

# City Growth and Regeneration Committee

Wednesday, 11th September, 2019

## MEETING OF CITY GROWTH AND REGENERATION COMMITTEE

Members present: Councillor Hargey (Chairperson);  
Alderman Kingston; and  
Councillors S. Baker, Beattie, Brooks, Ferguson,  
Flynn, Garrett, Graham, Hanvey, Heading, Howard,  
T. Kelly, Lyons, McAllister, McLaughlin, Murphy,  
O'Hara and Whyte.

In attendance: Mr. J. Walsh, City Solicitor;  
Mr. J. Greer, Director of Economic Development;  
Mr. S. Dolan, Senior Development Officer; and  
Mr. H. Downey, Democratic Services Officer.

### **Apologies**

An apology for inability to attend was received from Alderman Spence.

### **Minutes**

The minutes of the meeting of 7th August were taken as read and signed as correct. It was reported that those minutes had been adopted by the Council at its meeting on 2nd September.

### **Declarations of Interest**

No declarations of interest were reported.

### **Presentations**

#### **Retail Analysis**

The Committee was reminded that Pragma Consulting Limited had been commissioned by the Council to undertake a retail analysis of the City centre, with its scope being developed in conjunction with the Belfast Chamber of Trade and Commerce.

Mr. McVicker, on behalf of Pragma Consulting, explained that the retail analysis had focused upon five key areas, namely, current catchment and shopping patterns, a trading gap analysis, independent traders, future trends and, finally, practical steps to be taken by the Council and its partners to support the City's retail offer. He reviewed the key findings associated with each of those areas, including benchmarking with other cities, and drew the Committee's attention to recommendations and suggested actions which Pragma Consulting Limited had made, specifically around leisure provision, place making, transport, city centre living, office development/working space and policy and governance. These

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would, he pointed out, assist in creating a dynamic destination for shoppers and in strengthening the economic, social and physical regeneration of the City.

The Director of Development added that a report would be submitted to a future meeting providing details of a Retail/High Street Action Plan and work programme, aligned to the recommendations set out within the retail analysis.

After discussion, the Committee noted the information which had been provided.

**Restricted Items**

**The information contained in the reports associated with the following three items are restricted in accordance with Part 1 of Schedule 6 of the Local Government Act (Northern Ireland) 2014.**

Resolved – That the Committee agrees to exclude the members of the Press and public from the Committee meeting during discussion of the items as, due to the nature of the item, there would be a disclosure of exempt information as described in Section 42(4) and Section 6 of the Local Government Act (Northern Ireland) 2014.

**Belfast Zoo – Performance Update**  
**Quarter 1 2019/20**

(Mr. R. Black, Director of Neighbourhood Services, and Mr. A. Cairns, Zoo Manager, attended in connection with this item.)

The Committee considered a report which outlined the performance of the Zoo for the period from April till June, 2019, under five key areas, namely, Animal Collection/Welfare, Education Services, Financial Performance, Marketing and Events and Visitor Services. The report provided an update also on the implementation of recommendations arising from independent reviews which had been undertaken of Animal Welfare and Safety and Security.

After discussion, the Committee noted the information which had been provided and agreed that the next quarterly update should provide details of the priority recommendations identified within the aforementioned reviews.

**Proposed City Centre Public Realm**  
**Catalyst Projects**

The Committee's attention was drawn to a report which set out an approach for developing, in partnership with the Department for Communities and other stakeholders, where appropriate, a programme of small scale catalyst public realm projects, based upon financial developer contributions which had already been received or been agreed through completed planning agreements. The report provided also the locations of developments within the City centre to which signed planning agreements related and for which approval for three potential catalyst projects was being sought.

After discussion, the Committee:

- i. agreed the emerging proposals to bring forward small scale, public realm catalyst projects for the following three cluster areas, which could utilise pre-existing developer contributions, subject to additional funding being secured from the Department for Communities or other sources:

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- Chichester Street/Callender Street;
  - Greater Clarendon and Sailortown; and
  - Blackstaff Square and its environs;
- ii. noted that the Belfast Streets Ahead Project Board was supportive of further work being undertaken to explore these public realm projects, in conjunction with the Council;
- iii. noted that, once the scope and cost of proposed projects were identified, a report would be prepared for the Strategic Policy and Resources Committee, outlining the proposed approach for bringing these forward, in partnership with the Department for Communities and other stakeholders, as appropriate, and seeking approval for the use of financial developer contributions;
- iv. agreed that further detail on the catalyst projects be brought to the City Growth and Regeneration Committee for consideration and noted that any decision on spend required Strategic Policy and Resources Committee approval; and
- v. noted that existing financial developer contributions must be spent in line with the associated planning agreement, which specified the location, purpose and timeframe (usually seven years) of expenditure, and that failure to meet these requirements would result in repayment to developers.

**Belfast Off Street Parking Order**

(Mrs. S. Toland, Director of City Services, and Mr. D. Connolly, City Protection Manager, attended in connection with this item.)

The Director of City Services reminded the Committee that responsibility for off-street public car parking had, on 1st April, 2015, transferred from the Department for Regional Development Roads Service to the Council, as part of Local Government Reform. Prior to that, operating arrangements for car parks, including tariffs, had been set by the Department for Regional Development through the Off-Street Parking Order (Northern Ireland) 2000 and its numerous amendments.

She explained that those arrangements had now been reviewed, taking cognisance of the Council's Car Parking Strategy and Action Plan for Belfast, and it was proposed that a new 'Belfast City Council Off-Street Parking Order' be introduced. She highlighted a number of key amendments which would be included within the new Order and confirmed that the Council would, as part of the statutory process, undertake a twelve-week public consultation exercise. The results of that consultation, together with the final draft of the Order, would be presented to the Committee in due course for consideration. Accordingly, she recommended that the Committee approve the following consultation document, together with the commissioning of suitably qualified persons to report on the findings to the Council:

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Draft Off Street Parking (Public Car Parks) Order

*Made* - - - -

XXXX

*Coming into operation-*

XXXX

ARRANGEMENT OF ORDER

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SCHEDULE 1 — PARKING PLACES

SCHEDULE 2 — TARIFFS

SCHEDULE 3 – REVOCATIONS (Legal considering whether any revocations need to be included)

XXXXXXXXXXXX(a) makes the following Order in exercise of the powers conferred by Articles 10, 11, 13, 14 and 26(1) of the Road Traffic Regulation (Northern Ireland) Order 1997(b) and Article 43 of the Traffic Management (Northern Ireland) Order 2005(c), and now vested in it(d).

The Council has consulted such persons as the Council considered appropriate in compliance with paragraphs 1 and 2 of Schedule 4 to that Order.

PART 1  
PRELIMINARY

- 
- (a) S.I. 1999/283 (N.I. 1) Article 3(1)
  - (b) S.I. 1997/276 (N.I. 2)
  - (c) S.I. 2005/1964 (N.I. 14)
  - (d) S.R. 1999 No. 481 Article 6(d) and Schedule 4 Part IV

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**Citation and commencement**

1. This Order may be cited as XXXXXXXXXXXX Off - Street (Public Car Parks) Order XXXX and shall come into operation on <sup>xx</sup> day of XXXX

**Interpretation**

2. In this Order—

“charging hours” means the period during which the driver is required to pay a charge for the use of a parking place specified in column 1 of Schedule 1 in accordance with the scale of charges set out in column 6 of Schedule 1;

“driver” means the person who whether as owner or otherwise has the charge or control of a vehicle or being present is entitled to give orders to the person having charge or control thereof;

“electric vehicle” means any vehicle which uses one or more electric motors for propulsion;

“electric vehicle charging post” means apparatus which supplies electricity for the charging of electric vehicles;

“hand-held device” means apparatus used by a traffic attendant which is programmed to interface with the telephone parking system;

“intoxicating liquor” means spirits, wine, beer, cider and any fermented, distilled or spirituous liquor with an alcohol content exceeding 1.2 per cent by volume;

“light goods vehicle” means a motor vehicle, constructed or adapted for use for the carriage of goods, the permissible maximum weight of which does not exceed 3.5 tonnes and for the purposes of this Order includes an electric vehicle of this type;

“motor car” means a mechanically propelled vehicle constructed solely for the carriage of passengers and their effects, seating not more than 6 persons in addition to the driver and for the purposes of this Order includes an electric vehicle of this type;

“motor cycle” means a mechanically propelled vehicle not being an invalid carriage or motor car having fewer than 4 wheels and the weight of which unladen does not exceed 410 kgs;

“parking bay” means a space which is marked out in a parking place for the leaving of a vehicle;

“parking charge” means any charge set by the Council for leaving a vehicle in a parking place authorised by this Order.

