

Document Pack

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



23rd June, 2011

MEETING OF DEVELOPMENT COMMITTEE

(*to which all Members of the Council are invited in respect of items 2 and 3)

Dear Alderman / Councillor,

The above-named Committee will meet in the Lavery Room (Room G05), City Hall on Monday 27th June, 2011 at 5.15 p.m., for the transaction of the business noted below.

You are requested to attend.

Yours faithfully

PETER McNANEY

Chief Executive

AGENDA:

1. Routine Matters
 - (a) Apologies
2. York Street Interchange Scheme – Presentation from Roads Service (Pages 1 - 4)
3. Belfast City Masterplan - Review of Regional Transport Strategy (Pages 5 - 24)
4. Establishment of Working Groups and Steering Groups (Pages 25 - 28)
5. Council Engagement in Employability and Skills Development (Pages 29 - 44)
6. World Police and Fire Games 2011 - Attendance by Lord Mayor (Pages 45 - 48)
7. Standing Order 12 – Submission of Minutes to Council

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Belfast City Council

Report to:	Development Committee
Subject:	York Street Interchange – Presentation by Roads Service
Date:	27 June 2011
Reporting Officer:	John McGrillen, Director of Development, ext 3470
Contact Officer:	Shirley McCay, Head of Economic Initiatives, ext 3459

1	Relevant Background Information
1.1	The existing York Street Interchange is a key junction on the Strategic Road Network which links three of the busiest roads in Northern Ireland, the Westlink and the M2 and M3 motorways. It is the main gateway to Belfast from the North, provides access to the port of Belfast and well as facilitates local traffic movement.
1.2	It is considered that the existing traffic signal control at the York Street junction causes delays and congestion particularly at peak times, therefore DRD Roads Service have identified a number of options to remove the bottleneck. They are currently carrying out consultation on four options in order to identify a preferred option for the scheme.

2	Key Issues
2.1	Road Service has developed four options (A, B, C and D) aimed to improve traffic flow on the strategic road network. The options will provide direct links between the Westlink and the M2 and M3 motorways by creating new flyovers over and underpasses below the existing Lagan Road and Dargan Rail bridges. Details on the four options are outlined below.
2.2	The key features of Option A are: <ul style="list-style-type: none"> • Movement between M2 and Westlink via underpasses below ground level underneath new York Street bridge and existing Lagan Road and Dargan Rail bridges • Westlink to M3 movement via underpass below existing ground level and new York Street bridge • M3 to Westlink movement controlled by traffic signals similar to existing

	<ul style="list-style-type: none"> • All slip roads at Clifton Street remain open • Cost approximately £72m.
2.3	<p>The key features of Option B are:</p> <ul style="list-style-type: none"> • Movement between M2 and Westlink (southbound) via new bridge over existing Lagan Road and Dargan Rail bridges, approximately 18 metres above existing ground level • Movement between Westlink and M2 (northbound) via underpass below existing ground level under new York Street bridge and existing Dargan Rail bridge • Westlink to M3 (eastbound) movement via underpass below existing ground level and under new York Street bridge • M3 to Westlink (westbound) movement via new bridge over York Street • All slip roads at Clifton Street remain open • Cost approximately £100m
2.4	<p>The key features of Option C are:</p> <ul style="list-style-type: none"> • Movements between M2 and Westlink via underpasses below existing ground level underneath new York Street bridge and existing Lagan Road and Dargan Rail Bridges • Westlink to M3 movement via underpass below existing ground level and new York Street bridge • All slip roads at Clifton Street remain open • Cost approximately £98m
2.5	<p>The key features of Option D are:</p> <ul style="list-style-type: none"> • Movements between M2 and Westlink via new bridges over existing Lagan Road and Dargan Rail bridges, approximately 18metres above existing ground level • Westlink to M3 movement via traffic signal controlled junctions at York Street and Nelson Street • M3 to Westlink movement via new bridge over York Street • M2/M3 bound on-slip from Clifton Street closed • All other slip roads at Clifton Street remain open • Cost approximately £95m
2.6	<p>Roads Service are currently carrying out a public consultation exercise on the options for strategic road improvements at York Street and have requested the opportunity to present details of the options to a Special Development Committee. Members may wish to consider the following issues in the context of the presentation:</p> <ul style="list-style-type: none"> • The need to consider potential air quality impacts on existing residents in the surrounding area. The Council would request that the impact on all relevant receptors are considered in the decision making process to identify the preferred final option. Also consideration should be given to all proposed future development in the surrounding area in relation to exposing receptors to poor air quality. The impact of the noise from the traffic should also be assessed. • North Belfast is already regarded as being dominated by major road infrastructure which severs it from the city centre. There is a concern that proposed new road infrastructure could have the potential to exacerbate the problem of community severance. In previous Council responses to proposed new road infrastructure or changes to local road configurations, the Council has requested that consideration is given to a more traditional urban street design to maximise connectivity and ensure minimisation of potential adverse impacts on

	<p>the surroundings communities.</p> <ul style="list-style-type: none"> • Roads Service may wish to consider the new interchange options as part of a broader area that allows assessment of the opportunities for the reallocation of existing potential surplus road space within the surrounding network. Any increase in the efficiency of the proposed junction arrangements should deliver direct positive impacts for the northern city centre and surrounding communities. The redesign of Dunbar Link and the reduction in road space could contribute to enhanced connectivity within the city centre and the integration of the areas to the north of the Frederick Street Dunbar link axis. • Consideration should be given to potential regeneration opportunities linked to the development of new road infrastructure in the area.
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3	Resource Implications
3.1	None

4	Equality and Good Relations Considerations
4.1	None

5	Recommendations
5.1	It is recommended that Members note the content of the report and the key issues as the context for the presentation by Roads Service on the York Street Interchange options.

7	Key to Abbreviations
DRD - Department for Regional Development	

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Belfast City Council

Report to:	Special Development Committee
Subject:	Review of the Regional Transportation Strategy – Draft Response
Date:	27th June 2011
Reporting Officer:	John McGrillen Director of Development ext 3470
Contact Officer:	Keith Sutherland Planning and Transport Policy Manager ext 3578

1	Relevant Background Information
1.1	The Minister for Regional Development launched the public consultation of the revised Regional Transportation Strategy for a 15 week period on the 16 th March until 28 June 2011.
1.2	The current Regional Transportation Strategy 2001 – 2012 was used to secure public funding for transport infrastructure projects throughout the region. The revised Strategy aims to build on what has been achieved and summaries where the region is at present in transportation terms.
1.3	The revised strategy seeks to set high level aims and strategic objectives for transport in the region that should form the basis for future decision making about funding priorities. It is stated that the revised document moves towards greater sustainability which will contribute positively to growing the economy, improving the quality of life for all and reducing transport impacts on the environment.

2	Key Issues
2.1	The revised Regional Transportation Strategy document does not contain a list of transport schemes and projects and does not set out any costs or targets. It sets out high level aims for transport and suggests Strategic Objectives against the aims. The Strategic objectives will be used to develop a Policy Prioritisation Framework, which is a new approach to transportation planning in Northern

	Ireland.
2.2	<p>The revised RTS document identified the following challenges for transport in Northern Ireland:</p> <ul style="list-style-type: none"> • Modal shift to more sustainable forms of transit • Reduce Emissions • Reduce impact of transport on climate change • Funding in the current economic climate • Achieve a balance in spending on roads versus public transport • Improve public transport reliability and affordability
2.3	<p>In place of the current RTS vision, the revised document proposes three high level aims:</p> <ul style="list-style-type: none"> • Support the Growth of the Economy • Enhance Quality of Life for All • Reduce the Environmental Impact
2.4	<p>The Department proposes 12 Strategic Objectives under the high level aims:</p> <p>Support the Growth of the Economy</p> <ol style="list-style-type: none"> 1. Improve connectivity within the region 2. Use road space and railways more efficiently 3. Better maintain transport infrastructure 4. Improve access in our towns and cities 5. Improve access in rural areas 6. Improve connections to key tourism sites <p>Enhance the quality of life for all</p> <ol style="list-style-type: none"> 7. Improve safety 8. Improve social inclusion 9. Develop transport programmes focused on the user <p>Reduce the environmental impact of transport</p> <ol style="list-style-type: none"> 10. Reduce greenhouse gas emissions from transport 11. Protect biodiversity 12. Reduce noise and air pollution
2.5	<p>The document proposes to agree a set of Strategic Objectives and asks for consultees to rank each objective in order of priority. Following the consultation the Department states that it will work with stakeholders to develop an overall Transportation Prioritisation Framework which will contain a list of potential strategic transport interventions to support the Strategic Objectives. An initial list transport interventions is outlined in the document and includes the following:</p> <ul style="list-style-type: none"> • Selective road improvements to address bottlenecks • Improved connections between different modes of transport • Prioritisation of road space for public transport • Introduction of more Park & Ride facilities
2.6	<p>Following consultation, and publication of the final RTS, the Department outlines the next stages as follows:</p> <ul style="list-style-type: none"> • Apply the Prioritisation framework to a list of transport interventions and arrive at an Initial Prioritised list • The prioritised list of transport interventions would be subject to Transport Assessments • A decision will be taken on the Strategic Transport interventions to proceed linked to the Comprehensive Spending Review • A Draft Delivery Plan 2015 will be published linked to the Draft Budget

2.7	<p>The Council suggested response to the revised RTS consultation document is outlined in Appendix 1. The draft response is broken down under the DRD headings:</p> <ul style="list-style-type: none"> • Where are we now? • Where do we want to get to? • How will we get there? • Making choices • What will we do next?
2.8	<p>A summary of the main issues raised are as follows:</p> <ul style="list-style-type: none"> • In relation to the high level aims, the Council recognises that transportation infrastructure and services are an essential part of economic activity however, it must not be at the expense of supporting society and protecting the environment. The Council would suggest that the high level aims are more specific such as the equivalent aims in the Scottish document 'Improve journey times and connections'. • The Council generally supports the strategic objectives outlined in the revised document and suggests a few minor amendments and additions to ensure alignment with the key objectives already identified in the Councils Transport Policy and the Belfast Masterplan. The Council would have a difficulty in ranking the specific strategic objectives as it may introduce an inappropriate bias of transport schemes where, for example, economic growth overrides environmental concerns. • The Council would suggest further clarification is required on the new 'Policy Prioritisation Framework' approach. • In considering Strategic Transport interventions, the Council is currently revising the Belfast Masterplan which has identified priorities in relation to transport in the Belfast area. The Belfast Masterplan Transportation objectives are outlined in the draft response in Appendix 1 and the Council would recommend that the DRD considers alignment with the strategic interventions outlined in the revised RTS.

