

Scrutiny Review – Alley Gates

Officers Attending

- **John Angus** - Principal Projects Officer - Regeneration and Inclusive Growth
- **Andie Mackay** – Construction and Facility Services Manager - Community Services, Environment and Culture
- **Richard Bradford** - Community Safety Services Manager - Neighbourhoods

Scrutiny Review – Alley Gates

Background

- 2001/02 – Pilot project to install Alleygates to 3 streets in the Newtown Ward
- Aim was to reduce Crime and ASB in these areas as a Community Safety initiative
- Middlesbrough and Hartlepool had already run similar pilots at this time
- Following the success of the Pilot, funding secured from the Capital Programme
- In addition, funding was also received from:
 - Neighbourhood Renewal Fund,
 - Cleaner Safer and Greener Fund,
 - New Opportunities Fund

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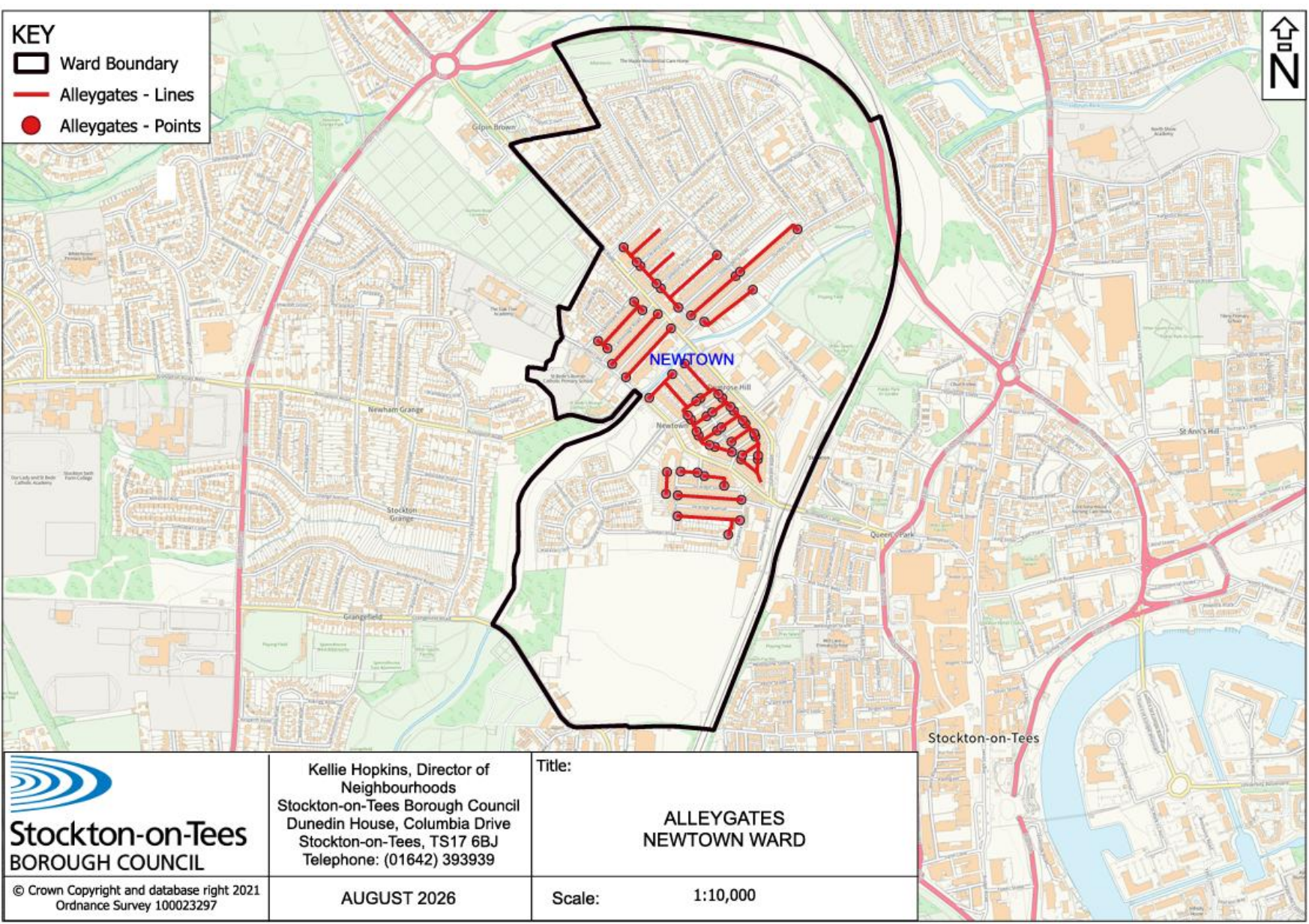
Background