“parking ticket” means a ticket issued by a ticket machine relating to any parking place for which a charge is made identified in Schedule 1;

“pay and display parking place” means an off-street parking place authorised by this Order where permitted vehicles may park with a parking ticket issued by a ticket machine

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and displayed in the manner specified in Article 16 or whose driver is a registered driver who has paid the relevant fee via the telephone parking system.

“public service vehicle” means a mechanically propelled vehicle constructed or adapted to carry more than 8 seated passengers in addition to the driver, and used in standing or plying for hire, or used to carry passengers for hire;

“registered driver” means the driver of a vehicle who has, prior to leaving their vehicle in a pay and display parking place, had registered so many of their personal details with a service provider as that service provider may require to enable the telephone parking system to be activated in favour of said driver;

“service provider” means a person or company providing services to or on behalf of the Council

“telephone parking system” means a system to facilitate and monitor any parking charge paid using any telephone or internet enabled device via communication with the service provider in accordance with instructions indicated on signs located at each pay and display parking place where the system is operational; and

“ticket machine” means an apparatus designed to issue a ticket indicating payment of a charge and the day and time at which it was issued and the number of hours for which it is valid or the date and time at which the ticket expires.

“disabled persons vehicle” means a vehicle lawfully displaying a blue badge;

“blue badge” means a badge of a form prescribed under section 14(1) of the [1978 c. 53.] Chronically Sick and Disabled Persons (Northern Ireland) Act 1978;

PART 2

USE OF PARKING PLACES

**Specified parking places**

3. Each area of land specified by name in column 1 of Schedule 1 may be used subject to the provisions of this Order as a parking place for such classes of vehicles during such hours on such days as are specified in relation to that area in Schedule 1.

**Vehicles of a specified class**

4. Where in Schedule 1 a parking place is described as available for vehicles of a specified class, the driver of a vehicle shall not permit it to wait in that parking place unless it is of the specified class.

**Position in which a vehicle may wait**

5. The driver of a vehicle shall not permit it to wait in a parking place other than in a position wholly within a parking bay where such has been marked out.

**Parking bays for disabled persons' vehicles.**

6. The driver of a vehicle, other than a disabled person's vehicle shall not permit it to wait in a parking bay indicated by a sign or surface marking as being reserved for a disabled person's vehicle.

**Parking bays for electric vehicles**

7. – (1) The driver of a vehicle, other than an electric vehicle, shall not permit it to wait in a parking bay indicated by a sign or surface marking of the bay as being reserved for an electric vehicle.
- (2) An electric vehicle waiting in a parking bay indicated by a sign or surface marking as being reserved for an electric vehicle shall do so only if it is connected to an electric vehicle charging post.

**Maximum period for which a vehicle may wait**

8. The driver of a vehicle shall not permit it to wait in a parking place for longer than the maximum period permitted for waiting specified in column 5 of Schedule 1 in relation to that parking place.

**Use of parking place other than for parking**

9. (1) The use of part of the parking places specified in Schedule 1 for advertising is authorised in accordance with a licence issued by the Council
- (2) The use of part of the parking places specified in Schedule 1 for displaying information to the public is authorised in accordance with a licence issued by the Council.
- (3) The use of part of the parking places specified in Schedule 1 for the collection of recyclable materials is authorised in accordance with a licence issued by the Council.

**Issue of licences**

10.
  - (1) -A registered charity may apply to the Council for the issue of a licence authorising the use of part of a parking place specified in Schedule 1 for the collection of recyclable materials.
  - (2) A person may apply to the Council for the issue of a licence authorising the use of part of a parking place specified in Schedule 1 for advertising.



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- (3) A person may apply to the Council for the issue of a licence authorising the use of part of a parking place specified in Schedule 1 for displaying information to the public.
- (4) A person may apply to the Council for the issue of a licence authorising the use of part of a parking place specified in Schedule 1 for any reasonable use or purpose or in such circumstances as the Council considers reasonable.
- (5) The Council may require an applicant in any particular case to submit such additional information or documents as the Council determines are necessary to determine the application.
- (6) On receipt of an application made under paragraph (1), (2) or (3) the Council, upon being satisfied that the use of part of the parking place referred to in that application for the purpose referred to in that application will not materially affect or materially interfere with the provision of parking spaces in that parking place, may issue a licence in accordance with Article 13(15) of the Road Traffic Regulation (Northern Ireland) Order 1997 authorising the use by the applicant of part of that parking place for that purpose.

In this Article –

“registered charity” means a charity registered in the register of charities required to be kept by the Charity Commission by virtue of section 16(1) of the Charities Act (Northern Ireland) 2008 (e)

### **Surrender and revocation of licences**

#### **11.**

- (1) A person to whom a licence is issued (“a licensee”) may surrender a licence to the Council at any time.
- (2) The Council may serve on the licensee a notice revoking a licence, stating the reasons for the revocation if it appears to the Council that one of the events set out in paragraph (4) has occurred, and the revocation shall take effect on the expiration of the period of one month from the service of that notice.
- (3) A notice under paragraph (2) shall be served by delivering it to the person to whom it is addressed at their proper address, or by sending it to such address by telefacsimile or other electronic means, or by post.
- (4) The events referred to in paragraph (2) are—
  - (a) if the licensee fails to comply with any condition of the licence;

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- (b) if the Council considers the withdrawal of the licence is necessary for the purpose of the exercise of its statutory functions.

PART 3

TARIFFS AND TICKETS IN PAY AND DISPLAY CAR PARKS

**Requirement to pay appropriate tariff**

12. The driver of a vehicle using a parking place during charging hours shall pay the appropriate tariff set out in Schedule 2 in accordance with the scale of charges specified in column 6 of Schedule 1 in relation to that parking place.

**Payment of charges**

13.—(1) Save as provided for in Article 18 the driver of a vehicle leaving it in a parking place specified in column 1 of Schedule 1 during the days and hours specified in columns 3 and 4 in relation thereto shall pay the appropriate charge in accordance with the scale of charges specified in column 6 in relation thereto and set out in Schedule 2.

(2) Charges may be paid by—

- (a) inserting into a ticket machine a coin or combination of coins of appropriate denominations;
- (b) inserting into a ticket machine a credit or debit card of a type indicated, and following the instructions displayed, on the machine;
- (c) the purchase of a pre-paid charge card for use in a ticket machine; or
- (d) the use of pre-paid tickets; or
- (e) a registered driver using the telephone parking system.
- (f) Use of Direct Debit where available

(3) Telephone and credit/debit card charges incurred in the course of making any parking payment transaction shall be the responsibility of the registered driver.

**Pre-paid tickets**

14. In the case of pre-paid tickets the instructions given on the tickets in respect of making distinct perforations in the tickets or taking other appropriate action to clearly indicate the date and time of arrival shall be carried out by the driver as soon as he takes up position in the parking place.

**Use of telephone parking system**

15. If at any time a vehicle is left in a parking place during the specified hours and a check is carried out by, or on behalf of, the Council and no indication that a parking charge has been

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paid using the telephone parking system in respect of that vehicle for that controlled parking zone appears on a traffic attendant's hand-held device it shall be presumed, unless the contrary is proved that either—

- (a) a parking charge had not been paid in respect of that vehicle; or
- (b) the parking period for which payment was made had already expired.

**Display of printed tickets**

**16.** – (1) The driver shall attach the ticket issued by a ticket machine or a pre-paid ticket duly perforated on the inside surface of the windscreen or a side window facing the kerb or place the ticket on the dashboard area immediately below the windscreen so that the particulars recorded on the front of the ticket are clearly visible to a person standing at the front or side of the vehicle.

(2) In the case of a motor cycle the ticket shall be displayed in a conspicuous position in a ticket holder or in front of the driver's seat

**Particulars of tickets**

**17.**—(1) Where a vehicle is left parked in a parking place where charges may be collected by means of a ticket machine and the particulars on the ticket indicate that the period in respect of which payment was made has expired, for the purposes of any appeal under Articles 13, 16 or 28 of the Traffic Management (Northern Ireland) Order 2005 it shall be presumed, unless the contrary is proved, that said particulars are evidence of the expiry of such period.

