



Belfast City Council

Report to:	Strategic Policy and Resources Committee
Subject:	Capital Programme: Alleygating Project (Phase 3)
Date:	17 June 2011
Reporting Officer:	Gerry Millar, Director of Property and Projects
Contact Officer:	Michael Stanley, Capital Programme Manager, Property and Projects

1	Relevant Background Information
1.1	At a meeting on 9 February 2011 the council agreed to include £700k of capital financing for Alleygating interventions throughout Belfast.
1.2	At their meeting on 8 June 2011 the Health and Environmental Services (H&ES) Committee considered a further report on the proposal (a copy of that report, with the exception of the appendices thereto, is attached as Appendix A).

2	Key Issues
2.1	The Strategic Policy and Resources, in order for the work to progress, now need to agree that officers go ahead to tender for the appropriate contracts.
2.2	Award of contracts for capital projects is made to the firms submitting the most economically advantageous tenders on the basis of a cost/quality evaluation in accordance with BCC procurement guidelines

3	Resource Implications
3.1	Provision of £700k of capital financing has already been agreed as part of the rate setting process for 2011/12.
3.2	Details of the revenue, HR, asset and other resource implications are included in the attached H&ES Committee report.

4	Equality and Good Relations Considerations
4.1	The H&ES Committee report advises that the delivery of this proposal has been equality screened and there are no significant Equality or Good Relations considerations. Further information in this regard is included in the attached H&ES Committee report.

5	Recommendations
5.1	It is recommended that the SP&R Committee consider, from a corporate capital finance perspective, the decision of the H&ES Committee and agree that the proposal should advance to full commitment to invest including invitation of tenders, award of contracts to the firms submitting the most economically advantageous tenders.

6	Decision Tracking
6.1	Regular reports will be presented to the SP&R Committee on the progress of this, and other, capital projects.

7	Key to Abbreviations
7.1	SP&R - Strategic Policy & Resources H&ES - Health and Environmental Services

8	Documents Attached
8.1	Appendix A – copy of report presented to H&ES Committee on 8 June 2011 regarding the proposal for the advancement of the Alleygating Project (Phase 3)



Belfast City Council

Report to:	Health and Environmental Services Committee
Subject:	Phase 3 Alleygating Scheme
Date:	8 June 2011
Reporting Officer:	Siobhan Toland, Head of Environmental Health, ext. 3281
Contact Officer:	Stevie Lavery, Safer City Manager, ext. 3258

1	Relevant Background Information
1.1	The Committee will be aware that the Council has engaged in a programme of alleygating across the city on a phased basis since 2005.
1.2	<p>Phase 1 (2005 – 2007)</p> <p>The initial phase of alleygating was carried out in 2005-2007 as a pilot, with funds provided from the NIO (now Department of Justice NI) and BRO. 200 gates were erected in areas determined by the funding organisations and a further 20 gates were installed through the Renewing the Routes programme. An evaluation demonstrated the considerable impact the gates had in reducing fear of crime. Respondents reported that:</p> <ul style="list-style-type: none"> ▪ There was a positive effect on reducing crime (87%) ▪ There was a positive effect on reducing fear of crime (89%) ▪ There was a positive impact on dumping / cleansing issues (73%)
1.3	<p>Phase 2 (2010 – current)</p> <p>At the Health & Environmental Services Committee meeting in May 2009 it was decided that the allocation of any Council money for alleygates (under the capital programme) should be divided evenly across North, South, East and West Belfast. As demand (225 streets) outweighed the resources available (£500K uncommitted at that stage) it was necessary to prioritise. To decide which streets would be gated in each area, the Committee agreed to a prioritisation matrix, developed by Deloitte, which allowed each street where a request had been made for alleygates to be scored and ranked in order of priority. The matrix contained a number of indicators (crime statistics; NI Fire Service reports; Wardens reports; NIHE reports on ASB and community surveys).</p>
1.4	In Feb 2010, £500k of capital funding was allocated to install Alleygates in the prioritised streets with £125,000 approved for each of the four areas. No funding was forthcoming from any government department despite numerous representations. The cost of each gate is approximately £4,100 which enabled implementation of a Phase 2 plan for the installation of approximately 122 gates throughout the City from April 2010 until March 2012. The list of streets prioritised was agreed by the Health and Environmental Services Committee in February 2010 and subsequently Council. Progress with Phase 2 gate installation is continuing (see below) and it is important to note that a lengthy process is involved to install Alleygates.