3	Resource Implications
3.1	None

4	Equality and Good Relations Considerations
4.1	There are no equality and Good Relations Considerations attached to this report

5	Recommendations
5.1	Members are requested to consider the draft response to the RTS outlined in Appendix 1 as if appropriate agreed a final response to be submitted to the Department for Regional Development by the 28 th June 2011.

6	Decision Tracking
Submit response to draft RTS	
Timeline: June 2011	Reporting Officer: John McGrillen

7	Key to Abbreviations
RTS - Regional Transport Strategy	
DRD - Department For Regional Development	

8	Documents Attached
Appendix 1 – Draft RTS Response	

Appendix 1 – Draft Response

Belfast City Council Response to the Regional Transportation Strategy 2011

1.0 Introduction and Context

The Minister for Regional Development launched the Public Consultation of the revised Regional Transportation Strategy for a 15 week period on the 16th March until 28 June 2011.

As civic leader Belfast City Council seeks to be proactive in influencing transport policy for Belfast and the wider region. In recent years Belfast has become a competitive tourist destination, a desirable place to live and work and an attractive place to invest. With growth and prosperity however, there has been a continuing increase in the use of the car, which cannot be sustained. The Council is concerned about how the city will cope with the increasing demands on our transport infrastructure.

The Regional Transportation Strategy (RTS) 2002-2012

The Regional Transportation Strategy was originally published in 2002 with the following vision:

“To have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone’s quality of life”

As stated in the original document The RTS, as a “daughter document” of the Regional Development Strategy (RDS), identified strategic transportation investment priorities and considered potential funding sources and affordability of planned initiatives over the following 10 years.

At the time, the Strategy provided a range of transportation initiatives across Northern Ireland to improve our transportation structure, promote sustainable travel and encourage the use of modes of travel other than the car, including:

- Quality Bus Corridors (QBCs) on all main Belfast Commuter routes;
- Commencement of a rapid transit system on the BMA;
- Strategic highway improvements to provide, for example, up to 14 bypasses, approximately 85 kilometres of dual carriageway and 11 major junction improvement.

In finalising the RTS it was recognised that demand management measures would be required in Belfast, both to optimise the contribution of the additional public transport investment and to reduce the possible negative impacts of additional car use. The strategy noted, therefore, that following the planned improvements to public transport, parking charges could be raised and/or parking availability reduced for long-stay commuter parking.

The 2002 RTS set a number of targets for 2012 for various modes of travel within the region. In addition, the development of 3 separate Transport Plans to deliver the strategic objectives of the RTS facilitated the development of additional targets in relation to average traffic speeds on Key Transport Corridors and key routes in the Belfast Metropolitan Area, as well as the establishment of targets for the coverage of bus services and enhanced services.

Belfast City Council

Through the engagement in this consultation and with the Department for Regional Development, the objective is to strengthen the Council’s role in leading the social and economic regeneration of Belfast. The Belfast Masterplan advocates greater responsibility for the Council as the sole political authority with a remit for Belfast, based on the view that

effective city governance and leadership are key requirements to achieving interrelated regeneration and transport objectives.

In this context, the Council has recently developed its own Transport Policy as a framework for the Council to lead by example and help shape transportation in the city in a sustainable, accessible, and cost-effective way for all who live, work and visit the city. The key objectives of the Council's policy include:

- To seek to influence the development of transportation policies and proposals which improve connectivity and encourage modal shift away from the private car to more sustainable forms of travel such as walking, cycling and public transport; and
- To seek to ensure a higher level of emphasis of capital on sustainable transportation schemes, ensuring that the priority is allocated to sustainable modes such as walking, cycling and public transport schemes.

As part of the Public Consultation process for the revised RTS the Department of Regional Development's (DRD) Regional Transportation Division produced the Regional Transportation Strategy 2011 - , A Sustainable Transport Future – Public Consultation Document.

This response outlines the Council's understanding and views on the Public Consultation for the revised RTS, and these are expressed under the headings contained in the Public Consultation Document for which the Department have specifically requested feedback, broken down into the following themes:

- Where are we now?
- Where do we want to get to?
- How will we get there?
- Making choices
- What will we do next?

2.0 Where are we now?

This section of the Public Consultation Document attempts to set the scene putting transportation issues in context and highlighting some background information with respect to the economy, society and the environment.

The Public Consultation Document then goes on to highlight the progress of the RTS against the principal initiatives and it is this point and in particular the implementation of initiatives affecting Belfast that are further examined at this juncture.

Public Transport

The Council notes the investment that has occurred over the life of the RTS 2001 in the provision of new, modern trains and buses, as well as the construction of new bus stations at Lisburn and Coleraine and a combined bus and rail station at Bangor. All these help facilitate sustainable travel to and from Belfast.

As stated in the introduction to this response, the existing RTS committed to the development of QBCs on all main Belfast commuter routes. This has not happened on a number of the main arterial routes into Belfast, and on other routes where QBC's have been launched, bus priority measures have been installed intermittently, for example the Newtownards Road. This has resulted in limited success for bus journey time reliability and

evidence that, at existing bottlenecks and pinch-points on the network, road space allocation remains heavily biased towards private vehicles.

The implications of this are reflected in the Trends in Transport Section of the Public Consultation Document which identifies that from 2001-2009, average bus speeds in Belfast fell by 11%. This compares with results for car speeds which over the same time period increased by 21% on 11 surveyed corridors in Belfast.

A key issue in providing attractive public transport services is connectivity but Belfast's bus network continues to suffer from a lack of through services, travelling through the city centre as opposed to terminating there. This is coupled with a lack of orbital services which provide travel to areas other than the city centre along arterial routes.

The existing RTS also identified the commencement of a Rapid Transit System in the Belfast Metropolitan Area (BMA) as a principal initiative. This has not happened and the Council has concerns that commencement of the development of preliminary designs for a pilot rapid transit network represents the progress in the 10 years since the RTS was published. This compares with the construction and operation of bus based rapid transit systems Fastway Crawley/Gatwick, Fastrack, Kent and ftrmetro Swansea (to name a few), all since 2002.

Cycling and Walking

The Council notes that there has been some increase in the number of people walking in Belfast but the trend across the region is downwards. Whilst the trend upwards in the number of people walking in Belfast is welcomed, there is no commentary on what measures have been introduced which may have contributed to this.

In relation to cycling it is clear that the targets which have been identified in the existing RTS for 2005 had still not been achieved by 2008.

Parking

With regards to the existing RTS statement regarding the introduction of demand management measures in Belfast and the reduction in the number of parking spaces available for long stay commuter parking, the Council notes the enhanced enforcement that the introduction of decriminalised parking has provided, however, the continuing abundance of both free and subsidised parking in Belfast, for example, on derelict development sites, or in adjacent residential areas, remains a major barrier to achieving significant modal shift.

Highways

The Council, in response to the consultation paper 'Developing a Regional Transportation Strategy (RTS)' in 2001 stated that there had been an over emphasis of funding on roads at all levels. The resulting 2001 RTS vision, coupled with the targets for 2012 which it set were seen as an opportunity to redress this balance and move towards the development and promotion of a more sustainable and efficient transportation network which would facilitate a modal shift away from the private car.

It is clear that despite the vision and sustainable objectives of the existing RTS, the emphasis of the strategy remained with providing new and upgraded highway capacity. This was further emphasised by the suggested spending ratio for roads (including walking and cycling) to public transport of 65:35 in the existing RTS, which subsequently moved, as a result of the investment strategy, to a ratio of 80:20.

Air Quality

When considering the proposed RTS commitments relating to the management of air quality, it should be noted that the European Commission introduced the Air Quality Framework Directive in 1996, followed by a series of Daughter Directives designed to assist member

states to manage air quality effectively thereby safeguarding public health. The Daughter Directives established health-based standards known as limit values for a series of common ambient air pollutants, which were to be met by a range of target dates. In addressing their obligations under the Directive, the European Commission directed that member states should maintain ambient air quality where good and improve it in other cases.

In terms of characterising the impact of poor air quality upon human health, a pollutant such as nitrogen dioxide (NO₂) typically damages cell membranes and proteins but at higher concentrations, it can result in acute inflammation of the airways. Particulate matter (PM₁₀) also impacts upon lung function and may contribute towards excess mortality rates. Sulphur dioxide (SO₂) stimulates nerves in the lining of the nose, throat and the lungs which can lead to a feeling of chest tightness and a narrowing of the airways. This latter effect is particularly likely to occur in people suffering from asthma and chronic lung disease. Other common ambient air pollutants such as benzene (C₆H₆) and 1,3-butadiene (C₄H₆) are classified as carcinogens.

In 2008, the European Commission introduced Directive 2008/50/EC on Ambient Air Quality and Cleaner Air for Europe which merged existing air quality legislation into a single directive and also provided for time extensions of three years for particulate matter (PM₁₀) or up to five years for nitrogen dioxide (NO₂) and benzene (C₆H₆) for complying with limit values, based upon conditions and assessment by the European Commission.

