



<b>Subject:</b>	Alleygating - Notice of Traffic Regulation Order 2018
<b>Date:</b>	10 April 2018
<b>Reporting Officer:</b>	Nigel Grimshaw, Director City & Neighbourhood Services Department
<b>Contact Officer:</b>	Siobhan Toland, Assistant Director City & Neighbourhood Services Department Alison Allen, Safer City Manager

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

<b>1.0</b>	<b>Purpose of Report or Summary of main Issues</b>
1.1	Members will be aware that Council made £700,000 available from the Capital Programme to install alleygates across the city (Phase 4 Alleygates).
1.2	Phase 4 has been divided into 3 sub-phases to accommodate the different stages of Elected Member decision making across the city as well as a range of technical and legal issues, primarily associated with the replacement of community gates. Phase 4(a) was completed in March 2008 and the Road Traffic Order for Phase 4(b) is included in this report for Members consideration.
1.3	Members will be aware that the legislative authority for introducing gating Orders transferred to local Councils through the commencement of the Clean Neighbourhoods and Environment Act (Northern Ireland) 2011 on 4 <sup>th</sup> May 2011.
1.4	The 2011 Act inserts new Part 6A (Articles 69A to 69E) into the 1993 Order. These new provisions allow action to be taken quickly, easily and with a degree of flexibility not previously available. District councils are now able to make, vary or revoke gating orders in respect of relevant roads (as defined in Article 69A(5) of the 1993 Order) affected by crime or ASB within their area, permitting a gate to be installed at each end of the road.

1.5	<p>The orders are an effective way of enabling councils to restrict public access to any relevant road by gating it (at certain times of the day if applicable), without removing its underlying road status.</p> <p>Councils however still require the approval of the Transport NI (“DRD”) to:</p> <ul style="list-style-type: none"> <li>a) make a gating order; or</li> <li>b) vary a gating order so as to further restrict any public right of way over the road to which the order relates.</li> </ul>
1.6	<p>The required statutory and community consultation has been undertaken and the purpose of this report is to seek formal approval from Committee to make the Traffic Regulation Orders enabling these gates to be installed.</p>
<b>2.0</b>	<b>Recommendations</b>
2.1	<p>The Committee is asked to recommend to Council that a resolution is passed to make the Belfast City Council Traffic Regulation Orders 2018 for Phase 4(b) for the locations as set out in Appendix 1.</p>
<b>3.0</b>	<b>Main report</b>
3.1	<p>The pre-consultation exercise with affected residents and Statutory bodies / service suppliers has been completed and the Notice of Intention (formal consultation stage) was advertised on Friday 2<sup>nd</sup> March.</p>
3.2	<p>No formal objections to the Traffic Regulation Orders were received.</p>
3.3	<p>Legal Services have recommended that alleygating can proceed at all locations, as Council can be satisfied the requirements of the Clean Neighbourhoods and Environments Act (2011) have been met in establishing that this area is affected by crime and anti-social behaviour.</p>
3.4	<p>Manufacture of the gates included in this Traffic Regulation Order will take place in May / June 2018 with installation commencing in summer 2018.</p>
3.5	<p>Ongoing work is taking place to commence the consultation for the remaining and final proposed gate locations approved by Council in 2018 as part of Phase 4 Alleygates.</p>
3.6	

3.7	<p>A further Traffic Regulation Order is planned for autumn 2018 to include those final gates remaining to complete Phase 4.</p>
3.8	<p>Members should be aware that the level of response to the pre-consultation exercise was generally at a low level and also that the Clean Neighbourhoods and Environment Act (NI) 2011 requires that sufficient evidence of crime and anti-social behaviour should be established before alleygating can proceed.</p>
3.9	<p>Legal Services have therefore recommended further engagement (post Phase 4) with Members on the process by which areas/locations are selected for alleygating.</p>
3.10	<p><u>Financial and Resource Implications</u></p> <p>There are no specific financial implications associated with the enactment of this Traffic Regulation Order.</p>
3.10	<p><u>Equality or Good Relations Implications</u></p> <p>No Equality or Good Relations implications have been identified; however, this is being monitored on an ongoing basis.</p>
4.0	<p><b>Appendices – Documents Attached</b></p>
	<p>Appendix 1 - Notice of Intention Traffic Regulation Order 2018</p>