) Proposed light columns (spec F)
	EXISTING TREE RETAINED EXISTING TREE RETAINED STREET TREE (SPECIES TO BE DETERMINED BY OTHERS) NEW STREET TREE (SPECIES TO BE DETERMINED BY OTHERS) SHRUB PLANTING





Subject:	Just Eat Belfast Bikes – Strategic Review
Date:	9th January 2019
Reporting Officer:	John Greer, Director of Economic Development, ext. 3470
Contact Officer:	Anne Doherty Planning and Transport Officer, ext. 3477

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

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

1.0	Purpose of Report/Summary of Main Issues
1.1	This report provides a draft terms of reference for a strategic review of the ‘Just Eat ‘Belfast Bikes scheme. The aim of the review is to carry out analysis of the current scheme network, assess options for maximising usage and consider recommendations for sustainable and inclusive growth.
2.0	Recommendation
2.1	The Committee is asked to consider the proposed terms of reference for the Just East Belfast Bikes and, if appropriate, agree the scope of the review. Members will receive future reports detailing outcomes of the strategic review and any associated resource implications.

3.0	Main Report
3.1	<p><u>Key Issues</u></p> <p>Scope of the review</p> <p>It is proposed to undertake a comprehensive strategic review of the Just Eat Belfast Bikes scheme and make recommendations for the future management, operation and potential expansion of the scheme. In particular, the review will assess options for maximising usage of the existing network as well as potential to reduce costs and increase income from usage of the scheme. The review will also consider an approach for any potential sustainable growth of the scheme and future contract management.</p>
3.2	<p>Phase 1 - Assessment of the current network.</p> <p>This will involve detailed analysis of the current scale, coverage and density of the network. The following factors will be considered:</p> <p>station location;</p> <ul style="list-style-type: none"> • usage of each station – rentals and returns; • capacity of the station – too big or too small; • customer feedback; • review of operational issues such as vandalism, security and rebalancing and; • Members’ aspirations
3.3	<p>Phase 2 - Review of scheme objectives</p> <p>The review will carry out analysis to establish if the scheme is meeting the following objectives set at project initiation and whether any other objectives need to be added:</p> <ul style="list-style-type: none"> • To support an increase in the modal share for cycling in Belfast and reduce dependency on cars particularly for short trips; • To improve the health of residents by encouraging a healthier way to travel; • To give our residents and visitors greater access to places that are beyond reach on foot through an affordable, sustainable transport system; • Support access to employment and services by linking city centre locations; • To reduce greenhouse gas and ambient pollution emissions from road transport; and • To improve the image of Belfast and normalise cycling.
3.4	<p>In particular, a political decision will need to be made on the overall objectives of the Scheme and its roll-out to residential areas. If this is to be a long term objective, then finance will be needed.</p>

<p>3.5</p>	<p>Phase 3 - System review</p> <p>The review will consider the design quality of infrastructure and innovation. Options will be considered with the operator and supplier on how the infrastructure and management system can be improved. The following issues will be considered:</p> <ul style="list-style-type: none"> • Infrastructure specification – bike and docking point design; • Vandal proofing; • App / Website; and • Innovation in security and asset tracking.
<p>3.6</p>	<p>Phase 4 – Pricing review (membership and usage charges)</p> <p>A new pricing structure was introduced in April 2018. The review will involve an analysis of scheme statistics to assess how the pricing changes impacted on membership, usage and rental income over the 12 month period (April 2018 – April 2019). The review will make recommendations on any proposed adjustments to the pricing structure based on the evidence.</p>
<p>3.7</p>	<p>Phase 5 – Future expansion</p> <p>The review will consider existing scheme coverage and identify options for potential expansion. It is proposed that expansion of the scheme will be considered against the following key criteria:</p> <p>Supporting Network – The network will be reviewed to consider gaps in provision. Docking stations should be part of a supporting strategic network.</p> <p>Sustainable growth - Docking stations should ideally be located in areas of high footfall to ensure that the areas will generate sufficient subscriptions/income and can be operationally managed within the context of the wider scheme.</p> <p>Stakeholder feedback - engagement with stakeholders and a possible public survey to obtain information on usage behaviour, user profiles and ideas for future expansion.</p> <p>Asset mapping - A range of assets can be mapped including public transport provision (existing and planned), car parking and cycling infrastructure; tourist sites; planned/ proposed development sites (hotels, offices, student housing etc) and leisure and community centres.</p> <p>Quantitative data analysis - A range of socio-economic and health data including population and employment density, deprivation indices etc</p>

