



Subject:	Alleygating Programme Review
Date:	4 February 2020
Reporting Officer:	Ryan Black, Director of Neighbourhood Services
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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"/>
Sometime in the future	<input checked="" 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	A motion regarding the Alleygating Programme, proposed by Councillor Brooks and seconded by Councillor Kelly, was presented to the Council at its meeting on 1 st October 2019 calling for a review of the effectiveness of the Alleygating programme to date, and look to build delivery partnerships with other agencies, should internal funding not be available to gate those requests that have been registered with the council.
1.2	This report sets out the background to the previous Alleygating schemes since the pilot project inception in 2005, highlights the number of Alleygates installed in each phase and

	identifies the strengths and weakness of the current process. The report also will outline a proposed terms of reference for the review of Alleygates.
2.0	Recommendations
2.1	<p>The Committee is asked to:</p> <ol style="list-style-type: none"> 1. Agree that the evaluation of the Alleygating Programme to date (Phases 1 -4) is carried out with the intended remit as detailed within report; and 2. Recommend that any future phase of Alleygating is referred to the Strategic Policy and Resources Committee for consideration as part of the Capital Programme.
3.0	Main Report
	<p><u>Background</u></p> <p><u>Phase 1</u></p> <p>3.1 Councillors may be aware that the initial phase of Alleygating was carried out in 2005-2007 as a pilot with funds from the NIO (now Department of Justice), BRO and Bryson House (now Bryson Charitable Group), PSNI, NIHE, DSD Housing Policy Unit and DRD (now DfI).</p> <p>3.2 The erection of these gates at each end of entries in inner city residential areas had been shown to be extremely effective in England and Wales in improving the quality of life for local people by reducing crime, anti-social behaviour, fear of crime, environmental anti-social behaviour, littering and in promoting social inclusion.</p> <p>3.3 The NIO's Community Safety Unit provided a budget of £220,000 to Belfast City Council (as lead partner of the Belfast Community Safety Partnership) to deliver pilot Alleygating schemes in South Belfast (Lower Windsor) and North Belfast (Little America), based on the identified need of aiming to reduce the levels of anti-social behaviour.</p> <p>3.4 To further supplement the grant aid the Department of Social Development provided a further £230,000 under Phase II of the Neighbourhood Renewal Investment Fund to target areas where antisocial behaviour had been identified as a major problem (Beechmount, Willowfield and Woodvale).</p>

3.5	<p>This funding ensured that a total of 200 gates were erected with a further 20 gates being installed through the Renewing the Routes programme, in Lower Ormeau. An independent 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%) <p><u>Phase 2</u></p>
3.6	<p>In Feb 2009, £500k of capital funding under the Capital Programme was allocated by Council to commence a further Phase of Alleygates throughout the Belfast area with £125,000 approved for each area of the city. A prioritisation criteria developed by Deloitte was agreed by Health and Environmental Services Committee in 2009 that would include:</p> <ul style="list-style-type: none"> (i) an assessment of need and (ii) (ii) feasibility (i.e. the feasibility of installing gates in the streets).
3.7	<p>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 • A ranked list was then approved by committee and a further 174 Alleygates were then installed within the pilot project areas with further areas identified using the prioritised list (Ardoyne, Avoniel, Ballygomartin Road, Glenbank, La Salle, Whiterock). <p><u>Phase 3</u></p>
3.8	<p>In Feb 2012 £700,000 under the Capital Programme was made available for further Alleygating interventions throughout Belfast. The lists of streets were prioritised against the agreed criteria and 60 streets were identified for gating (148 gates) on equal basis across North, South, East and West. The difference being that the prioritisation process was</p>