(2) Where a vehicle is left parked in a parking place where charges may be collected by means of a ticket machine, and a ticket is not displayed in accordance with the provisions of Articles 16 or 18 (6) for the purposes of any appeal under Articles 13, 16 or 28 of the Traffic Management (Northern Ireland) Order 2005 it shall be presumed, unless the contrary is proved, that the absence of a ticket is evidence of the fact that a ticket has not been purchased.

**Season tickets**

**18.**—

- (1) The Council or their service provider may on application from the driver or owner of a vehicle sell to that person a season ticket on payment of the appropriate tariff referred to in Article 12.
- (2) A season ticket shall be valid only in respect of such parking places as are specified thereon for the period for which it is issued and for the vehicle in respect of which it is issued.

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- (3) The Council or their service provider may by notice in writing served on the season ticket holder by recorded delivery post to the address stated on the season ticket holder's application, require the surrender of a season ticket where:
- (a) the season ticket holder has not complied with the relevant Off-Street Parking Order; or
  - (b) a season ticket has been issued upon receipt of a cheque and the cheque is subsequently dishonoured; or
  - (c) the season ticket holder has ceased to have an interest in the vehicle in respect of which the season ticket was issued;

and the season ticket holder shall surrender the season ticket to the Council or their service provider within forty-eight hours of the receipt of the said notice.

- (4) The issue of a season ticket shall not guarantee that any parking place will be available for the use of the season ticket holder.
- (5) A season ticket shall include the following particulars:
- (i) the registration mark of the vehicle in respect of which the season ticket has been issued;
  - (ii) the period during which the season ticket shall remain valid; and
  - (iii) the names of the parking places for which the season ticket is valid.

(6) Where a vehicle in respect of which a season ticket has been issued is left parked in a parking place the driver shall display the ticket in a conspicuous position behind the windscreen of that vehicle so as to be clearly visible to the parking attendant.

### **19. Blue Badge Parking**

A vehicle displaying a valid Blue Badge shall be entitled to one extra hour of free parking in addition to the time allowed following payment of the appropriate charge in accordance with the scale of charge specified in Schedule 2

## PART 4

### RESTRICTION ON USE OF VEHICLES AND PARKING PLACES

#### **Requirement to stop the engine of a vehicle**

**20.** The driver of a vehicle using a parking place shall stop the engine as soon as the vehicle is in position in the parking place and shall not start the engine except when about to change the position of the vehicle in or to depart from the parking place.

### **Trading in a parking place**

**21.** — (1) Subject to paragraph (2) and save as provided in Article 24 of the Road Traffic Regulation (Northern Ireland) Order 1997, a person shall not use a parking place in connection with the sale of anything to persons in or near the parking place or in connection with the selling or offering for hire of their skill or services unless the person holds a valid trading licence for the location issued by the Council under the Street Trading Act (Northern Ireland) 2001.

(2) Paragraph (1) shall not apply in respect of any fee payable for the use of an electric vehicle charging post.

### **Sounding of horn**

**22.** The driver of a vehicle using a parking place shall not sound any horn or other similar instrument except when about to change the position of the vehicle in or to depart from the parking place.

### **Driving in a parking place**

**23.** A person shall not, except with the permission of any person duly authorised by the Council, drive any vehicle in a parking place other than for the purpose of leaving that vehicle in the parking place in accordance with the provisions of this Order or for the purpose of departing from the parking place.

### **Ball games**

**24.** A person shall not play any ball game in a parking place

**25.** A person shall not use any part of a parking place or any vehicle left in a parking place

- (a) for sleeping or camping purposes
- (b) for eating or cooking purposes
- (c) for the purposes of servicing or washing any vehicle or part thereof other than is reasonably necessary to enable that vehicle to depart from the parking place-

### **Means of passage**

**26.** A person shall not use a parking place as a means of passage from one road to another road or to any premises unless a right of way has been granted in writing by the Council

### **Consumption of intoxicating liquor**

**27.** A person shall not use any of the parking places specified in Schedule 1, or any vehicle in any of those parking places, for the purpose of consuming intoxicating liquor.

### **Use of entrances and exits, and direction of travel**

**28.** Where in a parking place signs are erected or surface markings are laid for the purpose of—

- (a) indicating the entrance to or exit from the parking place;  
or
- (b) indicating that a vehicle using the parking place shall proceed in a specified direction within the parking place,

a person shall not drive or cause or permit to be driven any vehicle—

- (i) so that it enters the parking place otherwise than by an entrance, or leaves the parking place otherwise than by an exit, so indicated; or
- (ii) in a direction other than that specified, as the case may be.

### **Erection of structures and lighting of fires**

**29.** In a parking place a person shall not—

- (a) erect or cause or permit to be erected any tent, booth, stand, building or other structure without the written consent of the Council;
- (b) light or cause to be lit any fire.

### **Supermarket trolleys**

**30.** (1) A person shall not cause or permit a supermarket trolley to enter a parking place in or under a building, and any supermarket trolley left there may be removed by a person authorised by the Council.

(2) A person shall not cause or permit a supermarket trolley to be left in any other parking place, other than in an area set aside for that purpose, and any supermarket trolley so left may be removed by a person authorised by the Council.

### **Reserving a parking bay**

**31.** A person shall not reserve a parking bay in a parking place.

### **Suspension of parking places**

**32. (1)** The Council may suspend the use of a parking place or any part of it in the following circumstances:

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- (a) Upon request from a statutory agency, utility operator, contractor or similar body;
- (b) For the making of a film in or adjacent to a car parking place;
- (c) For any sporting event, social event, entertainment event or other activity deemed to be to the benefit of the public;
- (d) Upon request from any person for any other use or purpose or in such circumstances as the council considers reasonable.

**33. Use of car park or sections of for the purposes of temporary meeting place**

No persons shall use a parking place as a meeting place or point unless authorised by the Council in writing in advance.

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**SCHEDULE 1 – PARKING PLACES**

	<b>Name of Parking Place</b>	<b>Classes of Vehicle</b>	<b>Days of operation of Parking Place</b>	<b>Hours of operation of Parking Place</b>	<b>Maximum period for which a vehicle may wait</b>	<b>Scale of Charges</b>
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
<b>1</b>	<b>Andersonstown Road, Belfast</b>	<b>Motor car, motor cycle, invalid carriage and light goods vehicle</b>	<b>All days</b>	<b>All hours</b>	<b>12 hours</b>	<b>No charge</b>
<b>2</b>	<b>Ashdale Street, Belfast</b>	<b>Motor car, motor cycle, invalid carriage and light goods vehicle</b>	<b>Monday to Saturday</b>	<b>8.00 a.m. to 6.00 p.m.</b>	<b>4 hours maximum no return within 1 hour</b>	<b>Tariff 1 as set out in Schedule 2</b>
				<b>6.00 p.m. to 8.00 a.m.</b>	<b>14 hours</b>	<b>No charge</b>
			<b>Sunday</b>	<b>All hours</b>	<b>12 hours</b>	<b>No charge</b>
<b>3</b>	<b>Charlotte Street, Belfast</b>	<b>Motor car, motor cycle, invalid carriage and light goods vehicle</b>	<b>Monday to Saturday</b>	<b>8.00 a.m. to 6.00 p.m.</b>	<b>10 hours</b>	<b>Tariff 4 as set out in Schedule 2</b>
				<b>6.00 p.m. to 8.00 a.m.</b>	<b>14 hours</b>	<b>No charge</b>
			<b>Sunday</b>	<b>All hours</b>	<b>12 hours</b>	<b>No charge</b>
<b>4</b>	<b>Corporation Square, Belfast</b>	<b>Motor car, motor cycle, invalid carriage and light goods vehicle</b>	<b>Monday to Saturday</b>	<b>8.00 a.m. to 6.00 p.m.</b>	<b>10 hours</b>	<b>Tariff 2 as set out in Schedule 2</b>
				<b>6.00 p.m. to 8.00 a.m.</b>	<b>14 hours</b>	<b>No charge</b>
			<b>Sunday</b>	<b>All hours</b>	<b>12 hours</b>	<b>No charge</b>

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5	Corporation Street, Belfast	Motor car, motor cycle, invalid carriage, light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 2 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
6	Cromac Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 4 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
7	Dunbar Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 4 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
8	Dundela Crescent, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge

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			Sunday	All hours	12 hours	No charge
9	Exchange Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 3 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
10	Glenburn Road, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	All days	All hours	12 hours	No charge
11	Grampian Avenue, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
12	Hope Street North, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 9.00 p.m.	13 hours	Tariff 4 as set out in Schedule 2
				9.00 p.m. to 8.00 a.m.	11 hours	No charge

