



Belfast City Council

Report to:	Development Committee
Subject:	Renewing the Routes Updates, Variations and Review
Date:	12 August 2009
Reporting Officer:	Marie-Thérèse McGivern, Director of Development ext. 3470
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Background Information

This report provides general updates on progress for the Renewing the Routes programme and seeks endorsement of proposed actions including: amendments to identified projects; the reallocation of resources; proposals in relation to two art pieces.

The report also provides clarification of the issues raised at the previous Committee; outlines a partnership request from the Belfast Regeneration Office and seeks approval for a review of the current renewing the routes activity with a view to securing the capacity of the Council to carry out targeted local regeneration activity following the completion of the current Renewing the Routes programme that ends in March 2010.

Key Issues

Update on progress made with the Renewing the Routes programme

Through the 'Renewing the Routes' programme, the Council continues to develop and lead targeted local regeneration. The Renewing the Routes is a focussed approach to enhancing the vitality of these roads through the implementation of integrated regeneration plans in the Shankill, Falls, Crumlin and Springfield Road areas.

The challenging programme for each of the areas, remains on target in terms of project completions and spend profiles. Work across the four broad areas has seen over 190 properties benefit from the commercial improvement programme and with the increasing popularity/participation rates within the programme it is anticipated that a further 160 properties will be completed by March 2010. This emphasis has made this element of the programme the focus of the transformation within the target regeneration

areas.

Complementary key initiatives include the Glenbank and Ardoyne public realm projects within the Crumlin area; environmental improvements and public pieces within the upper Springfield area; completion of environmental works to the St Peters area of Falls and the completion of works to Woodvale Presbyterian Church and Shankill Rest Garden in the Shankill. More detailed updates are provided for information within Appendix 1.

Programme Variations

Members are asked to approve the proposed variations resulting from the continued review of activity and refinement of the final project implementation for the Renewing the Routes programme.

Shankill Road

Committee previously approved the procurement of public art for a site within the Shankill part funded by a £10,000 contribution from the Integrated Development Fund (IDF). Following further consultation and discussions with the funding parties it is considered that the commissioned art piece of a "Millie" could be more appropriately located on the Crumlin Road. Discussions with the Housing Executive have identified the potential for the temporary location of the "Millie" at the site on junction of Clifton Park Avenue and Crumlin Road. This temporary installation would be an interim stage prior to the objective of securing a permanent location as part of proposed redevelopments fronting onto the Crumlin Road.

This relocation would necessitate a change in the funding arrangement as the agreed Shankill Road IDF allocation could not be applied to a project on the Crumlin Road. It is therefore proposed that the previously agreed contribution to the art piece is met from within existing Departmental budgets.

The variations proposed are in respect of four previously identified projects at the Peters Hill gateway site amounting to £50,000. The original proposal and allocations were intended to support public realm enhancements including environmental projects in partnership with other agencies. In the absence of the anticipated parallel activity in the area, it is proposed that the fund be utilised to supplement the ongoing commercial improvement scheme. Approval is therefore requested for the reallocation of the resources identified for the Peters Hill gateway project to supplement commercial improvements programme including the properties within the immediate Peters Hill area.

Springfield Road

The landscaping project for the area adjacent to the Springfield/Whiterock Road junction is at final design stage and taking account of the physical restrictions of the site includes a provision for a further piece of public art. A portion of the funding from this project will be used to create the new art piece within the open space area adjacent to the pylon. This element of the project would be delivered in partnership with the council's new Public Arts and Community Co-Ordination Officer.

