Renewing the Routes Programme 2013-2014

Renewing the Routes Programme 2013/14

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Context

The Renewing the Routes Programme is a regeneration intervention that targets arterial routes within Belfast. Since 2004 the Programme has facilitated the investment of approximately £6.6 million across the key routes. This investment has acted as a catalyst for the delivery of a range of projects which were implemented over the programme period.

On 01st March Council agreed the two areas of activity for this financial year, 2013-14 are Oldpark Road from Torrens Avenue to Cliftondene Crescent and Andersonstown Road, from Hillhead Crescent to Suffolk Road. This followed a thorough analysis and prioritisation of proposed activity across all 18 designated arterial routes and member briefings as agreed by Council.

This report identifies key issues in this year's target areas and outlines a capital programme in the form of a long list and short list of projects, shown in section 2.

The total budget available for this year's programme is £300,000 to be delivered by 31 March 2014.

The Renewing the Routes programme aims to:
- Improve an area's appearance
- Create a better place to live
- Retain diversity in the local area
- Maintain function of local neighbourhoods
- Reduce anti-social behaviour
- Encourage more visitors

This links with the council's overall strategic themes of:
- City leadership
- Better opportunities for success across the city
- Better care for Belfast's environment – a clean, green city now and for the future
- Better support for people and communities

- Better services
- Better value for money

Background

We deliver regeneration projects, working side by side with local people to bring out the best in these important neighbourhoods. We work with communities, businesses and agencies under the scheme to improve shopping areas and green spaces, develop gateways, introduce art and celebrate diverse heritage. The results are visible transformations that conserve the unique character of each community and inspire further regeneration.

Since 2004, the Arterial Routes and Renewing the Routes programmes have:

- Invested £6,600,000 in local regeneration projects
- Enhanced areas along 13 main roads
- Revitalised 536 commercial frontages
- Improved 15 miles of the city
- Delivered 87 arts and landscaping projects
- Contributed to increases in turnover for retailers
- Built relationships with over 60 partners

Vital areas

Traditionally transport routes, Belfast's arterial routes are now important neighbourhoods spreading out from the city centre covering 40 miles, 100,000 residents and over 2,500 local businesses. Between the arterial routes another web of bustling urban villages can also be found.

These beloved neighbourhoods of all shapes and sizes have evolved to form the lifeblood of Belfast - a flow of commerce, communities and character that defines the city.

Belfast is now also an international tourism destination attracting 7 million visitors annually. The culture and history of the routes are an intriguing aspect of what the city has to offer.

Neglected neighbourhoods

In recent decades the appearance of these neighbourhoods on key routes has been neglected. The shadows of the Troubles lingered in decaying buildings, worsened by a lack of investment, high unemployment and emigration, resulting in recognised areas of deprivation.

Restoring pride

Belfast City Council strives to overturn this decline by delivering no-nonsense improvements to buildings and open space that residents can see and feel. Locally driven regeneration projects support existing communities and restore pride in the city's neighbourhoods.

Elected members on our Development Committee recognise the need for action to complement wider regeneration activity. Locally driven regeneration projects support existing communities and restore pride in the city's neighbourhoods.

The process

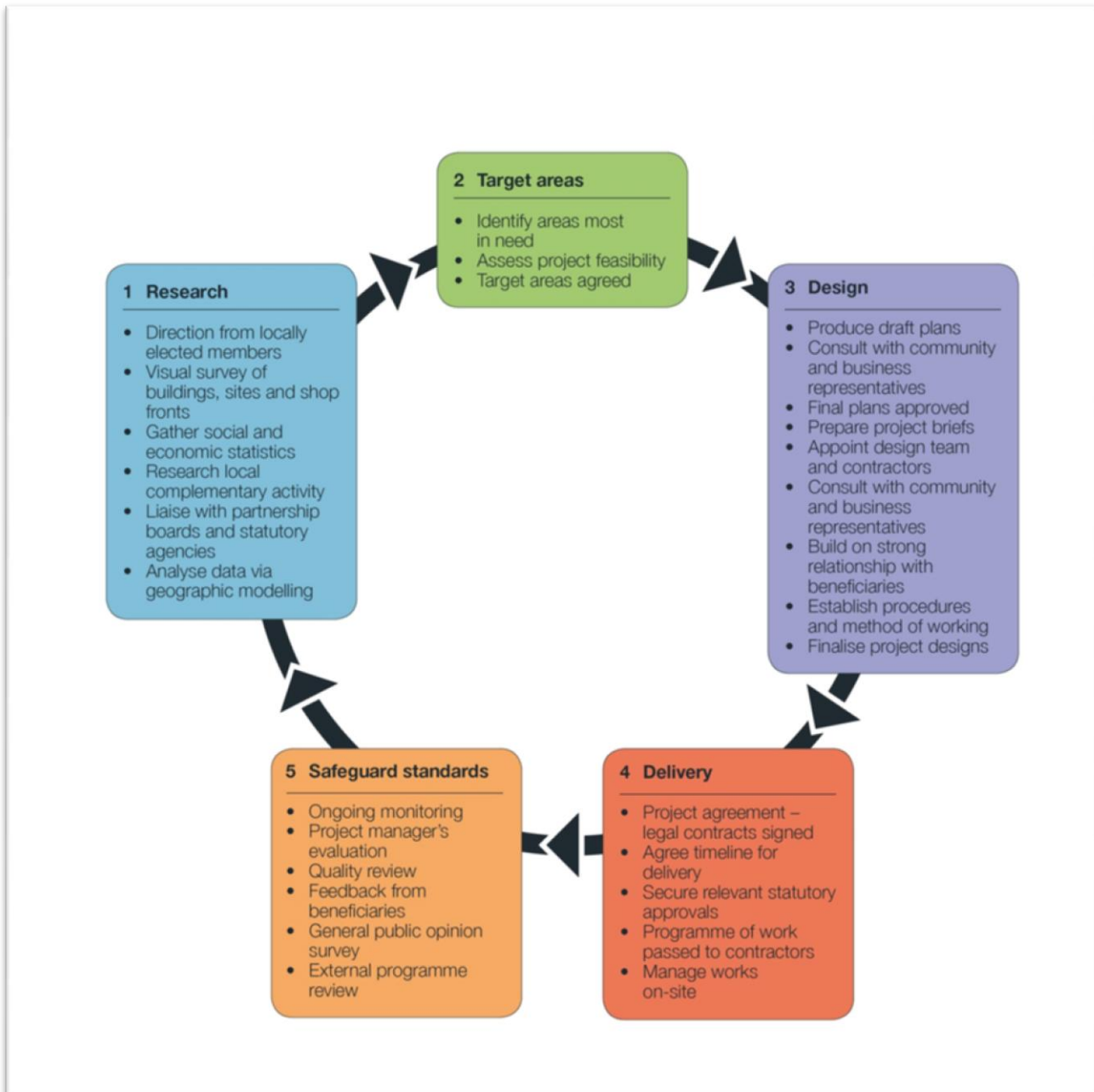This diagram shows the Renewing the Routes process from conception to completion.