- The Alleygates programme ran until 2012/13
- Some additional gates installed via Ward Councillors CPB
- 327 Gates on Council owned/adopted land
- Some are owned and the responsibility of Thirteen Group
- Early stages the programme was installed under the Highways Act using TR Orders
- 2005 Legislation introduced “Gating Orders” through Clean Neighbourhoods and Env Act
- 2014 Crime and Policing Act Introduced

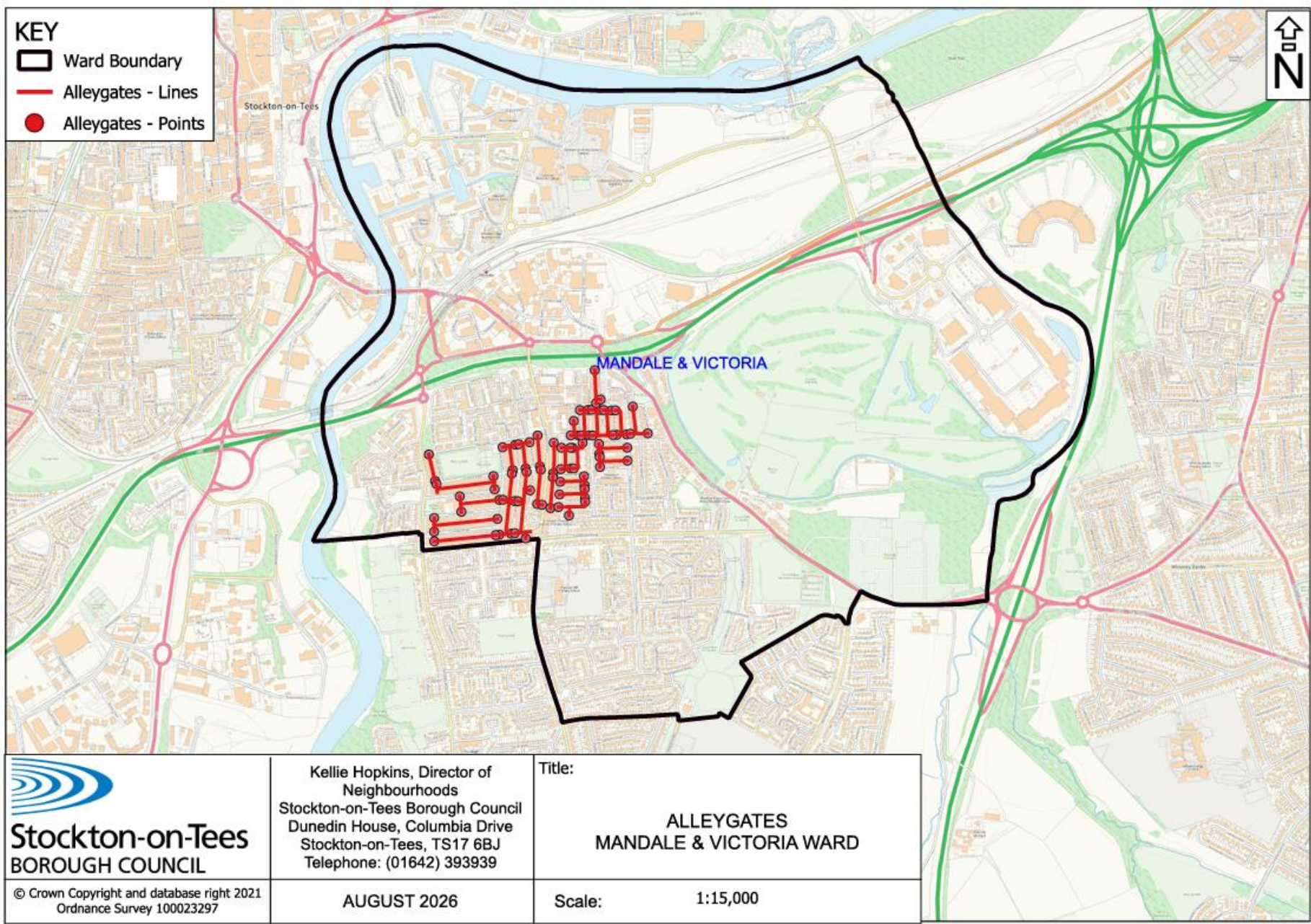
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- Alleygates QGIS Drawings
- 2026 Alleygates Master Sheet