A two stage process is proposed to secure the development of the terms of reference for prospective artists and oversee the consideration and approval of the submissions from the appointed artist. In accordance with the public art procurement guidelines this will require a Steering Group to be established to oversee the process. The proposed steering group will comprise the Chair and Deputy Chair or nominees, Belfast City Council's Renewing the Routes and Public Arts Officers, DRD Roads Service, NIHE,

three nominations from Neighbourhood Renewal and the Upper Springfield Arts Manager. The panel will assess the submissions against established brief based on the ongoing local engagement, appoint the artist to carry out further consultation (prior to the finalisation of the art piece concept) and assess the final submission based on this consultation and the original brief. The budget allocation for the piece, to include consultation by the appointed artist, will be £30,000 from the overall funding allocation identified for the environmental improvement scheme in the original action plan.

St Peters area – Falls Road

Following the further investigation of the proposal Members may wish to note that the proposed scheme will include commercial improvements (subject to agreement) to the two adjacent units. The proposal will also include differentiated footway resurfacing along the route that connects Falls Road to St Peters Cathedral. The potential for an additional tourism sign for the area will also be considered as part of the overall project for this part of the Falls Road.

Specific Project Proposal Information

Members will note that at the June Committee meeting that the Committee agreed to defer consideration of the Republican Sinn Fein property on the Falls Road to enable further legal advice to be obtained.

The specific project proposal previously brought before the Committee related to a phase of the proposed commercial improvement works that would include the Republican Sinn Féin offices on Falls Road. The offices are located within a block of premises for which a package of cosmetic enhancements works were proposed as part of the ongoing comprehensive approach to the frontage refurbishments in this target area on the Falls Road.

The legal advice sought from the Director of Legal Services has taken account of the clarification provided by Republican Sinn Féin in respect of their interest in the property. Committee may wish to note that the formal documentation provided by the organisation indicates that the property is in the ownership of a private individual with the organisation occupying the property by virtue of an agreement rather than a formal lease.

Following consideration Legal Services have advised that there is no legal impediment to doing these works as long as no money is expended on signage or other matters that could be construed as for political publicity. The fact that the group doesn't actually own the premises themselves does not affect this advice. If the Council did not carry out the works at the premises, there is a possibility that the group could attempt to challenge the Council's decision by way of Judicial Review. There is a possibility in this case that such a review may be successful.

In light of the advice provided by Legal Services it is suggested that the refurbishment works should be carried out at the property but restricted to the façade improvements and exclude any work to the building signage, as the signage would be considered to relate to political publicity.

Belfast Regeneration Office Request for Partnership Activity

The Belfast Regeneration Office on behalf of the Minister has approached the Council in relation to the potential for a partnership to develop a commercial frontages improvement scheme for the Newtownards Road. The request followed a presentation and representation by the Newtownards Road 2012 group in relation to the potential for

the wider redevelopment of inner East Belfast.

The Department with Committee approval has previously provided technical support to the Belfast Regeneration Office where there were common objectives, programme overlap and the capacity to accommodate additional activity. These previous partnerships have included the development of environmental projects, public realm works and coordinated action in relation to derelict sites on arterial routes.

As members are aware the current Renewing the Routes local regeneration activity /resources are focussed on the delivery of the Integrated Development Fund in the West Belfast and Greater Shankill areas. The Newtownards area was previously included within the Brighter Belfast funded Arterial Routes initiative with additional support secured from the Belfast Local Strategy Partnership.

Committee may also wish to note that during the development of the Arterial Routes initiative, the potential for a commercial refurbishment scheme was considered for the Newtownards Road. However, the prioritisation of regeneration activity, carried out in consultation with the Partnership Board and other statutory agencies, resulted in a focus on environmental enhancement projects and a partnership project for the development of Dr Pitt Park.

Whilst the Belfast Regeneration Office has suggested a possible partnership it has been confirmed that there are currently no resources available to support such a scheme and the Minister has suggested that such schemes are often Council led. It should also be noted that the Council does not currently have a resource allocation for such activity in East Belfast.

It is suggested that the Committee agree to the Department exploring the potential for a formal partnership with the Belfast Regeneration Office, based on the work carried out under the Renewing the Routes initiative, that would seek to clarify potential funding and management responsibilities.