2 Target areas
- Identify areas most in need
- Assess project feasibility
- Target areas agreed

1 Research
- Direction from locally elected members
- Visual survey of buildings, sites and shop fronts
- Gather social and economic statistics
- Research local complementary activity
- Liaise with partnership boards and statutory agencies
- Analyse data via geographic modelling

3 Design
- Produce draft plans
- Consult with community and business representatives
- Final plans approved
- Prepare project briefs
- Appoint design team and contractors
- Consult with community and business representatives
- Build on strong relationship with beneficiaries
- Establish procedures and method of working
- Finalise project designs

5 Safeguard standards
- Ongoing monitoring
- Project manager's evaluation
- Quality review
- Feedback from beneficiaries
- General public opinion survey
- External programme review

4 Delivery
- Project agreement – legal contracts signed
- Agree timeline for delivery
- Secure relevant statutory approvals
- Programme of work passed to contractors
- Manage works on-site

Figure 1: Renewing the Routes process

Prioritisation 2011/12

The prioritisation process integrates our research to identify areas in need where a targeted Renewing the Routes scheme would be beneficial, as reflected in Figure 1.

The survey

A survey of 9,000 buildings and sites was conducted on-site by officers covering 62km capturing the physical structure of the routes to provide a comparative analysis used to prioritise areas of need.

Social and economic indicators

We recognised that the programme goes beyond the physical aspects of the area and has an impact on its societal and economic fabric. We attempted to provide for a more holistic assessment of the arterial routes by using NISRA data, recognising the impact they have upon on society and the local economy of the area.

Strategic influences

This measure is an effort to capture the non-quantifiable attributes of a given area. This included the potential of the programme to make an impact, whether or not the area has an important neighbourhood focus and any other relevant local developments. This has included consideration of wider strategies such as Neighbourhood Renewal Action Plans, Strategic Regeneration Frameworks and Belfast Regeneration Office (BRO) Masterplans.

Council approval

This information was considered by elected members and resulted in the designation of specific areas eligible for activity during the period to March 2014.

2   Area Reports
Andersonstown Road Area report

Andersonstown Road Node 4: Stewartstown Road from Hillhead Crescent to Suffolk Road

Figure 2: Location Map of Andersonstown Road Node 4

Overview of area covered

As part of the physical survey exercise, each route was broken down into distinguishable nodes measuring 0.5 - 1km to enable a greater insight into the physical needs of each node and to identify pockets of degradation where environmental intervention could be targeted and managed at a local level.

Andersonstown Road measures approximately 1 Km, running from Hillhead Crescent to Suffolk Road (see figure 2).

This section of the Stewartstown Road falls largely within the Suffolk/Lenadoon Neighbourhood Renewal area. The mouth of the node touches briefly with the Andersonstown Neighbourhood Renewal area.

Description of area

The area lies within outer West Belfast; the end of the node is in close proximity to M1 Motorway via Black's Road and is an entry point into Lisburn City Council Dunmurry Cross area leading to Colin Glen Forest Park.

A private residential development at Hillhead Crescent is located at the node entry point, situated adjacent to St. Genevieve's High School. Opposite is the Hunting Lodge, a large bar/restaurant facility.

The road largely consists of residential units which are both privately and NIHE owned. There are a number of open green spaces along the road frontage which act effectively as buffer zones between the residential area and the busy Stewartstown Road. These green spaces are well utilised as kick about areas by young people in the area.

The main commercial core is concentrated from Suffolk Avenue to the junction of Black's Road. The types of commercial activity include convenience/newsagents, hair & beauty, butcher, chemist and groceries. This core also houses Suffolk Library, Suffolk Day Centre and community & childcare facilities at Stewartstown Road Regeneration Project (SRRP).

SRRP is a cross-community economic and social regeneration initiative located on the interface between the (Protestant/Unionist) Suffolk and (Catholic/Nationalist) Lenadoon housing estates. The SRRP is owned by both the Suffolk and Lenadoon Communities and is set up to revitalise the Suffolk and Lenadoon areas by creating a shared space that promotes mutual understanding and benefit by joint working.

Woodbourne PSNI Station is a former army barracks site. Located opposite the junction with the Black's Road, the large structure of the PSNI station dominates this section of the road. To soften its image on the road, community artwork has recently been erected on the Station's wall to improve its visual appearance.

St. John the Baptist Church is located at the end of the designated regeneration area and is also one of the last buildings within the Belfast City Council boundary with Lisburn City Council. The church is the only designated building on the road where the building itself, its boundary wall, railings, gates, gate piers and arch are category B listed.

Under the BMAP zonings the Urban Landscape Wedge touches the end of the node at Colin Glen Forest Park which helps to break up the visual impact of the housing mass in the vicinity and provide protection for valuable open areas.

Transport and movement
Andersonstown Road Node 4 (Stewartstown Road) is a very busy thoroughfare for traffic connecting to Inner West Belfast and the city centre. It also accommodates traffic travelling to and from Lisburn City Council area. This arterial route is part of Translink's Metro service and is designated a Quality Bus Corridor. The area is under consideration to receive DRD's Rapid Transit Network 'WWay' system.

Statistics

Headline Statistics

- According to the 2011 census the Andersonstown 1, Ladybrook 2 & 3 Super Output Areas (SOA's) have a total population of 6,060 people. This equates to 2.2% of the Belfast population

- The area has a young working age population (18-44) that makes up 34.5 % of all residents. This is lower than the Belfast proportion of 41.8%

- 10.4% of residents in the area are aged between 65 and 74. This is higher than the Belfast figure of 7.4%

- Based on figures from the 2010 Multiple Deprivation Measures the SOA's that make up the area rank out of 890 in Northern Ireland as follows;
    - Andersonstown 1 ranks 276
    - Ladybrook 2 ranks 172
    - Ladybrook 3 ranks 76

- Ladybrook 3 falls within the top 10% most deprived SOA's in Northern Ireland in both the income (47) and employment (53) domains

- According to the 2011 census 35.9% of residents aged 16 and over had no qualifications. This is higher than the Belfast figure of 30.4%.