In order to fulfil its obligations under the Air Quality Framework and subsequent Directives, the current overarching United Kingdom government strategy for managing air quality is the Air Quality Strategy for England, Scotland, Wales and Northern Ireland, as published in July 2007. The UK government has indicated that air pollution causes annual health costs of roughly £15 billion to UK citizens and that poor air quality tends to predominate in densely populated urban areas, so human exposure is significant.

From a Northern Ireland context, Part III of the Environment (Northern Ireland) Order places a statutory obligation upon district councils to review periodically air quality within their districts in order to determine whether objectives are likely to be achieved in compliance years. Where, as a result of an air quality review, it appears that any air quality standards or objectives are not being achieved, or are not likely to be achieved within the relevant period then the council is required to designate by order, as a minimum, the spatial extent of the exceedence as an Air Quality Management Area.

The district council is also required to develop a written action plan in pursuit of the achievement of air quality standards and objectives within the designated Air Quality Management Area. The plan must include actions that the council will undertake as well as actions from other relevant authorities. The Air Quality Regulations (Northern Ireland) 2003 prescribe a range of relevant authorities including the Department for Regional Development. The Department for Regional Development has responsibility for transport strategy and sustainable transport policy, provision and maintenance of all public roads and public transport policy and performance.

Belfast City Council completed a review and assessment of air quality across the city in 2004 and declared subsequently four Air Quality Management Areas for exceedences of particulate matter (PM₁₀) and nitrogen dioxide (NO₂) standards. Supplementary research indicated that the principal source of particulate matter and nitrogen dioxide within the Air Quality Management Areas was road traffic. The four Air Quality Management Areas border arterial routes into the city as follows-

- The M1 / Westlink corridor from the Belfast City boundary at Sir Thomas and Lady Dixon Park to the end of the Westlink at the junction with Great George's

Street and York Street including Stockman's Lane and Kennedy Way. This area was declared for predicted exceedences of both the nitrogen dioxide and particulate matter annual mean air quality strategy objectives as well as exceedences of the particulate matter 24 hour mean objective and the nitrogen dioxide 1 hour mean objective.

- Cromac Street to the junction with East Bridge Street and then from East Bridge Street to the junction with the Ravenhill and Albertbridge Roads and Short Strand. This area was declared for predicted exceedences of the nitrogen dioxide annual mean air quality strategy objective.
- The Upper Newtownards Road from the North Road junction to the Belfast City boundary at the Ulster Hospital incorporating the Knock Road to the City boundary at Laburnum Playing Fields and Hawthornden Way. This area was declared for predicted exceedences of the nitrogen dioxide annual mean air quality strategy objective.
- The Ormeau Road from the junction with Donegall Pass to the City boundary at Galwally. This area was declared for predicted exceedences of the nitrogen dioxide annual mean air quality strategy objective.

Belfast City Council published an Air Quality Action Plan for the city in 2006, designed to achieve the particulate matter air quality standards as soon as possible, and to achieve the nitrogen dioxide standards by 1st January 2010. As the pollutants were attributed principally to road transport, the plan predominantly comprised actions by the Department of Regional Development and its Agencies. Accordingly, the Department for Regional Development Roads Service contributions were based upon the Belfast Metropolitan Transport Plan, which is scheduled to conclude in 2015, subject to economic appraisal, statutory function and funding availability.

At present, ambient air quality monitoring indicates that nitrogen dioxide concentrations continue to exceed United Kingdom and European health based standards in all Belfast Air Quality Management Areas. Standards for particulate matter were only recently achieved along the Westlink corridor however, it is unclear whether the downward pollution trend will be maintained. In addition, ambient levels of nitrogen dioxide are also elevated at a number of other roadside locations across the city and therefore, may eventually result in the declaration of further air quality management areas. Accordingly, it is understood that the Department of Environment (DoENI) and the Department for Environment, Food and Rural Affairs (DEFRA) are currently assessing the need to submit an application to the European Commission seeking a time extension of up to five years for the Belfast agglomeration for compliance with nitrogen dioxide standards.

The council would also wish to highlight the social equity issues in relation to ambient air quality across the city. Belfast residents are exposed to some of the highest levels of transport related air pollution in Northern Ireland despite experiencing the lowest levels of household car ownership. (Department for Regional Development Travel Survey for Northern Ireland In-depth Report 2007-2009).

Conclusion

In conclusion, whilst the existing RTS 2001 document was successful in obtaining funding for a number of transportation infrastructure investments, in the interim years, it has failed to fully realise a number of its objectives and targets. The early aspirations of a more equitable and sustainable funding package did not materialise.

There is clearly the need for a more detailed review of the RTS including its success and failures and this should be a keystone in taking forward any revised Regional Transportation Strategy. There are a number of areas where there is clear under-performance and more detailed analysis of these 'gaps' is an important area and should inform the direction and emphasis of policy in the future.

Trends outlined in the Public Consultation Document, figures for 2007 showed that 83% of all home to work journeys in Northern Ireland were by car compared to 79.9% at the time the existing RTS was published in 2002. This compares to 71% in England, 69% in Scotland and 62% in the Republic of Ireland.

This illustrates that the existing RTS strategy has left Northern Ireland lagging behind in promoting modal shift and providing a sustainable transportation system. The revised RTS Strategy needs to proactively address this situation.

3.0 Where do we want to get to?

As stated in the Public Consultation Document, our transportation systems and infrastructure need to be developed so they are fit for the 21st century. The new direction for transportation needs to have at its core, the drive for sustainability in the travel choices we make and therefore public transport, cycling and walking should be safer, convenient, reliable and more environmentally friendly alternatives to the car, making them the first choice for people and business, not the last resort.

The Revised Strategy Methodology

The existing RTS set out a transport vision statement and proposals which were assessed against five key objectives of Environment, Safety, Economy, Accessibility and Integration. However, the strategy initially concentrated on identifying solutions to existing problems in the network. It was only after these options for solutions were compiled as a long list of options, were they subject to appraisal against the five objectives. This approach, coupled with the pre-determined funding split and the requirement to reduce the highways' structural maintenance backlog allowed a favourable prioritisation of new and upgraded highway schemes.

It is clear that the revised strategy as outlined in the Public Consultation Document takes a different approach. Instead of a vision there are now three high level transport aims proposed, namely:

- A. Support the Growth of the Economy
- B. Enhance Quality of Life for All
- C. Reduce the Environmental Impact of Transport

The document then proposes 12 Strategic Objectives that are linked back to the aims. These objectives are anticipated to help achieve more sustainable transportation networks and are:

1. Improve connectivity within the region;
2. Use road space and railways more efficiently;
3. Better maintain transport infrastructure;
4. Improve access in our towns and cities;
5. Improve access in rural areas;
6. Improve connections to key tourism sites;
7. Improve safety;
8. Improve social inclusion;
9. Develop transport programmes focussed on the user;

10. Reduce greenhouse gas emissions from transport;
11. Protect biodiversity;
12. Reduce noise and air pollution.

It is our understanding that, in order to be considered on a prioritised list of options, any proposed scheme must be assessed against the 12 strategic objectives in the policy prioritisation framework to ensure their 'policy fit'. This is an added level of 'prior assessment' which was not present in the existing RTS and given that the strategic objectives have been tailored to the overall goal of sustainable transportation networks, this methodology could ensure that any schemes or interventions which are taken forward for delivery will have sustainability and environmental consideration as key elements.

High Level Aims of RTS 2011

In line with the Executive's stated key focus, the Council would consider that the growth of the economy is key to the success of Northern Ireland, in terms of providing a region where business can thrive and attracting inward investment. Coupled with this, the Council would stress the fact that Belfast is the primary economic driver of the entire region and therefore the city's economic success is crucial for the growth of the entire Belfast region and Northern Ireland as a whole.

It is acknowledged that transportation infrastructure and services are an essential part of economic activity but these need to be developed sustainably as there are obvious environmental implications to transport spending.

In this context, the Council would welcome the '*Reduction of the Environmental Impact of Transport*' as a high level aim.

It is hoped that the presence of this high level aim will ensure that any transportation schemes which are prioritised due to their positive implications for economic growth, need to be sustainable in order to also contribute to the reduction of the environmental impact of transport. These are not mutually exclusive and we note the findings of the Stern Review – "The Economics of Climate Change" which indicated that a well-designed transportation strategy can support economic growth and tackle carbon emissions. This is a key factor in the region's attempts to achieve the legally binding targets for the reduction of greenhouse gas emissions discussed earlier in this response.

During the Council's own consultation process the content of the high level aims were debated. There was comment that the aims should be more specific. For example in Scotland, their equivalent aims are: Improve journey times and connections; Reduce emissions; and Improve quality, accessibility and affordability. However it is noted that the Strategic Objectives highlighted in the Public Consultation Document pick up particular points and specifics such as reduction greenhouse gas emissions.

Strategic Objectives of RTS 2011

The Public Consultation Document asks the reader to rank the Strategic Objectives proposed in terms of importance. It is the view of the Council that all the Strategic Objectives should have equal rank as the prioritisation of any strategic over another (for example, '*improved connectivity within the region*' over '*reduce noise and air pollution*') may lead to a bias in favour of less sustainable interventions. In addition, the prioritisation of Strategic Objective number 5 - '*Improve access in rural areas*' over Strategic Objective number 4 - '*improve access in our towns and cities*' may lead to a bias in terms of funding of schemes in the rural areas compared to Belfast.

With regard to the strategic objectives proposed, the Council would be of the opinion that '*Improved Journey Times*' should be included as a strategic objective and on the basis of

sustainable travel modes, or at least coupled with the *'improved connectivity'* objective. This is a key transport objective of the Council's Masterplan (Belfast: The Masterplan 2004 - 2020), which is discussed later in this document.

It is noted that Strategic Objective number 1 commits to *'Improved Connectivity within the Region'*. The Council believes that connectivity is a key issue for economic development and social inclusion within Belfast and therefore would be of the opinion that connectivity needs to be a key objective within towns and cities, as well as within the region. We would therefore suggest that strategic objective number 4, *'improved access in our towns and cities'* is revised as *'improved access and connectivity in our towns and cities'*.