1.5	The local street consultations were carried out during March 2010–July 2010 and submitted to DRD for their Road Traffic Order process. There was a delay in Lower Windsor due to the number of rental properties/HMO's and this application was submitted in February 2011.
1.6	<p>Installation is complete in:</p> <ul style="list-style-type: none"> ▪ Glenbank ▪ Woodvale ▪ Ballygomartin Road ▪ Beechmount ▪ La Salle ▪ Whiterock ▪ Avoniel
1.7	<p>Gates will be installed in the following areas:</p> <ul style="list-style-type: none"> ▪ Ardoyne (June 2011) ▪ Willowfield (September 2011) ▪ Lower Windsor (October / November 2011) ▪ Lenadoon (November 2011)
1.8	Members will be aware that the legal consultation processes can often take up to nine to twelve months to be administered, before the agreement to gate is approved by the DRD Roads Service. An outline of the progress to date is included in Appendix 1 (letter to members).
1.9	<p>Phase 3 (2012 – 2014)</p> <p>Public interest in the demand for Alleygates still remains high. It has been agreed by Council in February 2011 that a further £700k will be made available from the capital programme for further Alleygating interventions throughout Belfast. Given the learning from the previous phases it is likely that not all streets that have been put forward will be gated and not all entries or streets will be suitable for installation. The lengthy process to allow for the installation of gates also means that, as was the process before, the list of streets will need prioritised against the agreed criteria in a timely manner to enable communities to derive maximum benefit from Phase 3.</p>
1.10	<p>RTO process</p> <p>Members are reminded that the process for alleygating is lengthy, involving amenity impact, regulatory and human rights assessments. All residents need to be consulted along with businesses within the vicinity, service providers, emergency services and other statutory bodies. Full agreement from 76% of residents is necessary through the consultation process before a submission is made to DRD for a Road Traffic Order (RTO). In order to deliver the gates in neighbourhoods and manage expectations within communities it may be necessary for the Council to secure additional support to assist with elements of the process such as the consultation.</p>

2	Key Issues
2.1	<p>Given the public, media and political interest in alleygates it is likely that demand will always outweigh the resources available. Therefore as agreed by Committee at its meeting on 3 June 2009, it would be inappropriate to have an open call to the public to submit expressions of interest for phase 3 as this could raise unachievable expectations, as the current level of funding agreed by Council of £700k will enable only a total of 145 gates (approx 70 streets) to be erected. There are currently over 200 streets still on a waiting list (Appendix 3).</p>
2.2	<p>The prioritisation criteria agreed in 2009 includes both (i) an assessment of need and (ii)</p>

	<p>feasibility (i.e. the feasibility of installing gates in the streets). These include:</p> <ul style="list-style-type: none"> ▪ Completion of streets adjacent to the pilot areas; ▪ ASB and Reducing Fear of Crime ▪ Community support for & capacity to support an alleygating scheme; ▪ Physical structure of alleyways to ensure that gates will be effective
2.3	<p>These factors are structured into two levels of criteria, mandatory criteria; i.e. those that must be met before an area would be earmarked for alleygating and prioritisation criteria; i.e. those against which each street is assessed and weighted marks are awarded as a score. The prioritisation criteria and weightings agreed are included as Appendix 2.</p>
2.4	<p>The prioritisation assessment based on the criteria developed by Deloitte and approved by Council on 6 May 2009 has been utilised by the Community Safety Team using up-to-date information available from CSP partners. The prioritisation matrix has been made relevant by including BCC Cleansing data examining environmental impacts and evidence relating to the level of community interest/capacity by including community surveys and reports. The BCC ASB Officers also were involved within the scoring process to ensure a broad, reliable evidence base on which to prioritise streets for alleygates.</p>
2.5	<p>As Members are aware, consultation with a range of stakeholders is crucial and has already been undertaken with communities through the Anti-Social Behaviour Officers covering North, South, East and West Belfast and through the My City, My Neighbourhood debates across the city. Consultation has also been undertaken with CSP partners. Members should note that the alleygating project is one of 35 projects included in the Safer Belfast Plan and where Alleygating is not an effective option the communities will be offered advice / support on what alternative interventions are available to help combat anti-social behaviour.</p>
2.6	<p>The current list of streets held by the Community Safety Team mostly consists of referrals from Councillors and forms the basis of the 'working list' for prioritising streets for the Phase 3; 2012/14 alleygating project. The existing list of streets for assessment to date is attached as Appendix 3. However Councillors and members of the Community Safety Partnership will be asked to identify any other streets for consideration. Once these nominations have been received, the prioritisation matrix will be refreshed against the whole list of streets on the same basis as before, using a four way split of the resources available (ie £175K per area, North, South, East and West). The list will then be brought to Committee to agree the streets to be gated in Phase 3: 2012/14 Alleygate Project. Additional streets for consideration should be identified by the end of July; the Community Safety Team will be available to assist and advise members if requested.</p>
2.7	<p>Members are asked to note that issues have previously been raised in respect of requests for gates in walkways and more open areas which would not be classified as traditional entries or alleyways. The DRD process for the legal installation of gates is designed specifically for adopted entries, described as 'Back Streets' and which fall within legislation applicable to roads. DRD/Roads Service have the overall control of roads and pathways and will determine the legal definition of any proposed intervention and the 'rights of way' impact on the community from any proposed scheme. Assessing feasibility is critical in the early stage of the process to ensure that the DRD is content with the location and the suitability. DRD will only process the RTO once all their criteria have been met. Walkways are considered public rights of way and DRD will not currently permit gating of them.</p>
2.8	<p>Timescales for Phase 3; 2012/14 Alleygate Project</p> <p>Members are aware that the timescale for alleygates is long and whilst the Community Safety Team makes every effort to progress the delivery of the project as quickly as possible, this scheme requires the re-tendering of the contract to supply and fit gates which must go to European Journal and therefore will take 6 months. The timescales for</p>

	<p>Phase 3 are:</p> <ol style="list-style-type: none"> 1. Capital spend agreed (Feb 2011) 2. Associated revenue spend to be agreed (June 2011) 3. Gateway process started (June 2011) <ul style="list-style-type: none"> ▪ Green book appraisal required ▪ Evaluation of Phase 1 & 2 commenced (September 2011) 4. Tendering for supply and installation of gates initiated (June 2011) (Existing contract ends June 2012) 5. Additional streets identified for consideration in scheme (31/07/2011) 6. Streets scored and agreed (September 2011) 7. Consultation process commenced (September 2011) <ul style="list-style-type: none"> ▪ Mandatory criteria (via surveys) must be met to ensure the feasibility of installing gates ▪ Full agreement required from 76% of residents within the streets ▪ Community sensitivities with consultation process ▪ Consultation with statutory partners which is required for the DRD submission 8. Road Traffic Order applications submitted to DRD (rolling from December 2011) 9. Installation of gates commenced (August 2012)
2.9	Members are reminded that the timescale from BCC submits an application to the DRD for a RTO until the Order is made is currently 9 months.
2.10	The timescales and methodology outlined above are based on the current legislative process; however, this may be subject to change with the implementation of the Clean Neighbourhoods Bill 2012. Whilst the Bill will transfer the administration of RTOs to Council; we will only be able to take the process forward once the DRD has confirmed that the street is suitable. Discussion has been taking place regarding the legal process that BCC will have to conduct to issue a gating order. It is anticipated at this stage that there will unfortunately be no considerable reduction of the timescales for making gating orders. This will be kept under review during the course of the Phase 3 alleygating project.

3	Resource Implications
	<u>Financial 2012 - 2014</u>
3.1	Capital spend approved: £700k <ul style="list-style-type: none"> ○ Project Management fee £105K ○ 145 Gates £595k (£4100 each)
3.2	In addition to the capital costs outlined above, one off revenue costs of £22.5K will be incurred in 2012/13 and 2013/14 for key cutting, signage and the consultation exercises in relation to the new gates.
3.3	Annual maintenance costs of £78K for 2012/13 and £92K for 2013/14 will also be included in the revenue estimates for the maintenance of all new and existing gates.
	<u>Human Resources</u>
3.4	This work is supported by the Community Safety Team with a named project officer taking the lead and any additional support being drawn from there.
	<u>Asset and Other Implications</u>
3.5	Recurrent maintenance costs for the alleygates will increase with the added installations of Phases 2 & 3.

4	Equality and Good Relations Considerations
4.1	The delivery of the alleygating project has been equality screened and there are no significant Equality or Good Relations considerations. In addition, the requirements for alleygating include the participation of all residents of areas to be gated being surveyed. As the areas are based on equal spread across the city, there is no evidence of higher or lower participation by any of the above groups. These surveys should highlight any additional needs of residents other than those identified in the screening process and mitigating actions can be revised once those results are made available
4.2	The Alleygate Project provides equality of opportunity for people to feel safer in areas of need as identified by the prioritisation matrix. Councillors and Community Safety Partnership members will identify any other streets to be considered in Phase 3; 2012/14 Alleygate Project <u>to ensure that any areas of low community capacity but potentially high need can be included.</u>

5	Recommendations
5.1	The Committee is asked to: <ol style="list-style-type: none"> I. Agree to progress the implementation of Phase 3; 2012/14 Alleygate Project as outlined in this report. II. Agree that Councillors identify any additional streets to be included and advise the Community Safety Team by 31 July 2011 (a letter will be issued to facilitate this).

6	Decision Tracking
Regular update progress reports will be provided by the Director in future reports	

7	Key to Abbreviations
ASB – Anti-social behaviour BRO – Belfast Regeneration Office CSP – Community Safety Partnership DRD – Department of Regional Development NIO – Northern Ireland Office (now Department of Justice NI) RTO – Road Traffic Order HMO – Houses of Multiple Occupation	

8	Documents Attached
<ul style="list-style-type: none"> • Letter to Councillors updating on progress with Phase 2 alleygates (Appendix 1) • Criteria and weightings for prioritisation (Appendix 2) • List of streets to date across North, South, East and West Belfast (Appendix 3) 	