Priority Issues
- Income and employment deprivation in Ladybrook 3
- Slightly older population.

Population and Health
- The population in the area has increased from 5,913 in 2001 to 6,060 in 2011 (2.5%)

- 19.8% of the resident population are children aged 15 and under. The equivalent figure for Belfast is 18.6%

- The 2011 census reported that 41.8% of the resident population in the area stated that their general health was very good. In Belfast as a whole 45.5% reported very good health

- 9.2% recorded bad health in the area whereas the Belfast figure was 6.3%.

Crime

- In 2011 antisocial behaviour was reported at 497.2 incidents per 10,000 residents in the Andersonstown Ward. During the same period the figure for the Ladybrook Ward was 371.2 incidents per 10,000. The Belfast figure was higher with 585.3 incidents per 10,000 residents

- Anti-social behaviour incidents in the Andersontown Ward fell from 601.7 per 10,000 residents in 2007 to 497.2 in 2011.

Education

- 35.9% of residents aged 16+ in the combined SOA's reported having no qualification. In Belfast the proportion is lower – 30.4%

- 5.2% of residents aged 18 to 74 have recorded that they are full-time students. This is lower than the Belfast figure of 8.8%.

Housing and Environment

- Just over half (51.3%) of all household in the area are unshared semi-detached dwellings

- On average less than one third (29.0%) of household in Belfast are unshared semi-detached dwellings.

Transport

- 36.9% of all households in the area reported having no access to a car or van in the 2011 census

- In Belfast the total number of households who reported having no access to a car or van was 40.1%.

    Source: 2011 census – NINIS and PSNI anti-social behaviour data on NINIS

Complementary activity

Andersonstown Road Node 4 (Stewartstown Road) falls within the Suffolk/Lenadoon Neighbourhood Renewal area.

The Strategic Regeneration Framework (SRF) highlights the need for improved public realm along the Stewartstown Road to help encourage walking and cycling and to make the area more attractive for residents, tourists and investors alike.

As previously mentioned, the area is under consideration to receive DRD's Rapid Transit Network 'WWay' system. The DRD Roads Service Spring Report 2013 has proposed an upgrade of lighting before the end of the financial year.

NI Libraries have planned refurbishment works to Suffolk Library under their Planning and Maintenance Programme. This will comprise of interior renovations along with exterior cosmetic improvements such as replacement of upper level windows and facade paint works.

Northern Ireland Housing Executive has plans for general refurbishment of the houses on Doon Road which look onto the Stewartstown Road.

As part of the Investment Programme, Belfast City Council's Community Safety unit is installing alleygates at Woodbourne Crescent, Woodbourne Court and Woodbourne Police Station.

Lenadoon Neighbourhood Partnership (LNP), Suffolk Lenadoon Interface Group (SLIG) and a number of statutory bodies including the Department for Social Development (DSD), Northern Ireland Housing Executive (NIHE), Police Service Northern Ireland (PSNI) and BCC led development of a physical improvement scheme to Woodbourne Police Station in 2011. The scheme included tree planting, new security barriers and improved street lighting on the area to the rear of the station. This project also included artwork developed by SLIG Youth Council which has been erected on the frontage along Stewartstown Road as well as the rear. There are plans to install further panels on the side of the station.

SLIG is one of seven projects funded by the International Fund for Ireland (IFI) under its Peace Walls programmes. The purpose of this programme is creation of community led regeneration initiatives by investigating the impact of peace walls on different aspects of community life such as health, mobility and access to services. SLIG has also been provided with a capital budget of £60,000 to enable small scale physical works.

In addition, SLIG has installed a sculpture and decorative bench in the green space in Ringford Crescent within the Suffolk Estate which is visible from the road frontage on both the Stewartstown Road and Blacks Road.

Department of Regional Development Roads Service have programmed street lighting upgrade to Suffolk Road as outlined in their Belfast City Council Spring Report 2013.

Development context

This table shows details of the relevant planning applications. Significant active applications have been highlighted:

Ref No	Submit	Applicant	Location	Proposal	Decision	Date	Appeal
Andersonstown Road planning applications 2007-13							
Z/2012/1344/F	06-Dec-12	ESBU	Woodbourne PSNI 139 Stewartstown Road BT11 9NB	Erection of murals on exterior walls at front and rear (17 no on front and 4 no on rear.)	Approval	28-Feb-13	
Z/2012/0848/F	24-Jul-12	Gibsons Butchers	Land adjacent to no 2 Suffolk Avenue and no 1 Suffolk Parade Belfast BT11 9JS and no 80 Stewartstown Road Belfast BT11 9JR	Erection of one butchers shop with one apartment at first floor level ATM in-curtilage parking and associated site works. Development to include an environmental improvement scheme to existing retail unit at 80 Suffolk Road with new anti-graffiti shutters	Refusal	05-Dec-12	
Z/2012/0782/F	04-Jul-12	Charioteer Ltd	39 Stewartstown Road Belfast BT11 9FZ	Extension and alteration to existing public house to facilitate creation of a cafe/restaurant (incorporating change of use of existing off - licence)	Approval	19-Sep-12	
Z/2012/0416/F	23-Apr-12	Stewartstown Road Regeneration	Stewartstown Road Regeneration 124 Stewartstown Road Belfast BT11	Installation of 64 solar photovoltaric panels to create electricity and reduce running costs. Also 1xsolar heating system on roof of building	Pending		
Z/2012/0307/F	26-Mar-12	Charioteer LTD	39 Stewartstown Road Belfast	Extension and alteration to existing public house to facilitate creation of a cafe/restaurant	Approval	22-Jun-12	
Z/2011/1469/F	20-Dec-11	Xafinity Pension Trustees LTD	142 Stewartstown Road Belfast	Variation of condition 01 of previous approval Z/2011/1089/F	Approval	30-Apr-12	
Z/2011/0906/F	26-Jul-11	Suffolk Lenadoon Interface Group	Corner of Ringford Crescent Blacks Road and Stewartstown Road BT11 9LG	Erection of sculpture and street furniture.	Approval	13-Oct-11	
Z/2011/0572/O	06-May-11	C O'Kane	142 Stewartstown Road Belfast	Outline proposal for the construction of a Healthcare 'Village' comprising of a doctors surgery pharmacy opticians/physiotherapist and a creche with associated car parking.	Approval	03-Jan-12	