We would also suggest that Strategic Objective 2 *'Use road space and railways more efficiently'* should be changed to *'Use the transportation network more efficiently'* as this encompasses all modes not just roads and railways and would address integration of transport modes.

The Council would also consider that *'improved health'* should be considered as a strategic objective under the *'Enhance the quality of life for all'* high level aim as the improvement and promotion of walking and cycling will have direct benefits to people's health.

The Council notes that the Regional Transportation Strategy 2011- contains a commitment towards sustainable development and an acknowledgement that *'society and economies are completely dependent upon the environment which encompasses them and are therefore bound by its limits and capabilities'*. Referring to the May 2010 Everyone's Involved - Sustainable Development Strategy, strategic objective 4 on *'striking an appropriate balance between the responsible use and protection of natural resources in support of a better quality of life and better quality of environment'* makes specific mention of air quality in the context of ensuring that an appropriate policy and legislative framework is in place supported by a regulatory regime which will delivery statutory environmental standards in respect of air, water and other environmental pollution.

Accordingly, the council is pleased to note that the Department for Regional Development has included a strategic objective within the draft Strategy document of reducing noise and air pollution (C.12 - page 29). However, in view of the extent of the statutory and other obligations on the Department in relation to air quality, current ambient pollutant concentrations and the direct disbenefits to public health, the council is disappointed to note the nature of the Department's subsequent commitment towards air quality as detailed on page 32 – *'we will seek to reduce noise and air pollution wherever possible'*. The council would recommend a definitive commitment to achieve the air quality standards at the earliest opportunity and maintain them thereafter.

With regard to climate change, the draft Strategy highlights that transportation currently accounts for around a quarter of man-made greenhouse gases in Northern Ireland. Accordingly, the draft Strategy commits to reducing greenhouse gas emissions from transportation. The council is disappointed, however, to note that the Department has chosen to deal with greenhouse gas emissions and ambient air quality as distinct issues. By way of amplification, the March 2010 Department for Environment, Food and Rural Affairs (DEFRA) publication entitled *'Air Pollution: Action in a Changing Climate'* highlights that climate change and air pollution share common sources and that changes in the climate will impact on air quality. Furthermore, the 2007 Air Quality Strategy for England, Scotland, Wales and Northern Ireland concludes that after many years of significant improvement, air quality benefits are becoming increasingly costly to achieve, making actions difficult to justify on an air quality basis alone. However, when climate change considerations are included in the evaluation process, then actions are more easily justified such as in the case of the promotion of low or zero emission vehicles. In the longer term, take-up of ultra low emission

vehicles in urban areas where air quality is a priority will likely result in significant public health benefits.

It should be noted that DEFRA and the devolved administrations are considering the recommendations of a recent review of local air quality management across the United Kingdom. The review included recommendations to build upon synergies between climate change and air quality policies and actions at local level. Therefore, the council recommends that the draft Strategy should be amended to emphasise the synergies between ambient air quality and climate change in order to reflect overarching United Kingdom government policy and in order to derive maximum local environmental and public health benefits. By way of example, there are clear air quality, climate change and public health implications for the proposed transport interventions relating to the use of alternative fuels in publicly owned vehicles and public transport and to advising on vehicle choice and promoting the use of alternative and renewable fuels amongst consumers (page 43).

The Strategic objectives outlined in the Public Consultation Document and the suggested revisions outlined above would ensure general alignment with the key objectives in the Council's Transport Policy and the Belfast Masterplan. There are, however, a number of key objectives in the Council's Transport Policy relating to Belfast's airports and port of which cognisance should be taken. These are as follows:

- The sustainable future development of Belfast's airports to ensure continued connectivity to Belfast City Centre and a high level of accessibility by sustainable modes of travel;
- The potential for implementation of new public transport interchanges at George Best Belfast City Airport;
- The sustainable development of Belfast port to ensure continued connectivity to Belfast City Centre and the strategic road network; and to ensure a high level of accessibility by sustainable modes of travel;

In addition we note that policy directions set out in the consultation document for the review of the Regional Development Strategy in January 2011 set out the importance of the metropolitan area centred on Belfast as the driver for economic growth.

It is the view of the Council that, given the key Executive Priority of economic growth, a Strategic Objective should relate to the metropolitan area centred on Belfast and should be *'Improved access and connectivity within and to the Belfast Metropolitan Area (BMA)'*

Alternatively, Strategic Objective 4 could be amended to read *'Improved access and connectivity in our towns and cities and in particular the Belfast Metropolitan Area (BMA).'*

4.0 How will we get there?

This section of the Public Consultation Document outlines the current way in which schemes are implemented and sets out the types of interventions that would contribute to at least one of the strategic objectives set out in the previous section.

The current process for evolving a transportation strategy into a scheme or intervention 'on the ground' involves identification of a transport initiative within the RTS which is then implemented through a specific development plan.

Transportation Interventions

Section 4.3 of the Public Consultation Document has identified a list of what it terms strategic interventions. These are intended to support the Strategic Objectives discussed previously.

It is our assumption that these '*strategic*' interventions represent themes or headings under which '*specific*' interventions would be brought forward and assessed through the policy prioritisation framework. This point is not particularly clear within the document and would require clarification

However, this would seem to be consistent with the example of the policy prioritisation framework from South-East Queensland presented in Section 5.2 of the Public Consultation Document, as well as the comments in Section 6 of the Public Consultation Document which states that a long list of possible transport interventions will be drawn upon agreement of the Policy Prioritisation Framework.

In addition it is considered necessary for the Department to clarify this issue there is some ambiguity in the wording of Section 4.2 which leads the reader to initially believe that only the '*strategic*' interventions identified are to be taken forward for assessment against the strategic objectives as opposed to '*specific*' interventions which are mentioned later in the document.

Strategic Interventions

In considering the Strategic Interventions contained in the Public Consultation Document, we have considered the proposals contained in the Belfast Masterplan. As part of its key objectives, the Masterplan aims to deliver an accessible and sustainable city for future generations and recognises that it is both more sustainable and economic to provide access to the city centre by public transport rather than by expanding the road network capacity. This means limiting the use of cars for journeys that could be made by public transport. The Masterplan identifies key strategic interventions to impose these limits including:

- Making public transport an attractive, preferred mode of travel; by controlling the amount of car parking; by road closures, or by charging road users
- Reclaim road space from the private car;
- Control on-street parking more rigorously and limit the provision of off-street space;
- Enhancement of bus services by provision of through-services linking the different quadrants of the city; the introduction of orbital routes, increased frequency, effective priority and related enforcement;
- Reclaim road space for pedestrians and cyclists

We note the following Strategic Transportation Interventions in the RTS Public Consultation Document which would generally align with the Masterplan's transportation objectives:

- Improved connections between different modes of transport;
- Prioritisation of road space for public transport;
- Introduction of more Park and Ride facilities;
- Good transport solutions to Growth Areas and Town and City Centres;
- Introduction of further innovative public transport services which meet the needs of communities;
- Promotion of walking and cycling;
- Restricting car parking in Towns and Cities;
- Enforcing Parking and Traffic Offences;

We would request, however, that to fully complement the Masterplan's strategic interventions outlined above, revisions to the wording of some of the RTS Strategic Interventions would be required, and these are outlined as follows:

- *'Prioritisation of Roads Space for Public Transport'* should be revised to *'Prioritisation of Roads Space for Public Transport, Walking and Cycling'*. This would safeguard the Masterplan's objective to *'reclaim road space for pedestrians and cyclists'*.
- *'Good Transport Solutions to Growth Areas and Town and City Centres'* should be revised to *'Sustainable Transport Solutions to Growth areas and Town and City Centres'*
- *'Promotion of Walking and Cycling'* should be changed to *'Improvement and Promotion of Walking and Cycling facilities'*

In addition to the points raised in relation to the Strategic Interventions, the Council would note that the Public Consultation Document contains no reference to targets (e.g. a desired Modal Split) within the lifetime of the revised Strategy. We would request that the Department clarify its position on how the success of each of the strategic interventions in achieving the Strategic Objectives of the Strategy can be gauged in the absence of any targets or monitoring.

Specific Interventions

In terms of the development of specific interventions which would contribute to the strategic objectives of the RTS, the Council has already identified a number of proposed improvements to the city within the Masterplan and the Council's Transport Policy document. The Council would continue to advocate the need for close engagement with local councils during the selection of specific interventions to ensure that the Council's proposals are safeguarded and there is a specific role for local councils in planning and delivering transport, especially in light of the review of public administration (RPA).

This point is further strengthened by the fact that it is unlikely that there will be funding for a suite of Transport Plans to deliver the specific interventions, as was the case with the existing RTS. The Council considers it vital that, given its status as the economic driver for the region, Belfast is fairly represented in any Regional Delivery Plan. The Department states in the Public Consultation Document that:

"A significant amount of recent work has been carried out around the transport needs of communities and businesses that may preclude the need for new Transport Plans. These include Active Travel and Freight Plans, Roads Service and public transport providers' corporate and business plans and local Masterplans".

The Council is of the opinion that should this approach be adopted by the Department, the proposals of the current Belfast Masterplan are included in any Regional Delivery Plan.

The Council would be of the opinion that the main challenge for delivering an improved and more sustainable transportation infrastructure will be to make public transport, walking and cycling, an accessible, attractive alternative to using the car and the preferred choice for travel throughout Northern Ireland. A key objective of the Council's Transport Policy is:

"to ensure a higher level of emphasis of capital expenditure on sustainable transportation schemes, ensuring that the priority is allocated to sustainable modes of travel such as walking, cycling and public transport schemes".

The Council therefore believes that the existing funding ratio outlined previously in this response provides a major barrier to promoting a culture change and subsequent modal shift from private car use to more sustainable transportation modes and the historic spending ratio in favour of roads has led to a level of infrastructure which is inadequate to aid the implementation of innovative sustainable policies.