Review and future of Renewing the Routes programme

The proposal for the review of the current Renewing the Routes activity has been brought before Committee for consideration of the approach to securing the capacity of the Council to carry out targeted local regeneration activity following the completion of the current Renewing the Routes programme in March 2010.

The Renewing the Routes Team which is responsible for a range of local regeneration functions forms part of the Planning & Transport Unit. The Team currently comprises two Renewing the Routes Officers and four Assistants who are responsible to the Planning & Transport Policy Manager.

The local regeneration resources were originally put in place to develop a pilot for focussed local regeneration to target activity across some of the most deprived parts of the City. The capital and revenue resources, at that time, were established on a fixed term basis reflecting the innovative nature of the work and the pilot activity proposed under the Brighter Belfast programme (see additional information Appendix 2).

The work of the Team has, with Committee approval, continued to evolve in response to challenges identified and funding secured on the basis of the original detail scoping and prioritisation. In response to the pilot objectives the type of activity carried out has been varied encompassing direct implementation, plan development, consultation and partnership development as outlined in main body of this report and the specific

appendix noted above.

The initial pilot activity and the focussed work delivered through the Integrated Development Fund (IDF), in Shankill and West Belfast, has highlighted the both the benefits and successes of this local regeneration activity in focussed improvements across different parts of the city. The targeted improvements have helped transform local environments and contributed to the development of positive relationships and capacity building with local communities. This value and impact was recognised in the recent success Local Government Chronicle Awards recognition and the ongoing survey feedback from participants and residents.

The projected completion of the IDF works highlights the necessity to consider the ongoing activity and the potential for securing the capacity or resources for the Council to deliver future local regeneration projects. The current programme of IDF expenditure across the West Belfast and Greater Shankill Taskforce area scheduled to be completed by the end of March 2010.

It is proposed that the review of the Renewing the Routes considers the future capacity for the Council both in terms of the revenue funding for staff resources and the dedicated capital resources available for local regeneration projects. This overall objective for a comprehensive approach will require separate parallel processes which it is proposed are coordinated and brought back to a future Committee.

The Committee is therefore requested to consider the approval of review process that considers both the staff resources and implementation project funding required to effectively mainstream the capacity to deliver an ongoing programme of local regeneration activity for the Council.

Resource Implications

There are no additional financial implications arising from the proposed reallocation of IDF resources between the different projects.

Recommendations

Members are requested to:

1. Note the updates set out within the report;
2. Approve the reallocations of the previously agreed budgets of £50,000 in respect of the Peters Hill gateway site to supplement the commercial improvement budget for the Shankill Road;
3. Approve the re-location of the proposed "Millie" art piece and replacement of the agreed funding by £10,000 from within Departmental budgets;
4. Approve the proposals for the art piece on the Springfield Road and the establishment of a steering group, including the Chairman and Deputy Chairman of this Committee or the nominees, to oversee to consultation and procurement;
5. Approve the environmental scheme in the St Peters area of the Falls Road;
6. Agree that the refurbishment works to the Republican Sinn Féin premises, Falls Road be restricted to façade improvements only since work to the building signage would be considered as relating to political publicity;

7. Consider the request from the Belfast Regeneration Office for the Newtownards Road and approve exploratory work to clarify the basis for potential future partnership; and
8. Approve a review process that considers both the staff resources and implementation project funding required to effectively mainstream the capacity to deliver an ongoing programme of local regeneration activity for the Council.

Decision Tracking

Following Committee approval:

Recommendations 2-6

Detailed proposals will be developed for the scheme variations to facilitate final implementation.

Timeframe: March 2010 Reporting Officer: Shirley Mc Cay.

Recommendation 7

Discussions will be held with the Belfast Regeneration Office to establish the potential basis for future partnership activity.

Timeframe: October 2010 Reporting Officer: Shirley Mc Cay.

Recommendation 8

The recommendations in respect of the proposed review of existing renewing the routes activity to be brought back to Committee for consideration.