Z/2010/1722/F	12-Jan-11	Lidl NI GmbH	Lidl 116 Stewartstown Road Belfast BT11 9JQ	Alterations to elevations to include recladding new shop front and new trolley bay.	Approval	20-Oct-11
Z/2010/0366/F	24-Mar-10	O'Neills Funeral Directors	98 Stewartstown Road, Belfast, BT11 9JP	Creation of new access to public road.	Approval	08-Jul-10
Z/2010/0352/F	22-Mar-10	Vodafone UK Ltd	Grass verge of Stewartstown Road, approximately 12m north east of junction of Stewartstown Road and Hillhead Crescent, Belfast, BT11 9FZ.	Telecommunications installation consisting of a replacement 14.8m high mk3 streetworks pole and 3no. Vodafone antennas and additional 3no. O2 antennas within shroud, 1no. O2 cannon equipment cabinet and 1no. electrical meter cabinet.	Refusal	10-Nov-10
Z/2010/0306/F		Xafinity Pension Trustees Ltd	142 Stewartstown Road, Belfast, BT11.	Construction of 4no. retail units. (Amended layout)	Approval	26-May-10
Z/2010/0212/A		Estate Services Business Unit	Woodbourne PSNI station, 43 Stewartstown Road, Belfast, BT11 9ND.	Erection of Police Station signage.	Consent	23-Mar-10
Z/2009/0425/F		Vodafone UK LTD	Footpath on Stewartstown Road, approx 11 metres North East of junction of Stewartstown Road and Hillhead Crescent, Belfast, BT11 9FZ	Erection of telecommunications equipment consisting of 1no 12.0m high streetworks pole, 3no vodafone shrouded antennas (2.3m high), 1no 3107 equipment cabinet and 1no Lucy AC Pillar	Approval	15-Oct-09
Z/2009/0354/A		Hillhead Family Practice	33 Stewartstown Road, Belfast BT11 9FZ	Erection of 3.4m totem sign in car park.	Refusal	28-Apr-09
Z/2009/0240/F		Xafinity Pension Trustees LTD	142 Stewartstown Road, Belfast, BT11 9NB	Manual car wash facility with associated container. (Amended proposal)	Approval	15-Oct-09
Z/2008/2253/F	05-Nov-08	Telefonica 02 (UK) Ltd	Footpath at junction of Lenadoon Avenue and Stewartstown Road, Belfast. BT11 9GT	Erection of 12.5 metre street furniture pole with shroud containing antennae, with associated 3G equipment cabinet and 2G equipment cabinet.	Refusal	11-Mar-09
Z/2007/2675/F	02-Nov-07	Mr P Ferrin	31 Stewartstown Road, Ballymoney, Belfast, BT11 9FZ	Change of use from dwelling to mortagage shop.	Refusal	01-Feb-08

Figure 3: Andersonstown Road planning applications

Consultation

As agreed by Council, following formal approval initial consultation took place with elected members, statutory partners, other key community representatives and relevant internal services.

Consultation with elected members for whom the areas have a particular importance took place in June 2013. Members were offered a site walk of the node and were given an overview of the programme, details of the budget and timeframe and a proposed process for developing a list of potential projects. Members were in agreement that there is a need for improvement works, and there was satisfaction with the proposed process as discussed. The area itself was examined in detail and key issues and sites were identified.

Internal discussions with other Council services are ongoing and are being facilitated through the Urban Development Unit. Individual meetings have taken place with various relevant Council departments and services including Cleansing Services; Community Services; Tourism, Culture and Arts Unit; Community Safety Unit; Building Control; Economic Development Unit and Good Relations. It is intended that a wraparound plan will be developed to bolster the work of the Renewing the Routes programme.

Consultation with other community representatives and statutory agencies took place in June/July 2013. Groups, agencies and individuals were given an overview of the programme, budget information and timeframe. There was agreement that there is a need for improvement works in this area. Any parallel or complementary activity or potential for joint working was discussed and key issues and sites were highlighted.

Consultation with community groups, agencies and council colleagues is ongoing and will continue as the capital projects develop, seeking ways to work together to increase the impact of the scheme.

Key messages

The following key messages relevant to physical regeneration have emerged from the consultation:

- Environmental improvement schemes to vacant unkempt sites;
- A targeted commercial improvement programme;
- Promotion of local tourism and heritage;
- Enhancement of an important heritage asset;
- Public realm improvements;
- Collaborative working within Council as well as external statutory departments and agencies to maximise impact.
- Improve the appearance of existing boundary treatments

Projects

The projects in the long list below have emerged from the consultation, with priority projects shown in the short list.

Projects from the long list will come into play if short listed projects become unfeasible due to circumstances beyond Council control i.e. varying cost estimates or non-agreement.

The funding allocations against each project are, at this stage, estimates and should be taken as indicative costs to assist with the further development and refinement of projects.

Following Council consideration, all projects are dependent on final cost estimate and landowner agreement.

Short listed projects

Priority capital projects proposed under this Renewing the Routes programme 2013/14 are shown in short list (figure 4).

Area	Project	Indicative Cost
West Belfast Andersonstown Road Node 4	**Commercial Improvement programme** to cosmetically upgrade 2 blocks of shops at Greenways Complex and shops at Stewartstown Road Regeneration Project	£40,000
	Improvement scheme to potentially include the formalisation of car parking to shops at Greenway complex	£ 5,000
	Environmental improvement scheme to St John the Baptist Church of Ireland to potentially include feature lighting of the architectural features of this category B listed property	£10,000
	Interpretative tourism signage outside St John the Baptist Church to highlight local heritage assets and link in with existing signage	£15,000
	Environmental improvement scheme to standardise railings treatment into a coordinated colour along Stewartstown Road	£20,000
	Environmental Improvement scheme to the boundary of the Hunting Lodge	£10,000
	Environmental improvement scheme to vacant site at the entrance to Hillhead Crescent	£35,000
	Environmental Improvement scheme to potentially include preparation, landscaping and planting for underused areas at the corner of Stewartstown Park	£15,000
	Total	**£150,000**

Figure 4: Andersonstown Road short listed projects

Long listed projects

The long list (figure 5) will come into play if short listed projects become unfeasible, and are shown below.