	<p>applied to only those locations identified on the Register of Interest and the criteria relied heavily on statistical data.</p>
3.9	<p>Further to Elected Member feedback that the Phase 3 process for identifying locations to be gated did not take in to account local knowledge, the process was revised following Phase 3. A three-step process was therefore proposed that provides an opportunity for elected representatives to use their knowledge of their constituencies to inform decision making, alongside analysis of recorded information and consideration of the register of interest. The Department for Communities Building Successful Communities utilised the services of the Council to enable them to install additional gates in the Divis, Lenadoon and Glencolin areas. Further gates were also installed through the North Belfast Area Working Group intervention. This picked up streets which had not been selected within the ranking process.</p>
	<p><u>Phase 4</u></p>
3.10	<p>In March 2016, £700k of capital monies were made available to the Area Working Groups (South £140k, North 140k, East £210k and West £210k). Statistical analysis was brought to each Area Working Group to inform Members and the final gate locations were selected by elected members by using their knowledge of their constituencies. This phase also included additional monies from the LIF programme, Urban Villages and private businesses, who wished to be part of the scheme. This current phase is completed and added an additional 362 gates to the existing stock of 712, meaning a total of 1074 Alleygates being managed by City & Neighbourhood Services.</p>
3.11	<p>In the first two phases it was Department for Infrastructure legislation used to create the legal basis upon which to erect the gates. This was because Council did not have legal powers of its own at that stage.</p>
3.12	<p>In 2011, the Clean Neighbourhoods and Environment Act created provision within the Traffic Regulation Order for Councils to enact the gating legislation themselves.</p>
	<p><u>Key Issues</u></p>
3.13	<p>The decision of Council to initiate a review is timely given no such review has taken place since Phase 1, but also because of the emerging work around holistic and integrated</p>

neighbourhood regeneration. Additionally, Officers have identified a number of additional factors which could be considered in a review. These are:

- Significant drops in the number of people participating in the legal consultation i.e. in the first two phases the levels of response were around 80% - 90%, whereas in Phase 4 some response levels were as low as 20%
- Low consultation levels are making it extremely difficult for Council to demonstrate the necessary legal basis upon which Alleygates can be installed
- An emergence of a small number of consultation responses proactively stating that Alleygates are not wanted or needed (due to low levels of crime/ASB)
- Where Alleygates have not had full support, Council is identifying increasing instances of gates being left open thereby negating the benefit
- Reducing availability of adopted alleyways in the city suitable for Alleygating (as not all alleyways are suitable due to site factors) given the significant number of Alleygates installed to date.

3.14 All of the above should be taken in the context of continuing high levels of public demand for Alleygates. however as each phase has progressed, many of these locations are not suitable for Alleygates, are not alleyways (as only an alleyway by definition of Dfl can be gated) and the legal threshold for installation can be difficult to meet given the low consultation responses.

Proposed next steps

3.15 It is recommended, that Council engage a suitably qualified contractor to undertake a review of the Alleygates Programme to date, specifically exploring the following:

- the benefits of the scheme within neighbourhoods and how the overall scheme performs against CPTED principles (Crime Prevention through Environmental Design)
- to review the current selection process and identify potential future options for selection of Alleygate locations taking in to account what has worked well and what could be improved to date
- to examine if there has been any reduction in crime / return for investment in areas where there has been intense Alleygate installation

	<ul style="list-style-type: none"> • to examine whether there have been any long-term impacts or reduction in crime within gated areas in general • to identify opportunities to maximise the benefits of Alleygating by working closer with other partners in the context of wider neighbourhood regeneration • to make recommendations about how to maximise the benefits and opportunities from the Alleygate Project, taking into consideration other Council work streams and external strategies • to consider the longer-term impact of the continuous Alleygating investment (Phase 1 to Phase 4) to date in the city <p><u>Financial Implications</u></p> <p>3.16 The approximate cost of the evaluation would be £10K–15K with a significant level of in house support from the Alleygating team which would be from within existing budgets.</p> <p>3.17 <u>Equality or Good Relations Implications and Rural Needs Assessment</u></p> <p>There are no specific Equality and Good Relations Considerations attached to this report, but they will be built in to any specification and programme of work for a contractor.</p>
4.0	Appendices – Documents Attached
	None