3.8	<p>Phase 6 - Financial Sustainability</p> <p>The business model for any future expansion (capital and revenue) is a key element of the review. This section will consider the estimated costs of designing, building and operating any future expansion. This will involve the exploration of any potential revenue generation options which may be viable and any potential funding sources.</p>
3.9	<p>On-going contract management</p> <p>It is proposed that the current contract for on-going operation and management of the scheme is reviewed. The current contract was awarded to NSL in April 2015 for an initial period of six years subject to annual renewal up nine years. In addition, there is a separate contract for the sponsorship of Belfast Bikes which will also be subject to the review.</p>
3.10	<p><u>Financial and Resource Implications</u></p> <p>Any resource implications associated with the proposed recommendations will be highlighted in future reports.</p>
3.11	<p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p> <p>None</p>
4.0	<p>Documents Attached</p>
	<p>None</p>



Subject:	Department for Communities' Access and Inclusion Capital Programme
Date:	9th January, 2019
Reporting Officer:	John Greer, Director of Economic Development, ext. 3470
Contact Officer:	Clare Mullen, Manager Tourism, Culture, Heritage and Arts, ext.3770

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

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

1.0	Purpose of Report/Summary of Main Issues
1.1	To seek approval from Members to act as the lead management agent for the Department for Communities' (DfC) Access and Inclusion Capital Programme 2018 /2019, on behalf of Belfast-based cultural organisations.
2.0	Recommendations
2.1	The Committee is requested to agree to the Council's role in promoting the Access and Inclusion Capital Programme and supporting organisations to access the funding.

3.0	Main Report
3.1	The Department for Communities' Access and Inclusion Capital Programme aims to increase accessibility at cultural venues across NI. At a meeting hosted by DfC in early December 2018, Councils were advised of a funding opportunity to support small-scale capital investments to improve access to cultural venues. DfC advised that it was planning to open a call for applications from eligible locations, with a closing date of 16 January 2019.
3.2	The available budget across Northern Ireland is £750,000 and the maximum funding available to each project is £30,000. Council-owned arts and cultural venues are eligible to apply for support as well as independently run arts and cultural venues, where demonstrable need is evidenced.
3.3	DfC has asked all Councils to act as a conduit for the funding, helping prioritise those applications that should benefit from support and helping the organisations with the procurement process, where appropriate. DfC has confirmed that there is no match-funding requirement from Councils, but they will require the Councils to work with successful projects to ensure that the funding is accounted for and that expenditure is in line with the application.
3.4	In order to progress this process, DfC has asked the Councils to engage with relevant cultural organisations in their local area to make them aware of the opportunity. Interested parties will be asked to submit an expression of interest, with a closing date of 16 January 2019. After this date, eligible projects will be ranked based on an agreed set of criteria, including demonstration of need and ability to deliver in the timeframe
3.5	As part of this process, there will also be an opportunity for Council-owned cultural venues to apply for support to enhance the accessibility of the venues.
	<u>Financial and Resource Implications</u>
3.6	There is no requirement for match-funding from Council. The funding will be provided by DfC: up to £30,000 per eligible project. The total available funding across NI is £750,000.
	<u>Equality and Good Relations Implications</u>
3.7	A condition of the offer is that Councils have to carry out an accessibility audit of venues across the city. Officers have confirmed with the Equality & Good Relations Unit that this condition has been met. Over 1000 access audits have been completed in partnership with Disabled Go and AccessAble.

4.0	Documents Attached
	None

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