**City Growth and Regeneration Committee  
Wednesday, 11th September, 2019**

			Sunday	All hours	12 hours	No charge
13	Kent Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 3 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
14	Little Donegall Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 3 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
15	Little Victoria Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 9.00 p.m.	13 hours	Tariff 4 as set out in Schedule 2
				9.00 p.m. to 8.00 a.m.	11 hours	No charge
			Sunday	All hours	12 hours	No charge
16	Marlborough Avenue, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2

**City Growth and Regeneration Committee  
Wednesday, 11th September, 2019**

				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
17	Northumberland Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	All days	All hours	12 hours	No charge
18	Parkgate Avenue, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
19	Ravenscroft Avenue, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
20	Sandown Road, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge

**City Growth and Regeneration Committee  
Wednesday, 11th September, 2019**

21	Shaw's Bridge, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	All days	All hours	12 hours	No charge
22	Smithfield Market, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Wednesday and Friday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 4 as set out in Schedule 2
			Thursday	8.00 a.m. to 9.00 p.m.	13 hours	Tariff 4 as set out in Schedule 2
23	Station Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 3 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
24	Stranmillis, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00am to 6.00pm	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
25	Wandsworth Road, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00am to 6.00pm	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge

**City Growth and Regeneration Committee  
Wednesday, 11th September, 2019**

26	Westminster Avenue East, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00am to 6.00pm	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No Charge – Blue Badge holders only
			Sunday	All hours	12 hours	No charge – Blue Badge holders only
27	Westminster Avenue West, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00am to 6.00pm	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge – Blue Badge holders only
			Sunday	All hours	12 hours	No charge – Blue Badge holders only
28	Westminster Avenue North, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00am to 6.00pm	4 hours maximum no return within 1 hour	Tariff 1 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge

**City Growth and Regeneration Committee  
Wednesday, 11th September, 2019**

29	Whitla Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 2 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge
30	York Street I / Lancaster Street, Belfast	Motor car, motor cycle, invalid carriage and light goods vehicle	Monday to Saturday	8.00 a.m. to 6.00 p.m.	10 hours	Tariff 2 as set out in Schedule 2
				6.00 p.m. to 8.00 a.m.	14 hours	No charge
			Sunday	All hours	12 hours	No charge



**SCHEDULE 2 - TARIFFS**

The Council may at any time apply reduced tariffs and/or reduced charging hours.

Vehicles displaying a valid Blue Badge shall be entitled to one extra hour of free parking in addition to the time allowed following payment of the appropriate charge in accordance with the scale of charge specified in Schedule 2

<b>Motor cars, Invalid Carriages, Light Good Vehicles</b>										
<b>Tariff</b>	<b>0-1 hour</b>	<b>1-2 hours</b>	<b>2-3 hours</b>	<b>3-4 hours</b>	<b>4-5 hours</b>	<b>5-6 hours</b>	<b>6-7 hours</b>	<b>7-8 hours</b>	<b>8+</b>	<b>Within 1 hour of closing</b>
<b>Tariff 4</b>	£1.20	£2.40	£3.60	£4.80	£6.60	£8.40	£10.20	£12.00	£13.80	£1.20
<b>Tariff 3</b>	£1.00	£2.00	£3.00	£4.00	£5.00	£6.00	£7.00	£8.00	£9.00	£1.00
<b>Tariff 2</b>	£0.60	£1.20	£1.80	£2.40	£3.00	£3.60	£4.20	£4.80	£5.40	£0.60
<b>Tariff 1</b>	£0.30	£0.60	£0.90	£1.20						£0.30

A limited number of Season Tickets are available at the following sites

	<b>Tariff for 4 week season ticket</b>	<b>Tariff for 12 week season ticket</b>
<b>Corporation Square</b>	£81.90	£198.90
<b>Corporation Street</b>		
<b>Lancaster Street</b>		
<b>Little Donegall Street</b>		
<b>Station Street</b>		

**EXPLANATORY NOTE**

*(This note is not part of the Order)*

This Order revokes and reproduces the provisions of the Off-Street Parking Order (Northern Ireland) 2000 as amended.

After discussion, the Committee approved the foregoing consultation document and the commissioning of suitably qualified persons to report on the findings to the Council, as recommended, and agreed:

- i. that provision be made within the consultation document for residents to express their views on on-street parking/residents' parking schemes;
- ii. to engage with the Department for Infrastructure around the impact of parking on those neighbourhoods which bound the City and on wider transportation and public transport issues; and
- iii. to include the relevant Trades Unions within the consultation process, as well as users of specific sites which had been identified by Members.

### **Growing Businesses and the Economy**

#### **Supporting Inclusive Economic Growth**

The Director of Economic Development submitted for the Committee's consideration the following report:

##### **"1.0 Purpose of Report or Summary of Main Issues**

**1.1 The purpose of this report is to provide an update on Belfast City Council's support to develop the social enterprise and cooperative sectors in the city and to outline plans to further enhance provision.**

**1.2 The report also provides an updated analysis of the impact of support provided through the Way to Scale initiative in 2018/19. The update is in line with requests for further information following the Growing the Economy update report presented at the 7 August 2019 City Growth and Regeneration Committee meeting. This included a request for details on:**

- **how the number of co-operatives in the city might be increased, taking into account the motion on Support for Small and Medium Enterprises which in 2016 had been passed by the Council and the success of the Preston Co-operative Initiative;**
- **the mechanisms in place to ensure the integrity of the Crowdfunding process, together with the cost to the Council of using that platform; and**

- details of the initial analysis which had been undertaken around last year's Way to Scale programme.

## **2.0 Recommendations**

### **2.1 The Committee is asked to:**

- i. note the Council's work to date to provide support to the social enterprise and cooperative sectors;
- ii. consider and approve the allocation of £50,000 from the existing 2019/2020 Economic Development budget to support the delivery of the social enterprise action plan. This funding was approved as part of the 'Growing the Economy' delivery plan that was agreed by this Committee on 6th March 2019. This budget will be used to support a Crowdfunder initiative where 10 participants on the new Social Enterprise and Cooperatives programme can gain financial backing through Crowdfunder campaigns; and
- iii. agree to receive a presentation from Social Enterprise Northern Ireland and Cooperative Alternatives at a future Committee meeting; and
- iv. note the initial analysis and impact of the support provided through the Way to Scale Initiative in 2018/19.

## **3.0 Main Report**

**3.1 At the Committee meeting on 7th August, members requested further information in relation to the Council's support to encourage the development of the social enterprise and cooperative sectors in the city.**

**3.2 Members will be aware that, as a result of the Local Government Reform programme, with effect from 1st April 2015, new powers were transferred from central government to local government in Northern Ireland. This included the transfer of local economic development functions from Invest Northern Ireland. As part of this transfer, activities such as enterprise awareness, start a business activity and social entrepreneurship became the responsibility of the council. Since this transfer, council officers have been working to put in place a pipeline of support to encourage the growth and development of new businesses and social enterprises and cooperatives in Belfast.**

- 3.3 The Department for the Economy defines social enterprises as ‘business with primarily social objectives whose surpluses are principally reinvested for that purpose in the business or in the community, rather than being driven by the need to maximise profit for shareholders and owners’.
- 3.4 Cooperatives UK defines a cooperative as ‘a successful business that often looks like any other business. What makes them unique is that they are run not by institutional investors or distant shareholders but by their members’.
- 3.5 In summary, both social enterprises and cooperatives are run like any other business in that they seek to make a profit. This difference is how they treat their profit: social enterprises reinvest in back in the business while cooperatives provide the return to their members.
- 3.6 The social enterprise and cooperative sector makes a significant contribution to the local economy. Its employment base across the region has grown from 12,200 in 2013 to 24,860 in 2018 and the equivalent growth in the turnover has increased from £592.7m in 2013 to £980m in 2018 (Re-Balancing the NI Economy Report, 2019). It is worth noting that 53% of organisations employ half their workforce from their immediate locality. This places the sector as an important vehicle in delivering the councils Inclusive Growth ambitions, through reducing economic inactivity and delivering greater innovation.
- 3.7 Over a three-year period, the Council’s activity to encourage the development of the social enterprise and cooperative sector has supported 93 participants (82 from social enterprises and 11 from cooperatives) creating 44 new social enterprises and cooperatives (42 social enterprises and 2 cooperatives), generating 82 new jobs and securing over £820,000 in external funding. This activity has represented an investment of £150,000 from the council. The programme also helped to increase awareness of the sector through new initiatives such as Social Souk and Social in the City events which brought the sector together to learn from each other, share ideas and experiences and also promote their services to the public.
- 3.8 The programme has been delivered in partnership with Cooperative Alternatives, Trademark, Work West Enterprise Agency and Social Enterprise Northern Ireland to ensure that the specific needs of both social enterprises and cooperatives are met.
- 3.9 In Spring 2019, officers undertook additional research into the social enterprise and cooperative sector in order to understand what specific support is required from

