



Subject:	Notice of Traffic Regulation Order 2019
Date:	4 June 2019
Reporting Officer:	Nigel Grimshaw, Strategic Director City & Neighbourhood Services Department
Contact Officer:	Siobhan Toland, Assistant Director City & Neighbourhood Services Department Alison Allen, Neighbourhood Services Manager

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

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

1.0	Purpose of Report or Summary of main Issues
1.1	Members will be aware that in March 2016 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 2018, Phase 4(b) was completed in October 2018 and the Road Traffic Order for Phase 4(c) is included in this report for Members consideration

<p>1.3</p> <p>1.4</p> <p>1.5</p> <p>1.6</p>	<p>Members will also 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 4th May 2011.</p> <p>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. 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 Department for Infrastructure to:</p> <ul style="list-style-type: none"> a) make a gating order; or b) vary a gating order so as to further restrict any public right of way over the road to which the order relates. <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>
<p>2.0</p>	<p>Recommendations</p>
<p>2.1</p>	<p>The Committee is asked to agree;</p> <ul style="list-style-type: none"> • To proceed to enact the Belfast City Council Traffic Regulation Order 2019 to commence the installation of Alleygates within the city.
<p>3.0</p>	<p>Main report</p>
<p>3.1</p> <p>3.2</p>	<p><u>Key Issues</u></p> <p>The pre-consultation exercise with affected residents and Statutory bodies / service suppliers has been carried out and the Notice of Intention (formal consultation stage) was advertised on Friday 5th April 2019.</p> <p>No formal objections to the Traffic Regulation Orders were received.</p>

3.3	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.
3.4	Manufacture of the gates included in this Traffic Regulation Order will take place in June / July 2019 with installation commencing in autumn 2019.
3.5	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.
3.6	Legal Services have therefore recommended further engagement (post Phase 4) with Members on the process by which areas/locations are selected for alleygating.
3.7	<p><u>Financial and Resource Implications</u></p> <p>There are no specific financial implications associated with the enactment of this Traffic Regulation Order. This completes Phase 4 of the Capital Investment Programme.</p>
3.8	<p><u>Equality or Good Relations Implications /Rural Needs Assessment</u></p> <p>No Equality or Good Relations implications have been identified, however, this is being monitored on an ongoing basis. There are no Rural needs assessment.</p>
4.0	<p>Appendices – Documents Attached</p> <p>Appendix 1 - Notice of Intention Traffic Regulation Order 2018</p>