Area	Project
West Belfast Andersonstown Road Node 4	Commercial Improvement programme to cosmetically upgrade 2 blocks of shops at Greenways Complex and shops at Stewartstown Road Regeneration Project
	Improvement scheme to potentially include the formalisation of car parking to shops at Greenway complex
	Environmental improvement scheme to St John the Baptist Church of Ireland to potentially include feature lighting of the architectural features of this category B listed property
	Interpretative tourism signage outside St John the Baptist Church to highlight local heritage assets and link in with existing signage
	Environmental improvement scheme to standardise railings treatment into a coordinated colour along Stewartstown Road
	Environmental Improvement scheme to the boundary of the Hunting Lodge
	Environmental improvement scheme to vacant site at the entrance to Hillhead Crescent
	Environmental Improvement scheme to potentially include preparation, landscaping and planting for underused areas at the corner of Stewartstown Park
	Environmental Improvement Scheme to St John the Baptist Church of Ireland to include redecoration of railings, gates and arch along with pruning overgrown vegetation to open this listed property on the road.
	Illumination of the arched pedestrian access points from the Stewartstown Road into the Lenadoon Estate.
	Cosmetic improvement works to Suffolk Road Library and Day Centre to complement improvement works proposed by NI Libraries/BELB
	Environmental improvement scheme to include landscaping at front of PSNI station
	Environmental Improvement to boundaries and enclosures along Stewartstown Road
	Potential replacement/reinstatement of new bins along Stewartstown Road
	Targeted cleansing in parallel with project works programme to include gum and graffiti removal
	Community clean-up campaign at targeted sites
	Art work to security blocks at PSNI station

Figure 5: Andersonstown Road long listed projects

3. Monitoring and evaluation

ANDERSONSTOWN ROAD NODE 4 (STEWARTSTOWN ROAD FROM HILLHEAD CRESCENT TO SUFFOLK ROAD)
PROGRAMME AIMS, OBJECTIVES AND METHOD OF MONITORING PROGRESS

Aim 1 – Make Andersonstown Road look better			
	Objectives	**Targets**	**Method of Monitoring Progress**
1.1	Improve the quality of building facades on the road frontage	Approximately 8 properties improved by March 2014.	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report.
1.2	Encourage improvement to vacant brownfield sites and remove leftover space and dead frontage	Liaise with owners in tidying up vacant/derelict areas/buildings.	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report.
1.3	Develop high quality environmental streetscape, furniture and street lighting	Encourage installation of new street bins by March 2014.	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report.
1.4	Improve the appearance of historical assets	Carry out a lighting enhancement scheme to one key building on the road by March 2014.	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report.

Aim 2 – Make Andersonstown Road a better place to live			
	Objectives	**Targets**	**Method of Monitoring Progress**
2.1	Improve the quality of landscaping at strategic locations	Formalisation of car park at retail hub.	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report.
2.2	Enhance linkages from the arterial routes into the adjacent streetscape	Carry out 1 community based cleansing project by March 2014.	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report.
2.4	Create quality spaces	Undertake environmental improvement schemes to facade at 3 key sites by March 2014.	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report.

Aim 3 – Retain economic diversity on Andersonstown Road			
	Objectives	**Targets**	
3.1	Encourage an enhanced retail offer	Encourage the retention of the variety in shopping facilities from baseline by March 2014.	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report.
3.2	Enhance retail experience for shoppers by March 2012	Liaise with Economic Development Unit in offering support to local businesses.	Baseline survey; ongoing progress report; participant/project evaluation; final report.
3.3	Support the operation and survival of existing businesses along the arterial routes	Reduced number in vacant units against baseline by March 2014.	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report.

Aim 4 - Maintain the function of the local neighbourhood on Andersonstown Road			
	Objectives	**Targets**	**Method of Monitoring Progress**
4.1	Collaborate with private sector and statutory providers to examine the potential for levering in further works	Encourage ongoing partnership working with private and statutory providers by March 2014.	Ongoing progress report; participant/project evaluation; final report.
		Secure private sector contribution from eligible participants of commercial improvement programme	Ongoing progress report; participant/project evaluation; final report.
4.2	Collaborate within Council workings to maximise the potential of the scheme	Work in partnership with Council departments to deliver 2 projects with other Council Services.	Ongoing progress report; participant/project evaluation; final report.

Aim 5 - Reduce anti social behaviour on Andersonstown Road			
	Objectives	**Targets**	**Method of Monitoring Progress**
5.1	Support measures to improve public safety in neighbourhoods	Deliver programme in line with community safety initiatives.	Baseline survey; final report.
5.2	Increase community involvement in decision-making about matters which will affect their environment	4 community progress meetings updates undertaken by March 2014.	Baseline survey; ongoing progress report; participant/project evaluation; final report.
5.3	Implement 'secure by design' principles	Consult with relevant bodies on designs at areas of high anti social behaviour	Baseline survey; ongoing progress report; participant/project evaluation; final report.

Aim 6 - Encourage more visitors to Andersonstown Road			
	Objectives	**Targets**	**Method of Monitoring Progress**
6.1	Improve the system of tourist and information signage on the road frontage	1 interpretative tourist information sign erected at agreed location by March 2014.	Baseline survey; ongoing progress report; participant/project evaluation; final report.
6.2	Support measures to improve the tourism product on the arterial routes	Encourage 1 added value tourism project by March 2014.	Baseline survey; ongoing progress report; participant/project evaluation; final report.

2 Area Reports
Oldpark Road

Oldpark Road Node 2

Figure 6: Location Map of Oldpark Road Node 2

Overview of area covered

As part of the physical survey exercise, each route was broken down into distinguishable nodes measuring 0.5 - 1km to enable a greater insight into the physical needs of each node and to identify pockets of degradation where environmental intervention could be targeted and managed at a local level.

Oldpark Road Node 2 measures approximately 0.8 km in length, running from the junction of Torrens Ave to Cliftondene Crescent (see Figure 2).Oldpark Road Node 2 falls within the Crumlin/Ardoyne Neighbourhood Renewal Area.

Description of area

The area lies within the city centre and is in close proximity to the M1 motorway via the Westlink. The junction at Crumlin Road/Agnes Street/Clifton Park Avenue provides the main vehicular entry points into the City Centre. This junction is also a connection between west and north Belfast.