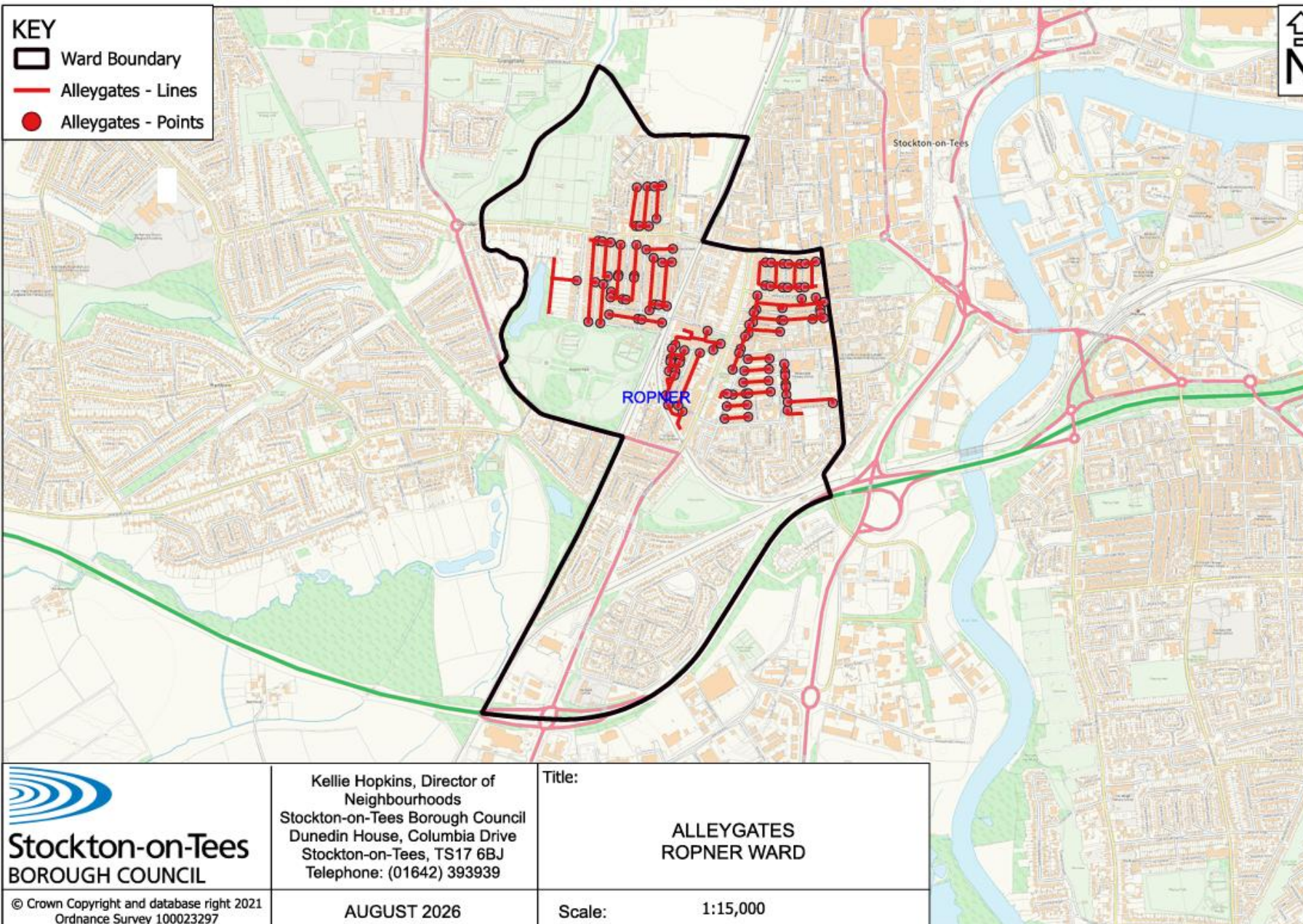
WARD	No GATES / WARD
Billingham South Ward	2
Norton South Ward	9
New tow n Ward	61
Hardw ick & Salters Lane Ward	1
Mandale & Victoria Ward	82
Norton Central Ward	6
Southern Villages Ward	1
Stockton Tow n Centre Ward	61
Billingham West & Wolviston Ward	1
Ropner Ward	116
Village Ward	1
Yarm Ward	3
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Scrutiny Review – Alley Gates