businesses in these sectors in order to inform future council provision. This research was used in the development of a new Social Enterprise Action Plan which was considered as part of the overall 'Growing the Economy' action plan for this year and through to the next five years (subject to annual review). This will focus council resources on raising awareness of the social enterprise and cooperative sectors in the city, ensuring that specialist one to one mentoring support is in place to help new starts and growing businesses, and to help businesses to explore and develop solutions to social issues through sustainable business concepts. The aim of the programme is to create more social enterprises and cooperatives within the city in order to boost the Belfast economy and improve the lives of the residents by creating more and better jobs. The programme will engage a minimum of 80 potential social entrepreneurs in order to recruit a minimum of 45 participants on our dedicated support programmes. Given that, in the previous programmes, there were significantly more social enterprises than cooperatives, there will be a particular focus in this programme on increasing the number of cooperatives. We will achieve this by undertaking specific outreach and awareness-raising activities and working closely with representative and support bodies.

- 3.10 As part of our ongoing engagement with the social enterprise and cooperative sector, we have identified ongoing challenges around access to finance to overcome barriers to starting and growing the business. Officers have been considering a range of options to address this issue. One option that has been identified is the concept of crowdfunding. Working with Crowdfunder.co.uk, we have developed a pilot Belfast-specific crowdfunding proposition for the social enterprise and cooperative sector. This pilot will provide support for developing and running a crowdfunding campaign for up to 10 social enterprises or cooperatives in the city.
- 3.11 It is proposed that the Council supports this initiative by offering match funding of up to £5,000 for each of the organisations that deliver a successful campaign i.e. they achieve a crowdfund of a minimum of £2,500 pledges which will then be matched by £5,000 from Belfast City Council to bring the total to £7,500, and they must then attract the remaining £2,500 before all funds are released.
- 3.12 To access this funding, social enterprises and cooperatives will be in the early stages of developing the enterprise and will be required to go through a competitive process to access the council funding. The total cost of the pilot will be up to £50,000, all of which will directly support the growth and development of the sector. The breakdown of the cost to

council can be seen below. If the pilot is successful, the council will have the option to continue delivering the campaign for a further two years, with a payment due to Crowdfunder for the administration of the initiative on their side. Any decisions on the future of the programme will be brought back to this committee for further consideration and approval.

Activity	Pilot year (19/20)	Follow-on year 1	Follow-on year 2
Payment to Crowd funder	£0	£9000	£9000
Match funding cost	£50k (10x£5k)	£50k (10x£5k)	£50k (10x£5k)
<b>Total</b>	<b>£50k</b>	<b>£59k</b>	<b>£59k</b>

- 3.13 If the pilot period is successful, there is the flexibility to increase or decrease the number of social enterprises accessing match funding. There is also the potential to increase or decrease the amount of match funding that Belfast City Council provides, depending on budget availability. In order to manage this pilot, it is proposed that the Council funding will not exceed £5,000 in each case. Throughout the delivery of the pilot we will be monitoring the wider social and economic impacts to measure success this includes, job creation and survival rates as a result of support, increased volunteering opportunities and increased community participation.
- 3.14 This pilot campaign will be managed by Crowdfunder, in partnership with the council's Economic Development Unit. All applicants and backers will go through various automated and manual checks to ensure that they meet the required eligibility criteria, to check the authenticity of the projects and backers and ensure that only genuine and legal projects go live on the platform. A breakdown of all due diligence activity is attached.
- 3.15 It is important to note that this is only one option for finance available to the social enterprise and cooperative sector. Companies can all avail of loans from organisations including the Ulster Community Investment Trust (UCIT) who offer loans between £1,000 and £500,000 to the social enterprise and cooperative sector, as well as Community and Cooperative Finance – a UK-wide lender – that provides access to loans ranging from from £10,000 to £150,000. In addition to this, Unltd offers grant funding to support new social enterprises. This includes grants of £500, £5,000 or

£15,000, subject to a competitive application process with specific eligibility criteria for each amount. In all instances, the council and its partners work with these funders to ensure that the social enterprise or cooperative is accessing the type of funding that best meets their needs.

- 3.16 To provide Elected Members with further information on the wider support available to the social enterprise and cooperative sector, it is proposed that Social Enterprise Northern Ireland and Cooperative Alternatives are invited to make a presentation at a future meeting of the City Growth and Regeneration Committee.
- 3.17 In addition to the mentoring and financial support available through the Council programme, officers have put in place a range of other support to enhance opportunities for social enterprises and cooperatives. Examples of this include working with our Markets Unit to secure space for local social enterprises and cooperatives at St George's Market to test trade, as well as offering opportunities at our twilight and continental markets. There is also engagement with the commercial waste team to allow social enterprises to reuse our waste products. We are also actively exploring how social enterprises and cooperatives can secure additional access to council and other public sector tendering opportunities, by looking at models such as a 'Social Value Procurement Framework' which will allocate points for social value in relevant procurement exercises.

#### Support to Scale and Grow

- 3.18 One of the key challenges identified through the enterprise framework is the need to encourage more businesses to scale and grow to turnover of more than £3million. Following the success of the initial Way to Scale Initiative in partnership with Catalyst Inc and Invest NI, officers have been working with both organisations to develop the offering for businesses with growth ambitions and potential. Through last year's Way to Scale programme, 10 businesses accessed support which included a series of workshops, access to the entrepreneurship development programme at MIT in Boston, and a one week residential in Boston to develop market strategies and build network support to realise the growth ambitions of their businesses.
- 3.19 The objective of the Way to Scale programme is to support fundamental change in the Innovation Driven Enterprise (IDE) landscape in Northern Ireland by catalysing a significant increase in the number of knowledge economy companies scaling to £100million+ in enterprise value. The short term objectives of the 2018 programme are as follows:

- 50% participant CEOs exceed £2M revenue within 24 months
- 20% participant CEOs exceed £500K of export sales within 18 months

3.20 As a result of programme activity, the 10 participants have reported that they are on track to achieve the following results by 2020.

	£4,211,000
Participant revenue post-programme	£23,650,000
Participant exports pre-programme	c£1,900,000
Participant exports post-programme	c£15,000,000
Participant jobs pre-programme	67
Participant jobs post-programme	148
Participant jobs supported pre-programme	100
Participant jobs supported post-programme	222

3.21 A six month post programme progress update will take place in October, this will verify that participants are on track to achieve the anticipated outcomes.

3.22 In addition to the qualitative results and projections set out above, participants also indicated that it had given them a new level of confidence in their ability and in their decision-making skills within the business, as well as a better understanding of their customer needs. Finally, participants valued the new networks and business contacts in the US market that they had developed as a result of their engagement in the programme. As part of the evaluation, some examples of the comments from participating businesses were:

- 'I have initiated a much more aggressive growth plan'
- 'Creating a different culture in work, hiring for more senior roles to move the business forward'
- 'We have raised our goals and expectations of the size of business we can get to'
- 'Introduced the global mind set, ambition and capability for growth ...made me set expectations and targets higher'



- 'I held a funding day and generated debt and equity funding offers of £2M'
- 'From the changes made, our revenue forecast for this quarter now equals all of last year's'
- 'I am already beginning to see a strong pipeline developing that is 500% - 600% of what we are doing now'
- 'It has brought a practicality and rigour to how we understand and develop our customer offering'
- 'The programme paved the way to business contacts in US market which will have a massive impact on our future growth'.

**3.23** Building on the learning from last year, the new programme, as approved by the City Growth and Regeneration Committee in August 2019, has been enhanced to enable up to 60 businesses in the city to access support to encourage CEO transformation, enhance business modelling and develop sales strategy. The programme will encompass four core elements, including a Belfast bootcamp for 60 businesses in October, a one week Boston Residential at Massachusetts Institute of Technology's Entrepreneurship Development Programme for 10 selected businesses (January 2020), a peer-to-peer workshop series with Catalyst Inc (to support a minimum of 10 businesses) and a Go to Market programme (for 10 businesses) which will take place in Boston for one week in early March 2020 and which will focus on market development strategies and tactics.

**3.24** Financial and Resource Implications

All new activity included in the report will be resourced from the 2019/20 Economic Development budget agreed by this Committee on 6 March 2019.

**3.25** Equality or Good Relations Implications/Rural Needs Assessment

Each of the proposed projects referenced in this report is informed by statistical research, stakeholder engagement and complementary policies and strategies. The unit is currently undertaking a process of equality screening on the overall work programme, this will ensure consideration is given to equality and good relation impacts throughout the delivery of each project."

After discussion, the Committee:

- i. noted the Council's work to date to provide support to the social enterprise and co-operative sectors;

- ii. approved the allocation of £50,000 from the existing 2019/2020 Economic Development budget to support the delivery of the social enterprise action plan and agreed that the evaluation process should reflect the experiences of both successful and unsuccessful applicants and any fraudulent activity;
- iii. agreed to receive at a future meeting presentations from Co-operative Alternatives, Social Enterprise Northern Ireland and Trademark;
- iv. noted the initial analysis and impact of the support provided through the Way to Scale Initiative in 2018/19; and
- v. agreed that a report be submitted to a future meeting:
  - a. providing an update on the motion on Small and Medium Enterprises which had been referred to the Committee by the Council on 4th July, 2016;
  - b. examining the feasibility of establishing in the next financial year a co-operative development fund for Belfast;
  - c. providing details of the work of the Centre for Local Economic Strategies (CLES) around regeneration and community development, of officers' work with CLES to date and how the Council's membership of CLES could add value to the Council's work in this area; and
  - d. providing information on the Council's engagement with Preston City Council and with the city of Cleveland, Ohio, which had each developed successful cooperative initiatives, and learning from these initiatives.

### **City Centre Revitalisation Programme**

The Director of Development submitted for the Committee's consideration the following report:

#### **“1.0 Purpose of Report or Summary of Main Issues**

- 1.1 **The purpose of this report is to update members on the City Revitalisation programme that has been developed to support city centre animation and vitality and to seek approval to proceed with an engagement and consultation exercise focusing on Sundays in the City.**

**2.0 Recommendations**

- 2.1** The Committee is asked to note the report and agree the proposed approach to moving forward with the research, engagement and consultation work on 'Sundays in the City', as set out in sections 3.6-3.10 below.

**3.0 Main Report**

- 3.1** Members will be aware that, following the fire at the Bank Buildings in August 2018, the Council as well as a range of public and private partner organisations invested in a programme of activities to support city centre development. Following on from an initial response focusing on 'City Centre Recovery', the programme has now moved to focus on 'City Centre Revitalisation'. This reflects the need for a longer-term approach to investment, taking account of all the possible functions of the city centre. It reflects a wider approach to city centre regeneration, including issues such as retail offer and mix, accessibility, cultural development, family spaces, residential investment and tourism development.

- 3.2** Members will also be aware that the issue of Sunday trading hours and, in particular, the proposed designation of Belfast as a 'holiday resort' has been discussed by the Council on a number of occasions in the past. The effect of this designation would provide large shops (above 280sqm in size) with an option to extend their Sunday trading hours on up to 18 Sundays (other than Easter Sunday) between 1 March and 30 September in any calendar year. At present, all units below this size can operate without any trading restrictions (apart from relevant licensing restrictions etc.).

- 3.3** At the City Growth and Regeneration Committee meeting on 5 June 2019, as part of a discussion on the Revitalisation Programme, it was agreed that:

'a report be submitted to a future meeting setting out the Terms of Reference to progress proposals for designating the city centre as a 'Holiday Resort', taking into account issues beyond opening hours and outlining the extent of the associated consultation process'.

- 3.4** As noted above, the conversation with partner organisations now covers a range of issues associated with developing a mixed-use economy to support city centre viability and to encourage sustainability. The City Revitalisation Programme is set within the context of a wider regeneration strategy and action plan for the city centre, based on the Belfast City Centre Regeneration and Investment Strategy. The City

Centre Regeneration Task Force (involving the Head of the Civil Service and Permanent Secretaries from relevant government departments, working alongside senior Council officers) aims to support a collaborative public sector response to drive and resource the city centre revitalisation efforts in the long-term. The priority areas of focus emerging from the City Centre Joint Regeneration Taskforce mirror the themes identified by businesses and the representative organisations within the city and include:

- **City Resilience** – a medium to long term city centre recovery plan involving various stakeholders and the continued need to drive forward and support the retail, office, tourist and city centre living product
- **Re-imagining and Diversification** – recognising the need to diversify the city centre, including provision of family centric activities, enhanced tourist and cultural offering, city centre living, enhancing the evening economy etc.
- **Infrastructure and Connectivity** – enhance public realm and open space ensure permeability and connections through the city, transport and car parking issues etc.

3.5 At the 22nd February 2019 meeting of the Strategic Policy and Resources Committee, members agreed that the broad objectives of the Revitalisation Programme should be:

- **Creating an enhanced city centre offering to drive footfall across all sectors**
- **Improve attractiveness and vibrancy**
- **Enhance connectivity and permeability**
- **Maximise tourism and cultural opportunities and attract visitors**
- **Encourage more families and young people to use the city centre**
- **Support existing businesses and augment and promote ongoing programmes of activity.**

3.6 Updates on the City Revitalisation programme have been brought to this Committee on a regular basis. There is a significant programme of work already under way with ongoing commitments from public and private partners. However one of the issues that has been raised by a number of these organisations – and reflected in the Committee decision of June 2019 – is the need to consider specific interventions that will animate and activate the city centre on a Sunday. This will need to consider issues such as opening hours, public sector transport provision, city marketing, investment in animation and licensing issues.

- 3.7** The rationale for treating Sunday as distinct from other days is that the current usage levels and patterns on a Sunday are very different from other days of the week. This is not only because of opening hours but also because of issues such as a significant volume of cruise visitors coming to the city on a Sunday (up 46% on figures from last year, with 144 ships now expected into Belfast with an estimated 276,000 passengers and crew – 20 ships and 45,000 passengers and crew on Sunday visits) and an increased appetite from the hospitality sector to programme activity on a Sunday to meet user demands (e.g. the growing popularity of the ‘Sunday brunch’ among hospitality providers). Hotel occupancy figures also suggest that Saturday continues to be the busiest evening for hoteliers, with average occupancy levels across the city in excess of 84% throughout the year – and higher in the summer season (source: STR). At present, St George’s Market is one of the only city centre attractions that is open on a Sunday morning and footfall figures indicate that this is the busiest opening day of the market, and that the 10am-2pm period is the busiest time of the day.
- 3.8** In order to inform any future approach to specific proposals for investment in the city centre on a Sunday, it is proposed that a focused research, engagement and consultation exercise is undertaken. The terms of reference for this piece of work will include the following:
- To develop an informed understanding of the current usage levels and types (user profile (resident/visitor); time spent; activities undertaken; economic impact) in the city centre on a Sunday
  - To explore opportunities to drive additional footfall and spend by attracting new visitors to the city on a Sunday
  - To identify barriers to accessing the city centre on a Sunday (for those that wish to do so) and to engage with partners to develop collaborative solutions to address these barriers
  - To build an understanding of approaches in other cities and to develop learning that may be relevant for the Belfast context
  - To understand the socio-economic impact of any additional city centre animation activities on a Sunday
  - To understand the impact that any change to opening hours may have on the city centre
  - To understand the investment required to encourage the additional visitor numbers to the city on a Sunday and to build a business case to lever resources from partner organisations, in the context of the City Revitalisation proposals.

**3.9** It is proposed that the methodology for this work will include a mixture of primary research, a structured engagement process involving key individuals and specific organisations and a wider public consultation piece to maximise the reach and explore a breadth of views. Consideration will also be given to creative mechanisms for engagement and information gathering, building on the learning from the recent engagement exercise on the new Cultural Strategy. The primary research is likely to focus on:

- Building an understanding of what the future city centre demographic looks like, to include population projections for city centre living, hotel occupancy trends, number of cruise ships arriving and tourists visiting the city centre
- Building an understanding of the evidence base from a tourism perspective, to include the profile of tourists to the city and a better understanding of what the tourist expects from a destination like Belfast
- Benchmarking Belfast against other cities to include Sunday animation and licensing issues
- Review of approaches in other successful city centres, accessing research from credible independent experts such as the Institute for Place Management ([www.placemanagement.org/](http://www.placemanagement.org/))
- Building an understanding of the physical makeup of the city centre and the potential impact that extending opening hours may or may not have, including the number of businesses and employees that may be affected if opening hours were extended
- Consideration of the impact on workers of additional activity in the city centre.

**3.10** In addition to the research activity, it is proposed that an extensive engagement process is undertaken to include:

- One to one engagement with stakeholders including BCTC, BIDs, Visit Belfast, The Hotel Federation, Hospitality Ulster, Tourism NI, Retail NI, Parenting NI, Trades Unions to understand current position, including accessing any available research and exploring opportunities for developing collaborative approaches (if appropriate)
- One to one engagement with city centre small businesses (those that can currently open and do so; those that can open and choose not to do so)
- One to one engagement with larger retailers that cannot currently open to understand current trading patterns on a Sunday – particularly looking at how Belfast fares alongside comparator cities
- One to one engagement with cultural organisations to understand current Sunday activities and explore

opportunities for programming, in line with visitor/user trends and demands and

- One to one engagement with workers potentially affected by any change to opening hours of cultural or retail facilities.

- 3.11 It may also be appropriate to undertake a public consultation on this matter. This will seek to understand if and how people use the city centre on a Sunday; what might encourage them to do so if they don't already and what they would like to do in the city. In order to ensure compliance with legislation, an Equality Screening will also be required. This can be done in parallel with the consultation exercise.

#### Timeframe and Work Programme

- 3.12 Subject to Committee endorsement of this approach, it is proposed that the timetable for this work will be:

Action	Milestone
Consultation period (8-12 weeks)	October-December 2019
Undertaking research and engagement activity	September-December 2019
Analysis of consultation and findings	December 2019-January 2020
Committee decision re: budget implications and any policy change e.g. Holiday Status designation	February 2020
Operational programme of activity	April 2020 onwards

#### 3.13 Financial and Resource Implications

If approved by Committee, a designated officer team will lead on the development of the evidence gathering and engagement activity.

- 3.14 The resource implications associated with any additional activity as part of the City Revitalisation Programme will be brought back to the Committee for information and approval.

**3.15 Equality or Good Relations Implications/Rural Needs Assessment**

**An equality screening will be carried out as part of this process. A rural needs assessment will also be undertaken at that time.”**

After discussion, the Committee noted the contents of the report and, in agreeing that there was a need to consider the City centre Sunday offer in a wider context than “Holiday Resort” designation, amended the Terms of Reference set out within paragraph 3.8 of the report, to read as follows:

- i. to develop an informed understanding of the current usage levels and types (user profile, mode of transport, time spent, activities undertaken, economic and social impact) in the City centre on a Sunday;
- ii. to explore opportunities to drive additional footfall and spend by attracting new visitors to the City on a Sunday;
- iii. to identify barriers to accessing the City centre on a Sunday (for those who wish to do so) and to engage with partners to develop collaborative solutions to address those barriers;
- iv. to build an understanding of approaches in other cities and to develop learning which may be relevant for the Belfast context, taking into account those who operate on a Sunday and those who do not;
- v. to understand the socio-economic impact of any additional City centre animation activities on a Sunday;
- vi. to understand the impact which any change or variance to Sunday opening hours might have on the City centre, in terms of small and independent retailers, workers’ rights and footfall;
- vii. to understand the investment required to encourage the additional visitor numbers to the City on a Sunday and to build a business case to lever resources from partner organisations, in the context of the City Revitalisation proposals; and
- viii. to examine the potential contribution of the arts, culture and leisure sectors to enhancing visitor experience on a Sunday.

The Committee agreed also that a report be submitted to a future meeting providing information on the cruise ship travel market in Belfast and the work being done to further develop the offering for cruise ship passengers visiting the City.



## **Regenerating Places and Improving Infrastructure**

### **Site Visit - Ulster University Belfast Campus**

The Committee accepted an invitation from the Ulster University to visit its Belfast Campus on Tuesday, 5th November between 10.00 a.m. and 12.00 noon and agreed that all Members of the Council be invited.

### **Update on Department for Communities Regeneration Guidance for Greater Clarendon and Sailortown**

The Committee was reminded that, at its meeting on 7th August, it had deferred consideration of the following report to enable a briefing to be held:

#### **“1.0 Purpose of Report/Summary of Main Issues**

**1.1 This report provides an update on a suite of regeneration policy and guidance documents prepared by DfC for the Greater Clarendon and Sailortown area.**

#### **2.0 Recommendations**

**2.1 The Committee is requested to:**

**1. note the content of a suite of regeneration policy and guidance documents prepared by DfC for the Greater Clarendon and Sailortown area, including:**

- (i) the Greater Clarendon (Sailortown) Masterplan (2016)**
- (ii) the Greater Clarendon (Sailortown) Delivery Framework (2018)**
- (iii) Greater Clarendon and Sailortown Accessibility and Public Realm Design Guide (2019);**

**2. endorse the proposed approach to regeneration proposals in this part of the city centre aligned to Belfast City Centre Regeneration and Investment Strategy (BCCRIS); and**

**3. support further collaborative working and engagement with stakeholders and local communities to deliver the priority projects identified in the Greater Clarendon and Sailortown Accessibility and Public Realm Design Guide.**

#### **3.0 Main Report**

##### **Background**

**3.1 Greater Clarendon (Sailortown) Masterplan (2016)**

**The draft Greater Clarendon (Sailortown) Masterplan seeks to provide an overarching framework for the development of the**

area and was published by DfC in December 2016. The key projects identified in the Masterplan are broadly in line with the aspirations of the Belfast City Centre Regeneration and Investment Strategy (BCCRIS) including:

- encouraging more people to live in the city centre;
- improving the Dunbar Link;
- the potential impact of a rail halt in this area in terms of encouraging use of public transport (a site is reserved for this purpose at Gamble Street);
- encouraging activity and animation under the motorway flyovers; and
- creating attractive squares and spaces.

**3.2 Greater Clarendon (Sailortown) Delivery Framework (2018)**

The Masterplan committed DfC to bring forward the Greater Clarendon Masterplan Delivery Framework and its publication followed in 2018. The Framework has a strong focus on comprehensive development and prepares for the prospects offered upon completion of the York Street Interchange. It identified a number of projects under the overarching Masterplan that can come forward in a flexible way to make the most of market opportunities as they arise. As delivery will require a collective effort by a wide range of stakeholders, it was important to set out the key principles which would guide the preparation of the Delivery Framework and future implementation.

- 3.3** The Delivery Framework included a detailed site development tracker which was prepared as a tool to track progress and new information as it arises during the implementation stage. This may include changes in land ownership, new planning approvals or commencement of key development sites for example. It also highlighted areas where public sector intervention would have the greatest impact. This is set out in Sections 6/7 of the Delivery Framework and culminates in the Action Plan in Section 8. In order to maximise the contribution that all developments can make to the wider regeneration of the area, the Framework proposed consideration of the use of Section 76 agreements to secure finance towards wider public realm enhancements and other infrastructure. The key public and private sector interventions which the Framework identified as providing the catalyst for regeneration in Greater Clarendon and Sailortown have been circulated.

**3.4 Greater Clarendon and Sailortown Accessibility and Public Realm Design Guide (2019)**

Following extensive consultation with a range of stakeholders, and as identified as a priority action in the

Delivery Framework, DfC published the Accessibility and Public Realm Design Guide in May 2019. The document recognises that Greater Clarendon, and Sailortown in particular, was dramatically affected by the construction of the M2 and M3 motorways which removed the housing core of Sailortown resulting in the fragmentation of the community and severing east to west and north to south movements. These communities, comprising of some 2,500 residents in the New Lodge/Lancaster Street and Sailortown areas, have suffered from poor connections to the surrounding neighbourhoods and the city centre, magnifying the sense of isolation and lack of opportunities to connect to education and employment. The Design Guide seeks to resolve these issues by reconnecting these areas and ensuring that current development opportunities are brought forward to support and enhance the living experience for the existing and proposed population. In the longer term, the provision of direct links across the river will improve accessibility for pedestrians and cyclists to Titanic Quarter and East Belfast. The Design Guide identifies key priority projects (see paragraph 3.8) including a new North South Spine from the City Centre to Sailortown; improved connections across the Dunbar Link and other major infrastructure; and more green open space for families and communities. In the longer term, the Guide includes a proposal to improve connectivity links across to Titanic Quarter and East Belfast, enhancing connections to third level education and an area that supports over 18,000 visitors, residents and workers.

- 3.5 In recognition of the Importance of capturing the views of local communities, Arup, the consultants who prepared the Guide, facilitated three stakeholder events which were attended by the Greater Clarendon and Sailortown Stakeholder Forum. Additional community and business representatives and those with a considered interest in the area were also invited to attend. A site walkover was organised and all participants in the events were invited to comment on a draft version of the Guide before it was published.
- 3.6 The Guide seeks to help the public sector guide and encourage quality place-making which would provide consistency and conformity as the Greater Clarendon and Sailortown area transforms over the coming years. Informed by stakeholder consultation, the document seeks to provide:
- A spatial framework for the public realm that re-balances the street network and identifies opportunities for enhancement;
  - A series of key moves that will deliver a strong movement framework; sequence of spaces and

vibrant public realm activated by meanwhile and permanent uses;

- A coordinated palette of street furniture and surface materials;
- A strategic projects framework identifying priority projects; approaches to delivery; collaborative working and next steps.

3.7 Its suggested use is as a tool for co-ordinating, prioritising and delivering investment in the public realm and reigniting Sailortown's sense of place and identity. The Design Guide also provides useful advice on how and where developer contributions, secured through the Council's Developer Contributions Framework, specifically for Public Realm Environmental Improvements, could potentially be spent.

3.8 Section 4.3 of the document (pages 24-43) proposes a number of key moves, street specific and site-wide interventions priorities which offer the opportunity for stakeholders including DfC, Belfast Harbour Commissioners and private developers to work in partnership. These include:

- i. Improving strategic east/west links (page 27) and north/south links (page 28). There is an opportunity to explore upgrading the public realm and pedestrian crossings in the areas of new, purpose built managed student accommodation bounded by Great Patrick Street, Great Georges Street, York Street and Nelson Street and bisected by Little York Street and Little Patrick Street;
- ii. Creating a new neighbourhood spine that enhances the quality of public realm along Tomb Street and Waring Street under the cross-harbour road and rail bridges to Corporation Square in front of the Harbour Commissioners Offices. BHC are currently examining opportunities to create a new green space (City Quays Gardens) that will act as the catalyst for future regeneration at City Quays and there are opportunities for collaboration to link to the proposed neighbourhood spine and proposed upgrade to Corporation Square (in front of the Harbour Commissioners' office);
- iii. Improving civic spaces by upgrading Barrow Square and the Clarendon Dock/dry dock area close to Sailortown. This is an opportunity for partnership working with BHC, DfC and local community representatives e.g. Sailortown Regeneration Group (SRG) to enhance the settings of these areas for civic and historic buildings and public events;
- iv. Design a range of creative green community spaces that provide opportunities for heritage, arts, play

and cultivations, for example Pilot Street Pocket Park;

- v. Create a new Sailortown Hidden Histories Destination Plan that records and creatively explores the area's rich maritime and dockers' history, in partnership with local communities and with the SRG.

3.9 The Council's City Regeneration and Development Division is examining the potential for developing a programme of small scale, catalyst public realm projects in partnership with DfC and other stakeholders such as DfI, where appropriate, based on those developer contributions specifying improved public realm already received or agreed via signed planning agreements. The Greater Clarendon area will be considered as part of the scoping exercise for this project and a future report brought back to Committee in the near future on this.

3.10 The Council has signed a Memorandum of Understanding with Belfast Harbour Commissioners as agreed at the Council's SP&R Committee on 21st June 2019. This outlines how BHC and BCC will work together through a strategic partnership arrangement to realise their shared ambitions for the strong growth, regeneration and prosperity of the City. The Council will continue to work closely with DfC, DfI, Ulster University, the Campus Community Regeneration Forum, the Sailortown Regeneration Group and other stakeholders on the coordination of regeneration proposals in Greater Clarendon and Sailortown.

3.11 Emerging proposals of note supported by the suite of regeneration policy documents could include:

- the proposed relocation the BCC Dunbar Link Cleansing depot at Dunbar Street;
- regeneration proposals for sites at Dunbar Street and Exchange Streets, which could be advanced through the Council's Strategic Site Assessment process (update provided to City Growth and Regeneration Committee on 5th June);
- City Quays development opportunities including City Quays Gardens, a new public space;
- The creation of the Maritime Mile, a linear waterfront trail that will encourage people to explore Belfast's maritime & industrial history, and connect all the key attractions, public realm, sculptures & viewing points on both sides of the river. It begins on the city side of the river, linking Sailortown and St Joseph's Church, to the rich maritime heritage of Clarendon buildings. The proposals are being progressed with Titanic Foundation and BHC who are engaging with DfC and the Council regarding delivery;

- Regeneration proposals for St Joseph’s Church, Sailortown to support Sailortown Regeneration Group with the development of neighbourhood tourism initiatives;
- A public realm catalyst project, part funded by existing developer contributions to improve amenity and connectivity around the new student housing developments underway at the York Street/Great Patrick Street and Frederick Street junction. The proposal will seek to improve connectivity east-west across the Dunbar Link and north-south for the benefit of established communities in the vicinity of Lancaster Street and Thomas Street;
- Improvements to streetscape to facilitate better connectivity between City Quays and Cathedral Quarter through the creation of a north/south neighbourhood spine along Tomb Street connecting Corporation Square to Custom House Square;
- To include consideration of the public realm and potential to create a civic square and other innovative uses underneath and around the flyovers;
- A public realm/landscaped scheme to re-imagine Buoys Park as part of the Council’s aspirations to improve connectivity and enhanced open spaces across the city centre;
- The development of a potential ‘Innovation Lab’ as one of the Belfast Region City Deal projects, pending completion of the Outline Business Case.

### **3.12 Financial and Resource Implications**

There are no additional resource implications associated with this report.

### **3.13 Equality or Good Relations Implications/Rural Needs Assessment**

There are no Equality, Good Relations or Rural Needs implications at this stage. Equality and Good Relations implications will be assessed at design stage to meet the specific requirements of proposed projects as they emerge.”

The Senior Development Manager reported that the briefing had taken place on 15th August and had been attended by representatives of the Department for Communities. He provided an overview of the discussions which had taken place and confirmed that those Members present had agreed that the foregoing report contained sufficient detail to allow it to be submitted to the next monthly of the Committee for consideration.

The Committee noted the information which had been provided and adopted the recommendations contained within the report.

**Strategic and Operational Issues**

**Schedule of Presentations to Committee**

The Committee approved the following schedule of presentations for the remainder of 2019 and agreed that the recent decision by Queen’s University’s School of Architecture to declare a climate emergency should feature in the discussions at the meeting on 4th December, to be attended by representatives of Queen’s University and the Ulster University:

<b>Date of Meeting</b>	<b>Presentation</b>
9th October (Monthly Meeting)	Tourism NI - to consider collaborative opportunities
23rd October (Special Meeting)	Belfast Harbour Strategy  (To which the Strategic Policy and Resources Committee is invited)
6th November (Monthly Meeting)	Retail NI - to present its policy agenda 'Regeneration NI, Creating 21st Century Town and City Centres'
27th November (Special Meeting)	NOW Group - to review the work of the social enterprise  Social Enterprise NI - to present as part of the Growing the Economy update report on the agenda
4th December (Monthly Meeting)	Queen's University/Ulster University – to outline the role and issues impacting Higher Education in the City and Region

**Finance, Procurement and Performance**

**Financial Reporting 2019-20**

The Committee considered a report which set out the financial position of the City Growth and Regeneration Committee for the first quarter of 2019/20. The report confirmed that there had, during that period, been an underspend of £65,000 (1.2%), with a year-end overspend of £251,000 (1.5%) being forecast. The underspend could be attributed primarily to vacant posts across a number of services, which had been offset by lower than budgeted income and additional health and safety expenditure.

The Committee noted the information which had been provided.

**Issues Raised in Advance by Members**

**Translink Policy - Dogs on Buses**

At the request of Councillor McAllister, who raised the issue in the absence of the Deputy Lord Mayor, (Councillor McReynolds), the Committee agreed that a letter be forwarded to Translink, recommending that it review and amend its policy governing the carriage of dogs on buses and trains, to allow for more dog owners to avail of public transport.

Chairperson