The Marrowbone Millennium Park is located at mouth of the node at the junction of Torrens Avenue and Oldpark Road. The Park is a focus along the road and there are plans for improvements. Opposite the park is Torrens Ave and is largely residential. This road has recently reopened. Feedback from consultation indicates that Torrens Ave has become a short cut from Cliftonville Rd to Oldpark Road and could benefit from speed ramps. The remainder of the Oldpark road is largely residential with a mixture of old and new terraced housing.

The main commercial core is centred at Cliftonville Circus and contains a mixture of units that were rated as in poor condition alongside others that are in good order as rated in poor condition as part of the physical condition survey carried out under the prioritisation process.

 The types of commercial activity on the road include professional services, cafes, local convenience/newsagents, grocery, takeaways, bookmakers, hair/beauty, furniture, florist, haberdashery, butchers, appliance repair, hardware shop and repair shop, chemists. The Cliftonville Moravian Church is a Grade B listed building, including the gates and railings.

Further down the road and outside of Node 2 other clusters of shops can be found on the road, i.e. Rosapenna, Marrowbone and at the top of Oldpark near Ballysillan Road. These two blocks contain some derelict, dilapidated units and vacant units. The Rosapenna Shops (Node 1) and the ones near the Ballysillan Road (Node 3) are programmed for improvements under the DSD's Public Realm Environmental Improvement (PREI) scheme in 2015.

There is limited tree planning along the road which presents a feeling of barrenness. The Marrowbone Millennium Park boundary is a prominent stretch of the road. Roads Service reports that lighting improvements have recently taken place.

Transport and movement

Oldpark Road is a busy thoroughfare for traffic travelling within the city centre and traffic connecting to the Crumlin Road. The road a number of parking bays, primarily used for residential parking and there is some parking the commercial units, though this is limited. At peak hours traffic congestion is heavy at the junction of the Crumlin/Oldpark/Agnes St and at Cliftonville Circus. In particular consultation raised concerns about the Crumlin Rd/Agnes St/Clifton Park Ave junction, especially around peak travel periods. Near the top of the node at Cliftonville Circus five roads converge and during peak time there are long queues and due to a lack of crossings pedestrians experience difficulty crossing the roads. This arterial route is part of Translink's Metro Service, Route 12.

Statistics
Headline Statistics

- According to the 2011 census the Cliftonville Ward has 5,330 people living within the area. This equates to 1.9% of the total Belfast population

- The area has a young population with 30.1% of all residents aged 19 or under. This is higher than the Belfast proportion of 24.7%

- 33.1% of residents in the area are aged between 20 and 44. This is lower than the Belfast figure of 38.3%

- Based on figures from the 2010 Multiple Deprivation Measures the Cliftonville Ward ranks 64 out of 582 in Northern Ireland in terms of its multiple deprivation score

- In terms of the crime and disorder domain the Cliftonville Ward ranks 11 out of 582 in Northern Ireland

- Cliftonville falls within the top 10% most deprived Wards in Northern Ireland in both the income (59) and crime and disorder (11) domains

- According to the 2011 census 33.1% of residents aged 16 and over had no qualifications. This is higher than the Belfast figure of 30.4%.

Priority Issues

- Income and crime & disorder deprivation
- Younger population.

Population and Health

- The population in the area has increased from 5,421 in 2001 to 5,330 in 2011 (1.7%)

- 24.1% of the resident population are children aged 15 and under. The equivalent figure for Belfast is 18.6%

- The 2011 census reported that 43.5% of the resident population in the area stated that their general health was very good. In Belfast as a whole 45.5% reported very good health

- 6.6% recorded bad health in the area whereas the Belfast figure was 6.3%.

Crime

- In 2011 antisocial behaviour was reported at 482.2 incidents per 10,000 residents. The Belfast figure was higher with 585.3 incidents per 10,000 residents
- Anti-social behaviour incidents in the Cliftonville Ward fell from 1,337.2 per 10,000 residents in 2006 to 482.2 in 2011.
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Education

- 33.1% of residents aged 16+ in the Cliftonville Ward reported having no qualification. In Belfast the proportion is lower – 30.4%
- 5.6% of residents aged 18 to 74 have recorded that they are full-time students. This is lower than the Belfast figure of 8.8%.

Housing and Environment

- More than half (56.7%) of all household in the area are unshared semi-detached dwellings
- On average less than one third (29.0%) of household in Belfast are unshared semi-detached dwellings.

Transport

- 41.1% of all households in the area reported having no access to a car or van in the 2011 census
- In Belfast the total number of households who reported having no access to a car or van was 40.1%.

Source: 2011 census – NINIS and PSNI anti-social behaviour data on NINIS

Complementary activity

Oldpark Road falls within the Crumlin Ardoyne Neighbourhood Renewal area. There are a number of community organisations operating within the surrounding area but few directly within the node.

The Strategic Regeneration Framework (SRF) outlines a number of strategic priorities and references maximising land use and connections as a thematic activities. The SRF also proposes regenerating strategic sites along the local centres and key nodes to include the Clifton Street gateway, development of the Crumlin Road Gaol and Girdwood barracks site and the Crumlin Rd Courthouse. These and other developments will be impacted by the relocation of the University of Ulster to the city centre. The SRF also recommends developing softer objectives such as supporting business start ups, developing sustainable a social economy and attracting investment.

Roads Service have no specific proposals for Oldpark Road itself but they are aware of DSD's plans for the Public Realm Environmental Improvement and are looking at proposals at the Rosapenna Road junction.

Northern Ireland Housing Executive has no specific proposals for Oldpark Road and have limited property and commercial interest within the node.

Department of Social Development (DSD) have a number of large schemes planned in the vicinity. The Clifton Street Gateway is currently under construction and will start in the city centre on Donegall Street near the Belfast Telegraph and run up to the junction of Agnes Street. There is also large a PREI proposal for public realm/environmental improvements in Oldpark Road programmed for 2015. The boundary for this work runs from the junction of AgnesStreet/Cliftonpark Avenue/Crumlin Road to just past the junction at Alliance Avenue/Westlands Road/Oldpark Road. At that point the DSD's the Ballysillan Masterplan boundary commences. This project is currently under development and the boundary line runs across Cliftonville Circus via Alliance Ave/Westland Rd.