It is the view of the Council, that as we face a prolonged period of reduced public expenditure, there should be a priority given to relatively low cost, sustainable measures such as bus priority, walking and cycling rather than the large road schemes which would utilise the majority of this constrained budget. In addition, the need to implement quality bus corridors and improve bus frequency should be given priority in the revised strategy. Additional specific interventions that the Council would advocate for inclusion in the Strategy include:

- Quality Bus Corridors;
- Orbital Public Transport Routes;
- Active Travel Initiatives;
- Rapid Transit;
- Park and Ride;
- Connectivity to airports and ports by sustainable means; and
- Gamble Street Station linked to new developments such as the University of Ulster campus and regeneration proposals in the northern part of the city centre

5.0 Making Choices

This section of the Public Consultation Document identifies what it describes as a new approach to implementation. This objective led, rather than problem led, approach developed through a number of transport studies in the early 1990's where the 'top down' (objective led) and 'bottom up' (problem led) were different approaches to the development of transport strategies.

The objective led approach outlined within the document highlights an approach that takes a broad view on which programmes or schemes will contribute to specific policy objectives.

Policy Prioritisation Framework

It is our assumption that the process through which this will take place is using the Policy Prioritisation Framework which scores individual specific interventions against the strategic objectives of the Strategy to ensure their 'policy fit'.

The Council notes that the DRD states that they will work with key stakeholders to develop an agreed Policy Prioritisation Framework and scoring guidance. As stated above, there is a need for close engagement with local councils in planning and delivering transport. One of the key internal policy objectives of the Council's Transport Policy states that:

"In line with the proposed transfer of local planning functions to local councils, we will adopt a strong and public leadership role in the promotion of sustainable development of the city of Belfast and will ensure a consistent and integrated approach to land use and transport planning"

The Council Transport Policy also outlines a desire to develop effective working relationships with appropriate delivery agencies for the delivery of local transportation schemes to support local communities and integrate with a community planning approach.

Given the importance of ensuring that the Policy Prioritisation Framework and associated scoring guidance integrates transport with other existing and emerging Executive strategies and policies such as RDS, it is essential that the Council should have the opportunity to engage with the Department in compiling the Policy Prioritisation Framework and the scoring guidance. It is also considered that this should be published for consultation prior to agreement of the final Framework composition.

The Council considers that the Policy Prioritisation Framework approach allows the development of sustainable transport corridor plans (as required by SPG-BMA 3 in the RDS), whereby sustainable modes of travel can be assessed under the same scoring criteria as competing road schemes to highlight their advantages in achieving all the strategic objectives of the RTS and therefore allowing prioritisation for these sustainable measures over the provision of new or additional highway capacity. Transport Corridor Plans should be formulated to integrate the development of sites, in particular housing and employment, with the proposed transport network and provide a phased programme for implementation of improvements to transport infrastructure and services that enhance accessibility for all.

6.0 What will we do next

The Public Consultation Document outlines what steps will be taken following the application of the Policy Prioritisation Framework and states that the Initial Prioritised List would be subject to Transport Assessment where the Department would take into account value for money, equality and environmental considerations and political / public acceptability. This would result in a Prioritised Assessed List which, along with the Comprehensive Spending Review, would allow informed decisions to be taken on the transport interventions to include in a draft Delivery Plan.

It is considered that this section of the Public Consultation Document lacks detail and seems to 'tail-off' without a clear explanation of how interventions which progress through the Prioritisation Framework eventually make it to inclusion in the draft Delivery Plan.

The 'Making Choices' section of the Public Consultation Document states that this will be done within a secondary framework which can include things like equality, value for money, deliverability, acceptability and capital cost. It is our view that Public Consultation Document should be extended to provide a clear breakdown and explanation of the different elements of what it terms 'Transport Assessment' so it is clear if this is simply a continuation of the GOMMS/Web TAG type appraisal process that was included in the existing RTS document or a new approach.

Delivery Plan

As noted previously, the Public Consultation Document states that interventions which progress through the Policy Prioritisation Framework and subsequent 'Transport Assessment' will appear on a 'Prioritised Assessed List' which, along with the Comprehensive Spending Review, would allow informed decisions to be taken on the transport interventions to include in a 'Draft Delivery Plan'. The Department has stated, in the Public Consultation Meetings, that it is unlikely that funding will be available to develop revised area specific transport plans which were undertaken to implement the existing RTS (e.g. BMTP, SRTP and RSTN TP). It is likely that any new Delivery Plan will be developed on a regional basis.

In this context, the Council would seek to ensure that the proposals contained in the Belfast Masterplan are taken forward and included in any Regional Delivery Plan. It is considered that close engagement with the Council is vital when developing the Delivery Plan to ensure that the aspirations of the Belfast Masterplan are not jeopardised.

We would also note the Department's comments at the recent public consultations that any proposals which are taken through the policy prioritisation framework will require political buy-in and sign off from the Executive before being committed to inclusion in the Delivery Plan. The Council would seek to ensure that the major urban areas do not suffer from any

bias in terms of funding ratios which in recognition of the importance of transport to the economy should support the economic drivers for the region.

The Council would re-iterate the point that the role of Belfast as the key economic driver for the region should be supported to maximise the potential for sustainable economic growth based on the higher gross value added in the Masterplan area and other urban centres.

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Belfast City Council

Report to:	Development Committee
Subject:	Establishment of Steering Groups / Working Groups
Date:	27 th June, 2011
Reporting Officer:	Mr. Jim Hanna, Senior Democratic Services Officer (ext. 3470)
Contact Officer:	Mr. Barry Flynn, Democratic Services Officer (ext. 6312)

1.0	Relevant Background Information
1.0	<p>Members will recall that the Committee, at its meeting on 15th June, agreed to defer consideration of the establishment of Working and Steering Groups to enable a revised report to be submitted. This was due to concerns raised regarding the demands that the membership of such Groups would make on Elected Members. It should be borne in mind that, since the Committee has agreed to meet on a twice monthly basis, there now exists an opportunity for it to examine matters in detail which previously would have been considered the Working Groups. In revising the previous report, it is evident that Working Groups should only be re-established if they adhere strictly to the following principles:</p>
1.1	<ul style="list-style-type: none"> • Working Groups should be established only if they are considered to be essential for the achievement of effective and efficient decision-making; • such Working Groups should be appointed only for a fixed-term and for a specific purpose; • the Groups would not have decision-making powers but rather would produce a report with recommendations for consideration by the appointing Committee; • after the Working Group has fulfilled its remit it would cease to exist; and • Working Groups should be formed on the basis of All-Party representation with nominees sought from the Party Group leaders.

2.0	Key Issues
2.1	<p>The range of Working and Steering Groups which had been established during the previous Council term ceased to exist on 5th May, coinciding with the Local Government Elections.</p> <p>Should the principles for the establishment of Groups be applied, then the numbers can be downsized accordingly. A re-assessment is set out hereunder:</p>
2.2	<p><u>2012 Events Working Group</u></p> <p>The remit of this Working Group is to formulate and oversee a programme of activities to mark 2012 as an international year of significance for the city. Next year will see the Council host a series of keynote events which will provide an opportunity to showcase Belfast as a premier tourist destination. These events will coincide with the London 2012 Olympic Games and the centenary of the sinking of the Titanic. All these activities will provide a significant level of international profile and cultural focus for the City and Northern Ireland. Previous membership consisted of the Chairman and the Deputy Chairman (or their nominees), together with one representative from each of the Political Party Groupings on the Council.</p>
2.3	<p><u>Recommendation</u></p> <p>Given that the year 2012 will be of specific importance to the City, it is recommended that this Group be re-established and that it meet on an ad hoc basis, until the end of 2012, under the guidance of the Director of Development.</p>
2.4	<p><u>Digital NI 2020 Strategy Working Group</u></p> <p>This Group was established in April, 2011 to manage and explore the opportunities and challenges for the Council arising from the Digital NI 2020 Strategy. Its remit is to engage with a number of key stakeholders and bodies in the development of new initiatives which would be of benefit to the Council arising from the Strategy. Whilst this Group did not meet prior to the election it had been anticipated that the Committee would be represented by the Chairman, the Deputy Chairman, together with one representative from each Political Party not represented by the aforementioned members.</p>
2.5	<p><u>Recommendation</u></p> <p>Since the suggested lifespan for this Group is for a period of eight years, it is perhaps unfeasible to establish a Working Group for this purpose. Therefore, it is suggested that this project be led by officers within the Department and that periodic progress reports be submitted to the Committee.</p>
2.6	<p><u>Titanic Quarter Working Group</u></p> <p>The purpose of this Working Group is to oversee the Council's contribution to the Titanic Quarter Memorandum Of Understanding and the ongoing development of the Titanic Quarter. The group will help establish an agreed programme of activity aimed at engaging all local communities throughout Belfast.</p>