Legislation associated with Alley Gates

- During the pilot and the early stages of the alley gate programme legislation under the Highway Act was utilised with Traffic Regulation Orders.
- In 2005 new legislation introduced to allow the installation of alley gates through Gating Orders via the Clean Neighbourhoods and Environment Act.
- In 2014 Antisocial Behaviour, Crime and Policing Act introduced Public Space Protection Orders which replaced the previous legislation to allow the installation of gates to restrict access. A PSPO can be used to restrict activity that has a detrimental effect on the locality, is (or likely to be) persistent in nature, is (or likely to be) unreasonable and justifies the restrictions being imposed. A PSPO must clearly set out what the detrimental activities are and what is deemed 'anti social' or 'unreasonable' so can be challenging.

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How effective have the Alley Gates been?

2005 data highlighted that the Alley gate programme had resulted in a substantial decrease in incidents of crime in the gated areas:

- 43% reduction in Domestic Burglary
- 64% reduction in Deliberate Fires
- 58 % reduction in Anti-Social Behaviour (ASB)
- 52% reduction in Fly tipping.

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Feedback from the Community

In 2004 a consultation exercise was undertaken to gauge the views of residents where alley gates had been installed and been in place for over six months. The response was very positive.

- The majority of respondents felt **safer** since the gates were installed.
- The majority of respondents felt **burglaries have reduced** since the gates were installed.
- The majority of respondents felt **people loitering has reduced** since the gates were installed.
- The majority of respondents felt **vandalism has reduced** since the gates were installed
- The majority of respondents felt **fly tipping has reduced** since the gates were installed.
- The majority of respondents **would** move to other alley gated areas.

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Lawrence Street, Stockton - April 2024



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Lawrence Street, Stockton - April 2024

- Resident injured by gate falling on them.
- Following accident investigation all gates were assessed.
- Professional engineers inspected the alleygates and provided an engineering recommendation to upgrade the current hinge mechanism.
- £70,000 allocated to undertake emergency upgrades.
- Gates currently assessed on a 6 month rota

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Public Reported Stats

- 2023 – **28** reports vis Flare System
- 2024 – **226** reports via Flare System (Year of Lawrence Street Accident)
- 2025 – **126** reports via Flare and Alloy (Maintenance programme had started in year)
- 2026 (up to September) **70** reports via Alloy
- [Alley gate damage Alloy.xlsx](#)
- [Alley gate damage Flare.xlsx](#)

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Non – Budgeted Maintenance Spend (Not including Inspections)

- 2023/24 – **£9,000**
- 2024/25 – **£25,000**
- 2025/26 – **£43,000**

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Financial Implications

- The costs of replacement of one set of gates are estimated by the manufacturer as between £5,000 - £7,000 depending on location and individual requirements. Lock replacements are £90 plus 2 hrs labour. Cost of removal of current gates set (no replacement) is £1,000. Current inspection and maintenance identified works have no budget allocation and are currently an overspend on the Highways budget.
- Total replacement of all alley gates on the scheme would be in excess of £2m.

Scrutiny Review – Alley Gates

Future Policy Options/Considerations

- No Change – (High Risk)
- Replace fully like for like in a multi year program (Funding)
- Re-evaluate locations and reduce the numbers – replace key Alley Gates (Consultation)
- Remove all current alley gates – phased over multiple years (Budget and Political Resistance)
- Any other current options, CCTV etc?
- Consultation – gather modern data about what residents think/feel

Thank you

Any Questions?