The DSD also has a conceptual master plan that focuses on the Crumlin Road and Lower Oldpark. The study area includes the Crumlin and Lower Oldpark Roads, to Hillview Road and up to the corner of Rosapenna. It takes in the Lower Oldpark estate and a section of Cliftonpark Avenue. The aim of the plan is to set out a shared vision of the physical development potential Crumlin Road and Lower Oldpark including proposals for catalyst development and improvement of public realm.

Antisocial behaviour is a key issue for the PSNI on the Oldpark Rd and is especially prevalent around the Marrowbone Park and is a year-round concern. They are working with BCC Parks on crime prevention through environmental design. The Park Inn is also a focal point for anti-social behaviour and they are working to help address this with local stakeholders.

Development context

This table shows details of the relevant planning applications. A number of development plans are in the pipeline for this area in the coming years. Significant active applications have been highlighted:

Andersonstown Road planning applications 2007-13							
Ref No	**Submit**	**Applicant**	**Location**	**Proposal**	**Decision**	**Date**	**Appeal**
Z/2012/0136/A	24-Feb-12	Campbell Morris	2 Westland Road Belfast BT14 6NH	Temporary roof signage	AU	12-Mar-13	
Z/2011/1433/F	13-Dec-11	Clear Channel NI	Outside 507-511 Oldpark Road Belfast BT14	Relocation of existing bus shelter from 523 Oldpark Road	Approval		
Z/2011/0812/F	28-Jun-11	Whelehan Shane	Marrowbone Millenium Park Oldpark Road Belfast BT14 7QW	Replacement of grass pitch with third generation playing surface erection of pitchside fencing ballstops and erection of six floodlight masts	Approval		
Z/2010/0781/F	09-Jun-10	Belfast City Council	Marrowbone Millennium Park, Oldpark Road, Belfast	Temporary changing accommodation and 6m high ballstop fence to existing pitch.	Approval	10-Aug-10	
Z/2010/0111/F	02-Feb-10	P Ferrin Esq	456 Oldpark Road, Old Park, Belfast, Northern Ireland, BT14 6QG	Change of use from dwelling to ground floor offices with 2no. flats on first and second floor above.	Approval	02-Feb-11	

Z/2009/1612/F	26-Nov-09	Deanby Developments	507-513 Oldpark Road, Belfast, BT14 6QU	Proposed mixed use development comprising 2 no townhouses and 1no own door office for professional service under Use Class 2 of the Planning (Use Classes) Order (NI) 1989.	Approval	16-May-12	
Z/2008/1968/F	17-Sep-08	Mr T Jones	441 Oldpark Road, Belfast, BT14 6QT	Erection of three-storey extension to rear of dwelling	Approval	08-Dec-08	
Z/2008/0861/F	08-Apr-08	Ms N Mallaghan	First floor, 237+239 Cliftonville Road, Old Park, Belfast BT14 6JU	Retrospective change of use from solicitors office to beauty and tanning salon.	Approval	11-Aug-08	
Z/2008/1711/F	06-Aug-08	Ms N Lowe	423 Oldpark Road, Belfast, BT14 6QS.	Roof alterations to existing two-storey rear extension to create a pitched roof.	Approval	25-Sep-08	
Z/2008/1363/F	17-Jun-08	Oldpark Credit Union	426 Oldpark Road, Old Park, Belfast, BT14 6QG	Change of use from dwelling to credit union with extension at the rear. (Amended Plans)	Approval	14-Jan-09	
Z/2008/0748/F	26-Mar-08	Mr C Molloy & Ms S Antal	454 Oldpark Road, Old Park, Belfast, BT14 6QG	Change of use - single residence to offices.	Approval	26-Aug-08	
Z/2007/2503/F	15-Oct-07	Mr P Ferrin	456 Oldpark Road, Old Park, Belfast, Northern Ireland, BT14 6QG	Change of use from dwelling to commercial premises.	Approval	07-Dec-07	
Z/2007/0806/F	02-Apr-07	Mr P Molloy	475 Oldpark Road, Old Park, Belfast, BT14 6QT	Single-storey extension to rear of dwelling.	Approval	12-Jun-07	
Z/2007/0219/F	24-Jan-07	Deanby Developments	507-513 Oldpark Road, Old Park, Belfast, BT14 6QU	Proposed mixed use development comprising 2 No. townhouses, 2 No. apartments and 1 No. own door office.	Approval	07-Aug-07	

Figure 7: Oldpark Road planning applications

Consultation

As agreed by Council, following formal approval initial consultation took place with elected members, statutory partners, other key community representatives and relevant internal services.

Consultation with elected members for whom the areas have a particular importance took place in July-August 2013. Members were given an overview of the programme, details of the budget and timeframe and a proposed process for developing a list of potential projects. Members were in agreement that there is a need for improvement works in this area, and there was satisfaction with the proposed process as discussed. The area itself was examined and key issues and sites were identified.

Internal discussions with other Council services are ongoing within Council and being facilitated through the Urban Development Unit. Individual meetings have taken place with various relevant Council departments and services including Building Control, Cleansing Services; Community Services; Tourism, Culture and Arts Unit; Community Safety Unit; Economic Development Unit and Good Relations. It is intended that a wraparound plan will be developed to bolster the work of the Renewing the Routes programme.

Consultation with other community representatives and statutory agencies took place in June-August 2013. Groups, agencies and individuals were given an overview of the programme, budget information and timeframe. There was agreement that there is a need for improvement works in this area. Any parallel or complementary activity or potential for joint working was discussed and key issues and sites were highlighted.

Consultation with community groups, agencies and council colleagues is ongoing and will continue as the capital projects develop, seeking ways to work together to increase the impact of the scheme.

Consultation

Types of activity emerging from these early discussions are centred around community safety programmes, diversionary activities, retail master classes, tourism training, community clean up campaigns and ongoing support and advice to community groups.

Consultation with other community representatives and statutory agencies took place in June/July 2013. Groups, agencies and individuals were given an overview of the programme, details of the budget and timeframe. There was agreement that there is a need for improvement works in this area. Any parallel or complementary activity or potential for joint working was discussed and key issues and sites were highlighted.

Consultation with community groups, agencies and council colleagues is ongoing and will continue as the capital projects develop, seeking ways to work together to increase the impact of the scheme.