Timeframe: October 2010 Reporting Officer: Shirley Mc Cay.

Key to Abbreviations

IDF	Integrated Development Fund
BRO	Belfast Regeneration Office

Documents Attached

Appendix 1	Renewing the Routes Update
Appendix 2	Background to Review of the Renewing the Routes Team

APPENDIX ONE

Renewing the Routes Update

Shankill Road

The main emphasis for the regeneration of Shankill Road remains the commercial frontage improvements. Over 50 premises have participated in the scheme, with a similar number projected to benefit by the completion of works in March 2010. The heritage and conservation projects have included feature railings and granite entrance details at the West

Belfast Orange Hall; floodlighting to Woodvale Methodist Church, Railings and signage at West Kirk Presbyterian Church, the restoration at the Shankill Rest Garden's wall and stonework cleaning at Shankill Library. Environmental works including landscaping at Woodvale Presbyterian Church and lighting to the perimeter wall of Shankill Rest Garden are also due to be completed by March 2010.

Upper Springfield Road

The completed projects include the junction upgrade and the major environmental project to improve the road frontage and green space area at Springhill Park. The Springfield partnership project established a Garden of Reflection for those affected by suicide including new railings, paths, landscaping, planting and several artworks from the community. A new community inspired mosaic has been installed at the Springfield Road entrance to Sliabh Dubh estate. The contractors are currently on site for the next phase of commercial improvements to shops at the Springfield Rd/Whiterock Rd junction. The final phase of the environmental works including landscaping adjacent to the main commercial area on the arterial route is at final design stages and will include upgrades to surfacing and new planting.

Crumlin Road

Three phases of the commercial improvement programme covering 41 units at Lower Crumlin, Glenbank and Ardoyne are complete with a further 10 unit scheme proposed for the Lower Crumlin/Carlisle Circus area in early Autumn. Refurbishment works at the Belfast Orange Hall, and a landscaping scheme at Agnes Street junction are due to be completed by end of August 2009. Draft proposals have been developed for a public realm upgrade at Ardoyne roundabout and a landscaping scheme at the Glenbank Drive/Crumlin Road junction. These proposals will form the basis for final consultations with the local community representatives. The designs for two figurative stone sculptures and an additional stone pillar sculpture, at separate entrances to the Tudor housing development on Lower Crumlin, have been agreed as part of the Heritage art project. The 'Pharus' public art piece by Artist Ian McColl, was recently installed at Carlisle Circus.

Falls Road

The lower Falls Road commercial improvement programme (two phases) have been completed with 61 properties participating. The programme will reach its 100th commercial improvement property with the projected completion of an additional 40 properties taking part in the third phase. The ongoing consultations with traders in Andersonstown for a two part commercial improvement programme, has enabled the initiation of work in August with the aim of securing completion by Christmas. The programme has also received a very positive response to the proposed final phase of commercial improvements in the St James' area where 30 properties are being targeted. Refurbishment works to the listed railings at the St Comgall's site were completed in conjunction with an additional landscaping project carried out under Greencare. The lighting scheme successfully illuminated two of the Falls Road most

treasured buildings of architectural merit including Falls Road Carnegie Library and St Mary's University College along with the popular tourist site, the International Wall. The first part of a two stage project was completed at Milltown Cemetery where the railings were refurbished; the main entrance gate was refurbished and two pedestrian gates were reinstated. The second stage to address the refurbishment of the stone masonry is currently being assessed by the specialist consultants. the repointing and reinstatement of ornate sandstone finials will be at Falls Park entrance at Willowbank Youth Club has been completed by the end of the summer and two traditional plaques have been ordered for the entrance pillars. Seven tourism signs have been installed at key locations of local and historical importance on the Falls Road. The environmental project at Willowbank Youth Club has been completed with a welcoming high quality resin bound entrance road to the club, completed with bespoke entrance gates and signage and enhanced railings

APPENDIX TWO

Background to Review of the Renewing the Routes Team

Introduction

The Renewing the Routes Team forms part of the Planning & Transport Unit within the Development Department. The current structure comprises two Renewing the Routes Officers and four Assistants who are responsible to the Planning & Transport Policy Manager.

The available staff resources have been expanded from the original posts, put in place in 2004 for the Arterial Routes pilot, to meet the increased workloads arising from responsibility for the delivery of additional activity funded by external agencies. The local regeneration work carried out by the Team is currently focussed on the delivery of projects in the Greater Shankill and West Belfast areas of the city, as part of a £4.1M programme funded by the Integrated Development Fund.

The council led local regeneration activity, delivered through the Arterial Routes / Renewing the Routes initiatives, has been an ongoing implementation programme since 2004 and encompassed target areas across the city. The current project implementation phase followed on from developmental work, between 2001 and 2004, to establish a framework as the basis for the identification of target areas across the city and the subsequent development of local action plans.

Background

The genesis of the arterial routes programme can, however, be traced back to discussions between Belfast City Council and Making Belfast Work in the late 1990s. These discussions centred around the dereliction and blight on the city's arterial routes and the need for a concerted effort at their regeneration.

A number of attempts were made to get a programme of work up and running. A report commissioned by Making Belfast Work in 1997 identified possible ways forward in this regard. It noted that, despite recent regeneration in the city centre area, the areas closest to the central core displayed the greatest concentration of deprivation and were in the greatest need of a concerted programme of regeneration.

The pilot Arterial Routes programme evolved from partnership work with other statutory agencies originally initiated to target European structural funds. However, despite the absence of significant EU resources the value of the partnership activity was recognised and work continued to explore the potential for the local regeneration activity focussed on the arterial routes of the city. This work, led by the Council, resulted in the development of the innovative approach to the identification of potential areas for the focus of local regeneration activity. The process that evolved from the partnership sought to harness information from a variety of sources using a combination of Geographic Information Systems, surveys and consultations to develop a framework for prioritisation.

The framework incorporated empirical information from the surveys and GIS with deprivation indicator data and combined this with areas assessments that took account of the principles and aims to: facilitate economic competitiveness; tackle social exclusion; promote physical and environmental development and promote

creativity. The development of the framework reflected the partnership ethos of the project in terms of the shared responsibility for the provision of the information that formed the basis of the analysis. The methodology brought together empirical and survey information from the project partners with geographic data to facilitate comparison both within the different routes and across the city.

Target Areas

The partnership recognised the necessity for focussed regeneration and agreed to adopt a phased approach to development plans and the delivery of local regeneration activity in the areas of greatest identifiable need. The framework for the consideration of the inputs from the statutory and community partners offered the potential to incorporate raw survey data with the consideration of economic and social indicators utilising the evolving geographic information systems.

The application of the methodology identified eleven potential areas as priorities for coordinated local regeneration activity (York Rd, Antrim Rd, Falls Rd, Donegall Rd, Newtownards Rd, Shankill Rd, Lower Crumlin Rd, Lower Ormeau Rd, Albertbridge Rd, Upper Springfield Rd, and Upper Shankill Rd). Consequently the five “top” scores from the analysis were identified for action under phase one (an additional area in north Belfast was subsequently added in recognition of the fact that it already had a preliminary regeneration plan in place) with the next five prioritised for action under phase two of the programme.

Phase One

- York Road from North Queen Street to Whitla Street
- Antrim Road from Carlisle Circus to Duncairn Avenue
- Donegall Road from Roden Street to the Broadway roundabout
- Newtownards Road from the junction with the Bridge End flyover towards East Belfast Enterprise Park
- Falls Road from Dunville Park to Divis Street
- Shankill Road from Townsend Street to Agnes Street.

Phase Two

- Lower Crumlin Road from Carlisle Circus towards Hillview Road
- Lower Ormeau Road from Donegall Pass towards Stranmillis Embankment
- Albertbridge Road from Cluan Place to corner of Newtownards Road
- Upper Springfield Road from Moyard Park to Monagh Road
- Upper Shankill Road from Snugville Street to Woodvale Park.

This process and the underlying information was initially used by externally appointed consultants to develop five local action plans which were intended to form the first phase of the council led pilot programme.

During the Committee consideration of the plans developed by the consultants the approach to their development was modified to bring responsibility within the council. This review in the approach recognised the longer term potential for the council to develop and retain the capacity for the identification and delivery of local regeneration activity. This longer term council commitment was supplemented by the allocation of £1.1m for the phased development of pilot regeneration projects across the eleven priority areas.

The coordination and integration of activity in the different areas was secured through the development of agreed action plans for each of the identified target areas. The plan development process comprised of three main stages: structured consultation process carried out to identify statutory plans and community aspirations for area; the identification of key sites with consideration existing or proposed activity; and the agreement on short, medium and long-term priorities.

The plan development process was further refined in response to requirements imposed as part of the final approval process for the Integrated Development Fund proposals. In late 2005 the Council received confirmation of initial Ministerial approval of the Integrated Development Plan application submitted in 2004.

The approval was made conditional on the Council developing action plans for the identified target areas set within the broader Taskforce boundary. The work to be undertaken through the Integrated Development Fund focused on: the existing areas (Lower Falls, Upper Springfield, Lower Shankill, Upper Shankill, Crumlin Road including the area adjacent to Broadway roundabout) and the extension areas into the adjacent parts of these arterial routes (Falls Road as far as beginning of Stewartstown Road, Springfield Road as far as Springfield Park, Crumlin Road as Braehill Road and 0.5km along Woodvale Road).

Following clarification of the IDF action plan requirements in early 2006 the Council, in September 2006, submitted pilot Action Plans developed for the Upper Springfield and Shankill for final BRO approval. The two initial Action Plans were approved in April 2007 with the final plans for Crumlin Road and Falls Road approved late in the same year.

Activity

The original Council funding for the eleven target areas was allocated with the intention of developing local pilot projects and as a stimulus to encourage further focussed activity by the statutory partners through coordinated interventions. This early focus on broader objectives and partnership proved fundamental to the continued development and success of the initiative.

This partnership approach and the emphasis on coordination with other regeneration activity provided a robust basis for successful funding applications to the Belfast Local Strategy Partnership (Newtownards Rd/ Falls Rd), Urban II (Antrim Rd / York Rd) and most recently the Integrated Development Fund (West Belfast and Greater Shankill Taskforce area).

As outlined above the coordination and integration of activity in the different areas was secured through the development of agreed action plans for each of the identified target areas. The plan development process comprised of three main stages: structured consultation process carried out to identify statutory plans and community aspirations for area; the identification of key sites with consideration existing or proposed activity; and the agreement on short, medium and long-term priorities.

The plans were used as a basis for leveraging additional investment, encouraging mainstreaming and promoting linkages to wider regeneration in the areas. They also reflected an approach at reaching an agreed action plan for an identified area, arrived at through consensus with all relevant parties. This differed from the project-

driven approach to regeneration and individual projects which prevailed in many of the identified target areas.

Following Committee consideration of the first phase draft plans, prepared by external consultants, it was resolved that the phase one implementation activity and phase two plan development work would be undertaken by Council staff. This changed approach was facilitated by a resource (comprising two fixed-term officer posts) being established within the Planning and Transport Unit in spring 2004. The activity and the linked plan development process continued to evolve in response to funding requirements and the experience gained through project implementation and review.

Consequently the initial resources have increased, on the basis of additional BLSP and Urban II funding, and reached current levels in 2007, with the approval of additional support from the Integrated Development Fund.

The work in the target areas and across the partnership has focused on building relationships, plan development, securing resources and project delivery. Activity carried under the different programmes was based on partnership and the objective of coordinating the packages of smaller scale local regeneration activity with the existing or proposed regeneration schemes for the wider areas.

The Arterial Routes activity focused on pilot project delivery in phase one areas alongside the development of action plans for the phase two target areas. Additional funding was also targeted, to complement the Council allocations, and by late 2004 the available resources had been supplemented by almost £700,000 from BLSP and Urban II. Regular coordination meetings continued with the local partners to progress individual and collective initiatives and the underlying processes were established to facilitate the project implementation and delivery for the first phase plan objectives.

In autumn 2004, activity began on scoping work for the phase two Arterial Routes plans. Agreements were reached with the Area Partnership Boards and other appropriate local conduits to carry out local consultation work with a view to drawing together the plans for these areas. The plans were progressed according to local resources and capacity balancing this developmental work with the initiation of implementation activity for the phase one plans.

The first of the phase two plans were endorsed by Committee in June 2005 and with the exception of the Upper Shankill (2006) all the plans were adopted by the end of the year. The approach to the broad regeneration activity within the pilot and subsequent programmes has continued to evolve through the experience gained during each of the different phases of the plan development, implementation.

By late 2006, the point at which work commenced on the identification of potential IDF activity, the majority of the pilot Arterial Routes projects had been completed. This first phase of implementation secured over £1.3M of capital expenditure across 61 projects bringing benefit to over 150 properties or sites across the eleven target areas.

As identified above the initial Council funding levered in direct capital funding from Urban II (£440,000) and the BLSP (£280,000) that further enhanced the resources for the Newtownards Road, Falls Road, Antrim Road and York Road areas. The plans also formed the basis for work to influence other statutory agencies and funding streams through formal and informal partnerships.

A summary of the completed schemes at the end of 2006 is detailed below.

Donegall Road

- Residential property enhancements
- Youth gardening project, including the installation of new street furniture
- Murals removal and replacement with community murals
- Tree planting scheme
- Construction and installation of decorative sculpture wall

Newtownards Road

- Art panels at Strand Walk security barrier
- Titanic mural at Dee Street
- External upgrade of Masonic Hall
- St Patrick's external improvement works
- Lighting at Church of the Nazarene
- Elim Church planting and external lighting
- St Matthew's landscaping and external improvements
- Westbourne Presbyterian boundary improvements.
- Pitt Park refurbishment
- Portview Art Piece installation

Lower Shankill Road

- Art panels on Westlink bridge
- External lighting scheme at St Michael's
- Art panels at Shankill Leisure Centre
- Lighting improvements at Shankill Mission and external refurbishment
- Commercial/ shop front improvements.

York Road

- Jesus Saves Church external refurbishments.
- Alexandra Church landscaping works.
- St Paul's boundary improvement and landscaping.
- York Street mural removal /art installation
- Limestone Road boundary enhancements
- Phase 1 commercial/ shop frontage enhancement scheme

Antrim Road

- St Malachy's gate repairs and repainting, floodlighting at road frontage.
- Clifton Street cemetery – floodlighting
- Residential properties boundary enhancements and external painting
- Commercial property boundary enhancements
- Former Duncairn Church floodlighting
- Commercial property /shop frontage refurbishments

Falls Road

- Phase one commercial/ shop frontage enhancement scheme
- New boundary definition at the Twin Spires complex
- Careers 'n' Kids boundary improvements

This pilot funding was allocated with the intention of developing local pilot projects and as a stimulus to encourage further targeted activity by the statutory partners and coordinated interventions. This early focus on broader objectives and partnership was fundamental to the continued development and success of the initiative both in terms of securing additional resources and the delivery of coordinated activity.

Urban II subsequently approved additional resources (£140,000) which were supplemented by partnership activity carried out with other external agencies including Groundwork, the Northern Ireland Housing Executive and Roads Service. The agreed action plans also formed the basis for work to influence other statutory agencies and funding streams through formal and informal partnerships.

The scale of potential activity changed with the enhanced resources available under the Integrated Development Fund. This approval and extension of the target areas increased the intensity of the work both in the preparation of agreed plans and the delivery of resulting initiatives. The activity focused on: the existing areas (Lower Falls, Upper Springfield, Lower Shankill, Upper Shankill, Crumlin Road including the

area adjacent to Broadway roundabout) and extension areas (Falls Road as far as beginning of Stewartstown Road, Springfield Road as far as Springfield Park, Crumlin Road as Braehill Road and 0.5km along Woodvale Road) exceeded that possible under the pilot Arterial Routes initiatives.

The resources expended under the Renewing the Routes initiative had by March 2009 reached £1.8M across the four identified routes. This level of spend/ activity over a period of eighteen months almost matched the full extent of the local regeneration works carried out under the preceding Brighter Belfast and associated externally funded initiatives. The results of this work has been the subject of regular updates to the Development Committee

Through the 'Renewing the Routes' programme, the Council continues to develop and lead targeted local regeneration. The focussed approach to enhancing the vitality of these roads through the implementation of integrated regeneration plans in the Shankill, Falls, Crumlin and Springfield Road has transformed the important local centres for the surrounding communities.

This work has been supplemented by the development and delivery of a Shankill Junctions improvement scheme on behalf of the Belfast Regeneration Office. The project covering three of the primary junctions secured a further £300,000 of funding to supplement the already programmed IDF expenditure in the area.

The challenging programmes for each of the routes are targeted to be completed within the funding deadlines. The programme across the four broad areas has seen over 190 properties benefit from the commercial improvement works and with the increasing popularity/participation rates it is anticipated that a further 160 properties will be completed by March 2010. This emphasis has made this element of the programme the heart of the successful transformation within the target regeneration areas. This focus has, however, been complemented by the three supporting strands that have targeted improvements to architectural/ heritage assets; improvements to the public realm and general environmental enhancements.

A summary of the proposed and completed schemes is outlined below.

Crumlin Road

- Commercial Improvements Lower Crumlin
- Commercial Improvements Glenbank Shops
- Commercial Improvements Ardoyne
- Commercial Improvements Carlisle Circus
- Carlisle Circus Public Realm
- Belfast Orange Hall
- Agnes Street Landscaping
- St Malachy's Entrance Gates
- Ardoyne Roundabout Public Realm
- Glenbank Drive Public Realm
- Heritage Art Projects
- Tourism Signage
- Lighting Projects
- Packaged Environmental Improvements
- Crumlin Road Tourism Signage

Falls Road

Commercial Improvements Lower Falls
An Ceiliruadh Art Piece
West Circular Roundabout
St Comgall's Environmental Improvements
International Wall Lighting
Carnegie Library Lighting
St Mary's University College Lighting
Packaged Environmental Improvements and graffiti removal
Commercial Improvements Andersonstown
St Peter's Environmental Improvements
Broadway Environmental Improvements
Milltown Cemetery Boundary Improvements
Falls Park Entrance
City Cemetery Boundary Improvements
Willowbank Youth Club
Commercial Improvements Mid Falls
Falls Road Tourism Signage

Shankill Road

Woodvale Commercial Improvements
Commercial Improvements Upper Shankill
Commercial Improvements Mid Shankill
Commercial Improvements Lower Shankill
Architectural /Heritage Building Improvements
Shankill Library Improvements
West Kirk Church
Shankill Rest Garden Boundary
West Belfast Orange Hall
Woodvale Road Presbyterian Church
Woodvale Methodist Church
Shankill Road Tourism Signage
Packaged Environmental Improvements

Upper Springfield Road

Springfield Road Junction Public Realm
Whiterock Road Public Realm
Top of the Rock Complex Public Realm
Whiterock Commercial Improvements
Top of the Rock Complex Commercial Improvements
Springhill Commercial Improvements
New Barnsley Pylon
JP Corry Boundary Treatment

Whiterock Orange Hall
Springhill Park Landscaping and Art
Springfield Road Environmental Improvements