	<p>Membership consists of the Chairman and Deputy Chairman of the Committee (or their nominees), together with one representative from each Political Party not represented by the aforementioned Members.</p>
2.7	<p><u>Recommendation</u></p> <p>Since the Titanic brand is vital to the City's tourist industry it is recommended that this Group be re-established and that it meet on an ad hoc basis in 2011 / 2012 under the guidance of the Director of Development.</p>
2.8	<p><u>Tourism Forum</u></p> <p>The Tourism Forum was established in April 2011 to oversee the implementation of the Belfast Integrated Strategic Tourism Framework. Its role is to provide regular feedback to the Development Committee; to prioritise and co-ordinate the delivery of tourism projects and to monitor and review the effectiveness of the Tourism Framework. Membership of the Forum is comprised of key stakeholders from throughout the City representing the tourist industry. The Council has an overarching role in co-ordinating this Forum and ensuring that it</p>
2.9	<p><u>Recommendation</u></p> <p>The Forum has a specific remit, viz., to oversee the Belfast Integrated Strategic Tourism Framework. It is recommended that the Forum be re-established and that the Chairman and Deputy Chairman (or their nominees) represent the Committee. Minutes from the meetings of the Forum would be submitted periodically for the Committee's information.</p>
2.10	<p><u>Sister Cities Nashville Steering Group</u></p> <p>The remit of this working group is to agree and monitor the implementation of an annual action plan to strengthen the relationship between Belfast and Nashville. Its membership includes representatives from Tourism Ireland, the United States Consulate, the BBC, the Ulster Historical Foundation, the Ulster-Scots Heritage Society, the Queen's University of Belfast and the Arts Council of Northern Ireland. In November, 2010 the Development Committee agreed to increase membership of the Group to include, in addition to the Chairman and Deputy Chairman of the Committee, one representative from each Political Party not represented by the aforementioned Members.</p>
2.11	<p><u>Recommendation</u></p> <p>It is recommended that this Group be re-established and that it meet on an ad hoc basis during 2011 / 2012 under the guidance of Director of Development</p>
2.12	<p><u>RISE Steering Group (Broadway Junction Sculpture)</u></p> <p>The Rise Steering Group was established to oversee the development of the public art at Broadway Roundabout. It includes representatives from the Department for Regional Development Roads Service, together with local community and political representatives.</p>

2.13	<p><u>Recommendation</u></p> <p>Given that the project is almost complete, it is recommended that this Steering Group is not re-established and that the Committee, if necessary, consider any outstanding matters relating to the project.</p>
2.14	<p><u>Lisburn Road Public Art Steering Group</u></p> <p>The Development Committee, at its meeting on 13th April, agreed to establish a Steering Group to oversee the development of two pieces of public art at vacant sites on the Lisburn Road – with potentially other areas of the City included at a later date. The remit of the group was to oversee the appointment of an artist to produce suitable art pieces for the proposed sites.</p> <p>At the meeting of the Committee on 15th June, the view was expressed that the project did not require the establishment of a formalised Working Group.</p>
2.15	<p><u>Recommendation</u></p> <p>It is recommended that this Group is not re-established and that the project is led by officers within the Department on the understanding that the Elected Members for the Balmoral District Electoral Area be updated on an ongoing basis.</p>

3.0	Resource Implications
3.1	None

4.0	Equality Implications
4.1	None

5.0	Recommendation
5.1	The Committee is requested to consider the recommendations as outlined within the report.

6.0	Decision Tracking
6.1	The Democratic Services Officer will oversee the any decisions which the Committee might wish to take.



Belfast City Council

Report to:	Development Committee
Subject:	Council Engagement in Employability and Skills Development Initiatives
Date:	27 June 2011
Reporting Officer:	John McGrillen, Director of Development, ext 3470
Contact Officer:	Shirley McCay, Head of Economic Initiatives, ext 3459

1	Relevant Background Information
1.1	Members will be aware that, at the February meeting of the Development Committee, a paper was presented to make Members aware of a number of projects which were seeking match funding for their European Social Fund (ESF) applications. Members agreed that they would defer a decision on whether or not to provide the match funding as requested until the projects had undergone economic appraisal by Department for Employment and Learning (DEL). These appraisals are now complete.
1.2	Members will also be aware that, at the March meeting of the Development Committee, requests for support from the Employment Services Board (ESB) and Employers' Forum (EF) were received. Following legal opinion as to whether these requests could be considered, the Committee agreed as an interim gesture, to grant funding to the Employment Services Board, up to a maximum of £15,000, over a period of three months commencing 1 April, under the special expenditure powers as set out in Section 115 of the Local Government Act (Northern Ireland) 1972, it being the opinion of the Committee that the expenditure would be in the interest of, and would bring direct benefit to, the District and the inhabitants of the District, with the Committee being satisfied that the direct benefit so accruing would be commensurate with the payment to be made.
1.3	At that meeting, Members asked that a report be presented to the June Committee outlining the wider issue of the Council's future involvement in employability and skills issues, and recommending a proposed approach for this work.

2	Key Issues
2.1	<p><u>European Social Fund applications</u></p> <p>Members are reminded that, at the August 2010 meeting of the Development Committee, agreement was reached on a set of criteria to be used to guide the development of any potential applications under ESF. These criteria included:</p> <ul style="list-style-type: none"> – Degree of fit with Belfast Employability and Skills strategy – City wide/strategic impact – Degree of duplication with other services – Focus on agreed priority sector – Expected job outputs against investment.
2.2	<p>At that meeting, Members also agreed that requests for match funding received after the application process closed would not be considered.</p>
2.3	<p>In total, 10 projects made match funding requests to the council (including one council-led initiative). These projects have a total match funding requirement of more than £245,000. Details of the projects including a brief description of planned activity and match funding required from Belfast City Council are attached as Appendix 1.</p>
2.4	<p>The projects submitted by North Belfast Partnership and Training for Women Network (TWN) were not among the 84 applications approved by DEL. Both organisations appealed this decision but were not successful in their appeals.</p>
2.5	<p>Representatives from TWN, Upper Springfield Development Co Ltd and Women in Business did not meet with council officers to discuss their ESF funding applications ahead of the submission deadline. However the organisations did engage with council staff subsequently and asked that their applications be presented to the committee for consideration.</p>
2.6	<p>At the February 2011 Development Committee, Members suggested that, while they were unable to take a decision on the applications at that stage, the scoring used should remain valid and should be used for selecting the most relevant match funding requests at a future meeting. Scores were assessed out of a total of 50 marks taking account of each of the eligibility criteria already presented above, along with some consideration of value for money. This was a combination of ratio of staff to programme delivery costs and potential employment outputs. The scores are included in appendix 1.</p>
2.7	<p>Based on the assessments, it was proposed that Council considered support for three projects, namely:</p> <ul style="list-style-type: none"> – HARTE – contribution of up to £35,476 for year 1 – Tools for Life – contribution of up to £20,000 for year 1 – Learn 2 Earn – contribution of up to £5,000 for year 1, to support the self-employment element, which will complement the HARTE programme.
2.8	<p>Given available resources and developments with other funders, it is recommended that these projects are supported for year 1 (April 2011-March 2012). Given the late start dates, there may be some downwards revision of the budgetary commitment required, subject to discussion with the individual project promoters.</p>
2.9	<p><u>Match funding support for Employment Services Board (ESB) and Employers' Forum (EF)</u></p> <p>Members are reminded that, at the 28 March 2011 meeting of the Development Committee, it was agreed as an interim gesture, to grant funding to the</p>

	<p>Employment Services Board, up to a maximum of £15,000, over a period of three months commencing 1 April, under the special expenditure powers as set out in Section 115 of the Local Government Act (Northern Ireland) 1972. In doing so, the committee indicated that it was of the opinion that the expenditure would be in the interest of, and would bring direct benefit to, the District and the inhabitants of the District, and that it was satisfied that the direct benefit so accruing would be commensurate with the payment to be made. This decision was made on the basis of legal opinion from the Legal Services team.</p>
2.10	<p>The Employment Services Board brings together a range of public and private partners working on employability issues, focusing on the west Belfast and Shankill areas. A service level agreement (SLA) was drawn up between the organisation and Belfast City Council for the delivery of agreed services within the designated time period. These include:</p> <ul style="list-style-type: none"> – Participation in the TQ Work group providing input and advice on maximising benefit to those furthest from the labour market, with particular regard to the Operator contract in the short-term – Monitoring the impact of welfare reform on the city’s unemployed, including tracking the impact of benefit reassessment and promoting approaches to increase take up of existing support – Supporting the continued development of the Health Employment Partnership in its expansion to cover areas of disadvantage across the City.
2.11	<p>This work is still going on at present and will complete at the end of June 2011. The organisation is currently working on a plan to determine its strategic direction going forward and is anticipating making an application for further support under the Social Investment Fund (SIF) for its ongoing operations.</p>
2.12	<p>The Employers’ Forum was established in 2003 by Business in the Community (BiTC), with the support of Bombardier Aerospace. The Forum provides an interface with up to 40 employers, working within 6 sectoral “clusters”. These include construction, engineering, contact centres, retail and IT. The employers are committed to helping those furthest from the labour market to find work by providing support to help develop employability skills, identifying opportunities for work experience and ultimately providing sustainable employment opportunities. The Employers’ Forum has helped almost 1000 people from the west Belfast and Shankill areas find employment since it was established.</p>
2.13	<p>The Forum is currently funded by Bombardier and Northstone Construction. Business in the Community (BiTC), who operate the Forum, were seeking funding from Belfast City Council of £40,000 per annum towards the operation of a citywide Employers’ Forum. This would enable the roll-out of the learning from west Belfast and Shankill across the city. Members at the March meeting of the Development Committee did not propose to support this organisation, judging that its financial position did not appear to be as precarious as that of ESB. The organisation is still endeavouring to source funding and has asked to meet with Council officers late in June 2011 to consider what role Belfast City Council may play in this regard. As with the previous reports on this issue, it is suggested that any engagement and/or support should be framed within a wider, agreed approach to addressing the city’s employability and skills challenges.</p>
2.14	<p><u>Proposed Council role in city-wide employability and skills development work</u> The funding-driven approaches identified above in this report indicate the need for Belfast City Council to agree its role and function in supporting employability and skills-related initiatives.</p>

2.15	While there is a plethora of activity ongoing across the city, much of it is subject to time-bound funding or comes with a complex range of criteria which mean that accessing the provision and signposting individuals to relevant support is very difficult. At the same time, unemployment levels are continuing to increase across the city and in the wider region and this risks hampering our recovery from the downturn.
2.16	Much of the economic assessment work that the council has commissioned in recent years identifies the need to ensure that education and skills are aligned to the needs of the local economy and highlights the current mismatch in this regard. In particular, the economic inactivity levels in the city – which have never really improved, even during the decade of major growth from 1998-2008 – place a major brake on productivity and growth levels in the city.
2.17	As mandated by this committee, officers have held a number of preliminary meetings with senior DEL officials to consider the best approach to addressing these challenges. A draft scoping paper outlining the challenge, rationale and approach has been drafted and is attached as Appendix 2.
2.18	In summary, it is proposed that the collaborative city-wide forum would consist of a small grouping of key organisations committed to developing and working towards an integrated response to the challenge. Representatives on this forum would be senior level individuals capable of committing the organisation to specific activities and identifying commensurate resources to deliver on those activities. From a Belfast City Council perspective approach, this would provide a framework in which we could make informed decisions as to how and where we should commit resources to address the city-wide challenges of economic growth, aligned to a wider, coordinated approach to economic growth.
2.19	DEL officials have indicated that they may be willing to consider how they could realign their existing resources internally to support the delivery of agreed activity. This may be done by providing a member of staff on secondment – similar to the current arrangement around employability issues in Titanic Quarter. It is anticipated that Belfast City Council may be expected to make a financial contribution towards the salary costs, subject to further discussion with DEL. If this is the case, an allocation has been identified for this activity within existing resources.
2.20	In order to secure the leadership role for Belfast City Council, there is an opportunity for the Chair of Development Committee to lead and chair this process, if appropriate.

3	Resource Implications
3.1	<u>European Social Fund</u> Budgets for each of the match funding requests are attached as Appendix 1.
3.2	If the proposed approach to city-wide employability and skills issues is endorsed, Belfast City Council may be expected to make a financial contribution towards the salary costs of a staff member on secondment from DEL, subject to further discussion with that organisation.
3.3	Provision for both areas of activity has been made within the current estimates.

4	Equality and Good Relations Considerations
4.1	There are no equality or good relations considerations attached to this report.

5	Recommendations
5.1	<p>It is recommended that Members:</p> <ol style="list-style-type: none"> 1. Note the match funding requests received by ESF project applicants; 2. Agree the recommendation to support the three projects identified, up to a value of £60,476; 3. Note the proposed city-wide approach to employability and skills development issues and endorse this as a way forward for this area of work.

6	Decision Tracking
Progress on these activities will be presented as part of the regular departmental plan updates to committee.	

7	Key to Abbreviations
<p>BiTC – Business in the community DEL – Department for Employment and Learning ESB – Employment Services Board ESF – European Social Fund SIF – Social Investment Fund SLA – Service Level Agreement EF – Employers’ Forum</p>	

8	Documents Attached
<p>Appendix 1 - ESF match funding requests Appendix 2 - Draft scoping paper on proposed collaborative approach to employability issues</p>	

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Appendix 2

Collaborative approaches to employability and skills development - developing an agreed approach

Background

1. The current economic downturn has sharpened the focus on the need for targeted, timely interventions to address the challenges of unemployment and skills development.
2. While support mechanisms are in place, it is clear that those furthest from the labour market are finding it increasingly difficult to access employment. Equally, the diversification of the city's economy and the need to focus on developing new, high value-added sectors has identified the need for the alignment of economic growth and employability agendas at local level.
3. The background work on developing the draft Belfast Employability and Skills plan identified a range of key organisational and operational obstacles hindering collaborative approaches to employability policy and delivery in the city of Belfast.
4. One of the major challenges identified was the issue of alignment with an agreed strategy, incorporating realistic targets, to which all participating organisations could contribute through existing – and potentially new – collaborative activity, at limited additional cost (if any).
5. DEL, as the principal statutory body responsible for employability and skills issues, has a key role to play in resourcing and managing a range of interventions which are delivered by a large number of organisations across the city and the wider region. Other partners, such as Belfast City Council and Department for Social Development, also fund a range of support activities which directly or indirectly impact on these issues.
6. The Social Investment Fund (SIF), agreed by the Northern Ireland Executive in March 2011, is intended to provide “an integrated approach to enhance economic growth, employability and the sustainability of communities”. The fund is likely to be focused on 8 “investment zones” which are those areas in greatest social need.

Invest NI are also working on a “short-term employment scheme” (STES) which will allow them to focus on projects to support the rebuilding of the economy, possibly looking wider than those target sectors which were agreed as a priority in a less difficult economic climate.

7. To date, consideration has not been given as to how these resources might be brought together to deliver a set of agreed objectives at a city level, within the framework of an integrated economic strategy for the city.
8. There are a number of key factors which are driving this approach at present. These are identified below.

Drivers for change

9. The key drivers for change at this time include:
 - The Belfast City Council draft “Employability and Skills Strategy” (March 2010)
 - The profusion of small EU-funded employment-related projects (a new round of funding to be in place from April 2011)
 - Internal work within DEL on developing effective partnerships as part of the Modernising the Employment Service Programme
 - Internal work within Belfast City Council to consolidate external partnerships to ensure agreed approaches to enhancing the quality of life in the city
 - The draft NI Executive economic strategy (February 2011) which identified the need for a range for short and medium term (as well as longer-term) interventions to address the current employment challenges
 - Budgetary constraints across government
 - Proposals for a revision of the Belfast masterplan and discussions around a possible integrated economic strategy for the city

- National-level welfare reforms which will have a disproportionate impact on those areas of the city which experience high levels of deprivation and worklessness
- A decrease in labour demand coupled with growing unemployment levels.
- A new round of tendering for a range of services, including LEMIS and Steps to Work.

LEMIS and the evaluation report (FGS McClure-Watters, October 2009)

10. The FGS McClure Watters report on the evaluation of the LEMIS programme recommended that the LEMIS Stakeholder Forums should be abolished once arrangements were put in place with the new councils (11 were proposed) and the Workforce Development Forums to provide the link between LEMIS providers and employers. However, given that the Review of Public Administration which recommended these changes has not been fully implemented to date, this proposal had to be reviewed.
11. DEL has indicated that it still wishes to push ahead with a review of the stakeholder arrangements – not only for LEMIS but across a range of employability and skills interventions. To this end, senior officers have made contact with Belfast City Council and with other local authorities to explore options for establishing and managing local stakeholder groups to ensure better congruence between policymakers and providers and to ensure that provision is led by and meets employer needs.

A possible model – the City Strategy approach

11. As part of the preliminary work on the Belfast Employability and Skills plan, the City Strategy model was identified as one that partners may consider for implementation in Belfast.
12. In GB the city strategy initiative was first announced in the welfare reform green paper of January 2006. It intended to combat the issues of worklessness and

poverty in urban areas by empowering local institutions to develop local solutions.

They key aims were to:

- Significantly improve employment rates (particularly among the most disadvantaged)
 - Ensure that individuals were better able to find and remain in work
 - Improve the skills of individuals so that they could progress in work.
13. Fifteen “pathfinder” areas were selected for an initial two year period (later extended for a further two years). The initiative concluded in March 2011.
 14. The initiative was about aligning resources and providing the freedom to innovate and tailor services to local needs through partnership working. Although some initial seedcorn funding was provided to successful pathfinders, city strategies were largely focused on getting better value from the services provided. There was also an opportunity to identify and plug gaps and to develop and offer supplementary services to individuals or groups of clients.
 15. An evaluation of phase 1 of the city strategy initiative has identified a range of lessons around the central/local relationship tensions; partnership and focus and labour demand issues. This information is a useful learning resource for any similar partnership initiative in this field.

Purpose of the local partnership forum - a proposal

16. Building on the previous work undertaken and on similar partnership initiatives elsewhere, it is suggested that the purpose of a local partnership forum would be to encourage inclusive economic growth by making mainstream employment support function better and identifying innovative approaches to employability support for specific groups, sectors and locations, if appropriate.
17. As in the case of the city strategy partnerships, the focus would be on:
 - Improving employment rates (particularly among the most disadvantaged)

- Helping people find work and stay in employment
- Improving the skills of individuals so that they could progress in work.

18. This type approach could also contribute to:

- Improvement in the quality of life, health and education for people in areas of greatest need
- More cohesion of services to boost and develop confidence within communities
- Improved life chances for children and young people.

19. Following a strategic review to agree priorities and areas of action, the forum may consider the development of a concerted programme to address these issues with a focus on results and tangible impact on the ground. It should ensure a “whole city” view of employment services and skills development provision, while taking account of local needs and variances.

As such, its role in Belfast would be to:

- Develop and agree an overarching strategic framework covering the breadth of the worklessness and skills agenda in Belfast, which informs and shapes partner organisations’ business plans
- Mobilise mainstream and discretionary funds to deliver the agreed strategy
- Address gaps in provision and barriers to delivery that hinder progress in achieving the agreed priorities
- Develop and manage appropriate data management systems which support enhanced labour market intelligence and help target interventions to ensure delivery of agreed targets
- Monitor performance against target

- Share best practice from partner organisations and wider to enhance the quality of provision.
20. New ways of inter-organisational working will undoubtedly require cultural change however effective partnership working as envisaged has the potential to extend the worklessness brief to new policy domains and elevate the profile of employability in policy debate.

Representation

21. It is proposed that a strategic “board” be established to oversee and direct the work, ensuring that strategic decisions are translated into operational commitment and action in delivery. It is possible that a number of operational sub-groups/working groups would be established, as appropriate.
22. While it is not possible to identify the specific composition at present, it is considered that senior personnel from a number of key organisations should be involved. These may include:
- The local authority – Belfast City Council
 - Department for Employment and Learning
 - Other appropriate government departments (INI/DSD/OFMDFM)
 - Employers’ representatives (BITC)
 - Chamber of Commerce/other business organisations
 - Universities/further education college(s).
- In order to ensure effective decision-making, it is proposed that the core board should remain fairly small, with operational activity devolved to appropriate action/working groups. The final structure is likely to reflect the priorities identified from the initial analysis.
 - A proposed structure is outlined in Appendix 1 of this paper. It is essential that the structure supports a series of action rather than become a “talking shop” therefore representatives should be senior officers within their respective

organisations, capable of making decisions and committing to action, on behalf of their organisation.

Management

23. The board and working groups will require a secretariat to provide ongoing management support and to ensure coordination between the partners represented on the groups.
24. Initial discussions have taken place between DEL and Belfast City Council to consider how these resources may be provided, possibly through a secondee from DEL on a fixed-term basis. Further discussion on this matter will be required and approval from both organisations to the proposed approach must be in place before this management structure can be agreed.

Proposed next steps

- Draft policy paper presented to Belfast City Council
- Policy paper presented to DEL Senior Management Group and Board for approval
- Submission to new DEL Minister for approval as pilot approach for designated city areas
- Representation to strategic board discussed and agreed

It is envisaged that the board would meet 4 times per year and the working subgroups 6 times per year.

- Date set for first meeting at which key priorities are agreed
- Subgroup representation established and date set for first meeting
- Ongoing reporting to Belfast City Council and other key stakeholders.

**Appendix 1 –
operational structure -
options**



**Operational/
work groups - options**

Thematic e.g.
employer liaison

Sector-focused e.g.
IT, financial services

Issue-based e.g.
worklessness, skills
development

Target group-based
e.g NEETs; specific
geographical areas

Issues to be finalised:

- Structure
- Representation
- Budgets
- Leadership
- Engagement
- Strategy v service delivery
- Targets
- Reporting
- Resourcing

Appendix 1 - Overview of ESF match funding requests and amounts

Proposer	Project Title	Brief description of activity	Total project cost	Match funding requested from BCC	Overall score (/50)
Belfast City Council	HARTE (Hospitality and Retail Training for Employment)	Focus on getting long-term unemployed people into employment in hospitality and wider service sectors.	£459,999	£35,476	40
East Belfast Enterprise Agency	Lipstick & Money	Lipstick and Money promotes self employment to unemployed and economically inactive women.	£184,134	£21,411	27
East Belfast Enterprise Agency	Health 2 Wealth	Delivers enterprise training and leads to self employment in field of fitness training.	£300,517	£35,308	18
East Belfast Enterprise Agency	Megabytes	Project to help 16-19 year old NEETs (not in education, employment or training) to find employment or become self-employed in new media sector.	£169,578	£19,844	28
East Belfast Mission	Stepping Stone	Continuation of previous ESF project (work4u). Focus is on building employability skills of unemployed individuals. Council support is sought towards costs of an Employment Mentor.	£428,076	£7,636	31
Greater Village Regeneration Trust (GVRT)	Tools for Life	Employability programme concentrating on young people not in education, employment or training (NEETS). Project aims to increase employability of 90 young people p.a. through series of personal and vocational courses.	£449,522	£20,000	33
North Belfast Partnership	Public Employment Partnership	Based on previous ESF project that trains and matches LTU with public sector employment opportunities, supported through short work placements.	£590,000	£35,000	29
Time Associates & Belfast Metropolitan College (BMC)	Learn 2 Earn	Focus on hospitality, leisure, travel and tourism industry. Provision of entry level training, professional accreditation and enterprise support.	£202,443	£10,831	35
Training for Women Network	Gateway to success	Employability training, networking events across NI with 8 Partners responding to local need.	£2,688,650	£16,000	26
Upper Springfield Development Co Ltd	Jobs on the Move	Engagement and outreach work to provide pre-employment support for specific target groups. Focus on west Belfast but some city-wide provision	£784,000	£25,000	30
Women Into Business	Women Into Business Project	Project to assist women - NEETs in particular - gain employment or self employment. The programme will consist of networking, events, workshops and mentoring	£386,996	£18,576	26
Totals			£5,269,915	£245,082	

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Belfast City Council

Report to:	Special Development Committee
Subject:	Attendance of the Lord Mayor and Officer at the 2011 World Police and Fire Games in New York
Date:	27 June 2011
Reporting Officer:	Tim Husbands, Head of City Events and Venues, ext 1400
Contact Officer:	Gerry Copeland, City Events Manager, ext 3412

1	Relevant Background Information
	<p>In the last ten years, Belfast has built a strong reputation for hosting major events, the visit of the Tall Ships in August 2009 being the latest, and perhaps most successful major event to be hosted by the City. Other notable major events include the World Irish Dancing Championships, the World Amateur Boxing Championships, the U19 European football Championships, the Special Olympics Ireland Games, the Women's World Open Squash Championships and the U-19 Rugby World Cup. A considerable factor in the success of all these events has been the support of Belfast City Council and the ability of the Council to manage and operate key partnerships to deliver these major events.</p> <p>Members will be aware, that the World Police and Fire Games (WPFG) are coming to Belfast in 2013. The Police Service of Northern Ireland, Northern Ireland Fire and Rescue Service and Northern Ireland Prison Service will host up to approximately 15,000 law-enforcement officers and fire-fighters from around the world who will compete in a wide variety of sporting events. Plus there will be up to 10,000 friends and family accompanying the athletes.</p> <p>The purpose of this report is to request that Members approve the attendance of the Lord Mayor and one officer to attend a variety of events connected to the 2011 New York WPFG event (please see attached letter from Chair of WPFG 2013 Ltd in Appendix 1).</p>

2	Key Issues
2.1	<p><u>Background to Belfast World Police and Fire Games in 2013</u></p> <p>In September 2007 and October 2010 the Council agreed to be one of the key stakeholders for the World Police and Firefighter Games (WPFG), which will be staged in Belfast and in the summer of 2013. The Council's commitment of £400,000 is part of a £8 million events budget with the bulk of the funding coming from the Department of Culture, Arts and Leisure. The games are the third largest multi-sport event in the world and takes place biannually. It is expected that the 2013 Games will attract in excess of 15,000 competitors, which will generate many thousands of bed nights for Belfast and a substantial level of economic activity for the City. WPFG is a bi-annual multi-sports tournament promoted by the WPFG Federation. In recent years, the Games has attracted circa 10,000 – 14,000 competitors, from over 71 countries, competing in 65 sports over a 10 day period. The last WPFG which took place in Vancouver in 2009 generated an economic benefit to the city of CAN\$84m.</p> <p>Belfast was successful in winning a bid to host the WPFG in 2007. The City Council's input to the successful bid was led by the then Lord Mayor, Councillor Pat McCarthy, supported by Councillors Stoker and McCann.</p> <p>Since the last presentation to Council, in October 2010, £6m has been secured from DCAL and a special purpose limited company has been set-up. The WPFG limited company currently has Council representation via Councillor McCarthy and Alderman Humphrey on the Board of the limited company.</p>
2.2	<p><u>Attendance at the New York World Police and Fire Games 2011</u></p> <p>Traditionally the next host city, to the current Games, would attend in respect to a number of ceremonial and promotional events. To this mind Members are being asked to endorse the attendance of the Lord Mayor, Councillor Niall O'Donnghaile, at a series of events from the 26 August to 4 September 2011 (plus two travel days). These would include the opening ceremony of the 2011 New York Games; the closing ceremony of the 2011 event and a special memorial service to mark the 10th anniversary of the US 9/11tragedy.</p> <p>It would be suggested that one officer would attend these events in an observer capacity in regard to the ceremonies workstream which the Council's City Events Unit is leading on, in preparation for the Belfast 2013 event. This would allow the officer to: liaise with the New York Games organisers and the WPFG Federation Board and view first hand the operation of the event organisational requirements for the Games.</p>

3	Resource Implications
3.1	<p><u>Hotel and Flight Costs</u></p> <p>Room costs per night would be £139.00, which would result in circa £3,900.00 over a 14 day period. Return flights would be £650.00 each. Therefore, the total cost of the trip without Council subsistence would be circa £5,192.00.</p>

4	Equality and Good Relations Considerations
	As with all major civic events, public events like this have the potential to bring together people from a wide range of backgrounds and therefore promote good relations in the city.

5	Recommendations
	Members are requested to approve the attendance of the Lord Mayor and one Officer at the 2011 New York World Police and Fire Games.

6	Decision Tracking
	To provide an update report to Members on progress of planning and preparations for the 2013 Games in the Autumn of 2011 and feedback from the 2011 WPFPG event in New York.
	Timeline: Autumn 2011 Reporting Officer: Tim Husbands

7	Documents Attached
	Appendix 1 - letter from Chair of WPFPG 2013 Ltd

8	Abbreviations
	WPFPG – World Police and Fire Games



Northern Ireland Fire & Rescue Service HQ
1 Seymour Street
LISBURN
BT27 4SX
Patron: Dame Mary Peters
www.2013wpfg.com

16 June 2011

Dear Lord Mayor,

Ref: 2011 World Police & Fire Games New York

As may know the 2011 World Police & Fire Games are being hosted in New York between 26th August and 4th September 2011.

The 2011 Games will provide an excellent opportunity to promote the 2013 World Police and Fire Games which will be hosted in Belfast between 1st and 10th August. Representatives of the 2013 WPFGB Planning Team will be attending the New York Games to promote Belfast 2013 and to learn from the experience in hosting the event.

Whilst in New York there will be a number of opportunities to promote the Belfast Games including:

- Meeting potential teams for the 2013 Games at Belfast's promotional stand
- Attendance at the New York Opening Ceremony
- Northern Ireland 2013 Promotion Night at the New York Athletic Club
- Host city hand-over event as part of the New York Closing Ceremony

On behalf of the Board of 2013 World Police and Fire Games Ltd I would like to take this opportunity to invite you as Belfast's First Citizen to attend the New York event in order to promote the Belfast Games in 2013.

During the Closing Ceremony the World Police & Fire Games Flag will be presented to the Northern Ireland Prison Service, Police Service of Northern Ireland and Northern Ireland Fire & Rescue Service. This will symbolise the handing over of the Games to Belfast.

When in New York you will hopefully have the opportunity to witness some of the sporting events and experience the size and scale of the Games.

A brief itinerary of the programme of events in New York is attached for your information. More detailed information will be provided in relation to the activities when it becomes available from New York.

DUNCAN McCAUSLAND
Chairman
2013 World Police & Fire Games Ltd