Key messages

The following key messages relevant to physical regeneration have emerged from the consultation. The key messages from the consultation have indicated:

- Scheme is welcome in the area and should focus on the commercial units
- Joined up approach with Council and external agencies required, especially in light of the upcoming large regeneration schemes are planned in the area
- Consultation indicated that a more comprehensive, cooperative scheme is required to ensure BCC and DSD scheme address the needs of all commercial and derelict units on the Oldpark Road
- Highlight buildings of historical interest by enhancing their appearance
- Improvement to boundaries sites to improve their environments

Projects

The projects in the long list below have emerged from the consultation, with priority projects shown in the short list. Projects from the long list will come into play if short listed projects become unfeasible due to circumstances beyond Council control i.e. varying cost estimates or non-agreement.

The funding allocations against each project are, at this stage, estimates and should be taken as indicative costs to assist with the further development and refinement of projects. Following Council consideration, all projects are dependent on final cost estimate and landowner agreement.

Short listed projects

Priority capital projects proposed under this Renewing the Routes programme 2013/14 are shown in short list (figure 4).

Area	Project Description	Indicative Cost
Oldpark Road Node 2 (Oldpark Ave to Cliftondene Crescent)	**Commercial Improvements**: To target approx 30 commercial premises including works such as cosmetic enhancement to the façades and gable walls where necessary	£100,000
	Boundary Improvements: Improve vacant sites, residential and car parking areas along the arterial route and the Marrowbone Millennium Park, working in partnership with private owners and statutory agencies to improve their environments	£30,000
	Environmental Improvements: To carry out improvement works to enhance the appearance of identified sites along the arterial route.	£12,000
	Heritage Improvements: To carry out improvement works to enhance the appearance of heritage buildings at the Cliftonville Moravian Church.	£8,000
Total		**£150,000**

Figure 8: Oldpark Road short listed projects

Long listed projects

The long list (figure 5) will come into play if short listed projects become unfeasible, and are shown below.

Area	Project
Oldpark Road Node 2 (Oldpark Ave to Cliftondene Crescent)	Commercial Improvements: To target approx 30 commercial premises including works such as cosmetic enhancement to the façades and gable walls where necessary
	Boundary Improvements: Improve vacant sites, residential and car parking areas along the arterial route and the Marrowbone Millennium Park, working in partnership with private owners and statutory agencies to improve their environments
	Environmental Improvements: To carry out improvement works to enhance the appearance of identified sites along the arterial route.
	Heritage Improvements: To carry out improvement works to enhance the appearance of heritage buildings at the Cliftonville Moravian Church.
	Environmental enhancements around the junction of Oldpark Rd and Cliftonville Rd (the Circus shops)
	Complementary regeneration scheme with Building Control focusing on exterior improvements at the Park Inn
	Boundary and environmental improvements at the gap site at Torrens Ave and Oldpark Road junction
	Targeted cleansing in parallel with project works programme to include gum and graffiti removal
	Community clean up campaign at targeted sites

Figure 9: Oldpark Road long listed projects

3. Monitoring and evaluation

OLDPARK ROAD			
PROGRAMME AIMS, OBJECTIVES AND METHOD OF MONITORING PROGRESS			

Aim 1 – Make Oldpark Road look better			
	Objectives	**Targets**	**Method of Monitoring Progress**
1.1	Improve the quality of building facades on the road frontage	Approximately 30 properties improved by March 2014	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report
1.2	Encourage improvement to vacant brownfield sites and remove leftover space and dead frontage	Liaise with owners in tidying up vacant/derelict areas/buildings	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report
1.3	Develop high quality environmental streetscape, furniture and street lighting	Liaise with DSD on planned PREI scheme	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report
1.4	Improve the appearance of historical assets	Carry out a lighting enhancement scheme to one key building on the road by March 2014	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report

Aim 2 – Make Oldpark Road a better place to live			
	Objectives	**Targets**	**Method of Monitoring Progress**
2.1	Improve the quality of landscaping at strategic locations	N/A	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report
2.2	Enhance linkages from the arterial routes into the adjacent streetscape	Carry out 1 community based cleansing project by March 2014	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report
2.4	Create quality spaces	Undertake environmental improvement schemes to facade at 1 key building by March 2014	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report

Aim 3 – Retain economic diversity on Oldpark Road			
	Objectives	**Targets**	
3.1	Encourage an enhanced retail offer	Encourage the retention of the variety in shopping facilities from baseline by March 2014	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report
3.2	Enhance retail experience for shoppers by March 2014	Liaise with Economic Development Unit in offering support to local businesses	Baseline survey; ongoing progress report; participant/project evaluation; final report
3.3	Support the operation and survival of existing businesses along the arterial routes	Reduced number in vacant units against baseline by March 2014	Baseline survey (physical survey); ongoing progress report; participant/project evaluation; final report

Aim 4 - Maintain the function of the local neighbourhood on Oldpark Road			
	Objectives	**Targets**	**Method of Monitoring Progress**
4.1	Collaborate with private sector and statutory providers to examine the potential for levering in further works	Encourage ongoing partnership working with private and statutory providers by March 2014	Ongoing progress report; participant/project evaluation; final report
		Secure private sector contribution from eligible participants of commercial improvement programme	Ongoing progress report; participant/project evaluation; final report
4.2	Collaborate within Council workings to maximise the potential of the scheme	Contribute to cross council working throughout delivery of scheme	Ongoing progress report; participant/project evaluation; final report
Aim 5 - Reduce anti social behaviour on Oldpark Road			
	Objectives	**Targets**	**Method of Monitoring Progress**
5.1	Support measures to improve public safety in neighbourhoods	Deliver programme in line with community safety initiatives	Baseline survey; final report
5.2	Increase community involvement in decision-making about matters which will affect their environment	4 community progress meetings updates undertaken by March 2014	Baseline survey; ongoing progress report; participant/project evaluation; final report
5.3	Implement 'secure by design' principles	Consult with relevant bodies on designs at areas of high anti social behaviour	Baseline survey; ongoing progress report; participant/project evaluation; final report
Aim 6 - Encourage more visitors to Oldpark Road			
	Objectives	**Targets**	**Method of Monitoring Progress**
6.1	Improve the system of tourist and information signage on the road frontage	N/A	Baseline survey; ongoing progress report; participant/project evaluation; final report
6.2	Support measures to improve the tourism product on the arterial routes	N/A	Baseline survey; ongoing progress report; participant/project evaluation; final report

NOTES: