

# PLEASE NOTE VENUE

## NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO DECISION SCHEDULE



**Monday 16<sup>th</sup> July 2007**

**at 9.00 am or immediately following the Joint Portfolio meeting being held at  
8.30am whichever is the later**

**in Conference Room 3, Belle Vue Community, Sports and Youth Centre  
Kendal Road, Hartlepool**

Councillor Jackson, Cabinet Member responsible for Neighbourhoods and Communities will consider the following items.

**1. KEY DECISIONS**

None

**2. OTHER ITEMS REQUIRING DECISION**

- 2.1 Woodstock Way – Traffic Calming – *Head of Technical Services*
- 2.2 Proposed One Hour Waiting Period, Tower Street – *Head of Technical Services*
- 2.3 Street Naming Request Church Street Area – *Head of Technical Services*
- 2.4 Review of Parking Charges – *Head of Technical Services*
- 2.5 Proposed Residents only parking scheme – Marske Street, The Maltings, Redcar Close and Blakelock Gardens – *Head of Technical Services*
- 2.6 Fens Shops Alleygates – *Head of Technical Services*
- 2.7 Request to Support Services 1/1A and 15 – *Head of Technical Services*
- 2.8 Revised Timetable for Supported Bus Service 5 – *Head of Technical Services*

**3. REPORTS FROM OVERVIEW OF SCRUTINY FORUMS**

None

# PLEASE NOTE VENUE

## EXEMPT ITEMS

Under Section 100(A)(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information as defined in the paragraphs referred to below of Part 1 of Schedule 12A of the Local Government Act 1972 as amended by the Local Government (Access to Information) Act 1985

4. **KEY DECISION**

None

5. **OTHER ITEMS REQUIRING DECISION**

5.1 Results of Tender for Supported Bus Services – *Head of Technical Services*  
(para 3)

## **NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
16 July 2007



**Report of:** Head of Technical Services

**Subject:** WOODSTOCK WAY – TRAFFIC CALMING

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### **SUMMARY**

#### **1. PURPOSE OF REPORT**

To seek approval for the implementation of traffic calming on Woodstock Way.

#### **2. SUMMARY OF CONTENTS**

The report details the background to the scheme and the proposal put forward.

#### **3. RELEVANCE TO PORTFOLIO HOLDER**

The Portfolio Holder has responsibility for traffic and transportation issues.

#### **4. TYPE OF DECISION**

This is a non-key decision.

#### **5. DECISION MAKING ROUTE**

This is an executive decision made by the Portfolio Holder.

#### **6. DECISION(S) REQUIRED**

The Portfolio Holder approves the implementation of the schemes.

**Report of:** Head of Technical Services

**Subject:** WOODSTOCK WAY – TRAFFIC CALMING

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**1. PURPOSE OF REPORT**

- 1.1 To seek approval for the implementation of traffic calming on Woodstock Way.

**2. BACKGROUND**

- 2.1 Residents and local Councillors have raised a number of concerns about the speed of traffic on Woodstock Way, Westwood Way and Clavering Road.
- 2.2 The speed limit on Woodstock Way is 30mph and a speed survey shows that the 85<sup>th</sup> percentile speed is 37mph (The speed at which 85% of traffic is travelling at or below).
- 2.3 Traffic Calming has already been implemented on Clavering Road outside the School and on Westwood Way. It is now proposed to implement the third stage of the traffic calming on Woodstock Way.

**3. CONSIDERATION OF ISSUES**

- 3.1 It is proposed to implement a series of 4 Speed Cushions on Woodstock Way (see **Appendix 1**). These are a type of road hump that allow buses, fire appliances and ambulances to straddle the hump and therefore do not impede their journey or cause discomfort to passengers.
- 3.2 The speed cushions are sited adjacent to parking bays, it will therefore be necessary to construct a narrow barrier in the parking bay to prevent vehicles from avoiding the cushion. These barriers would have a minimal impact on the number of parking spaces available.

Consultation

- 3.3 Residents and Local Ward Councilors were sent a letter and plan of the proposed traffic calming. They were requested to indicate whether they were in agreement with the proposals and any comments they wished to make. In total 61 letters were sent out and 21 responses were received of which 18 were in favour of the proposals and 3 against.

3.4 The residents who objected were concerned about the following issues:-

- the noise that would be generated by vehicles hitting the cushions.
- A perceived drop in property values;
- the proposed barriers would encourage youths to congregate outside residential housing;
- funding should be used to provide more parking.

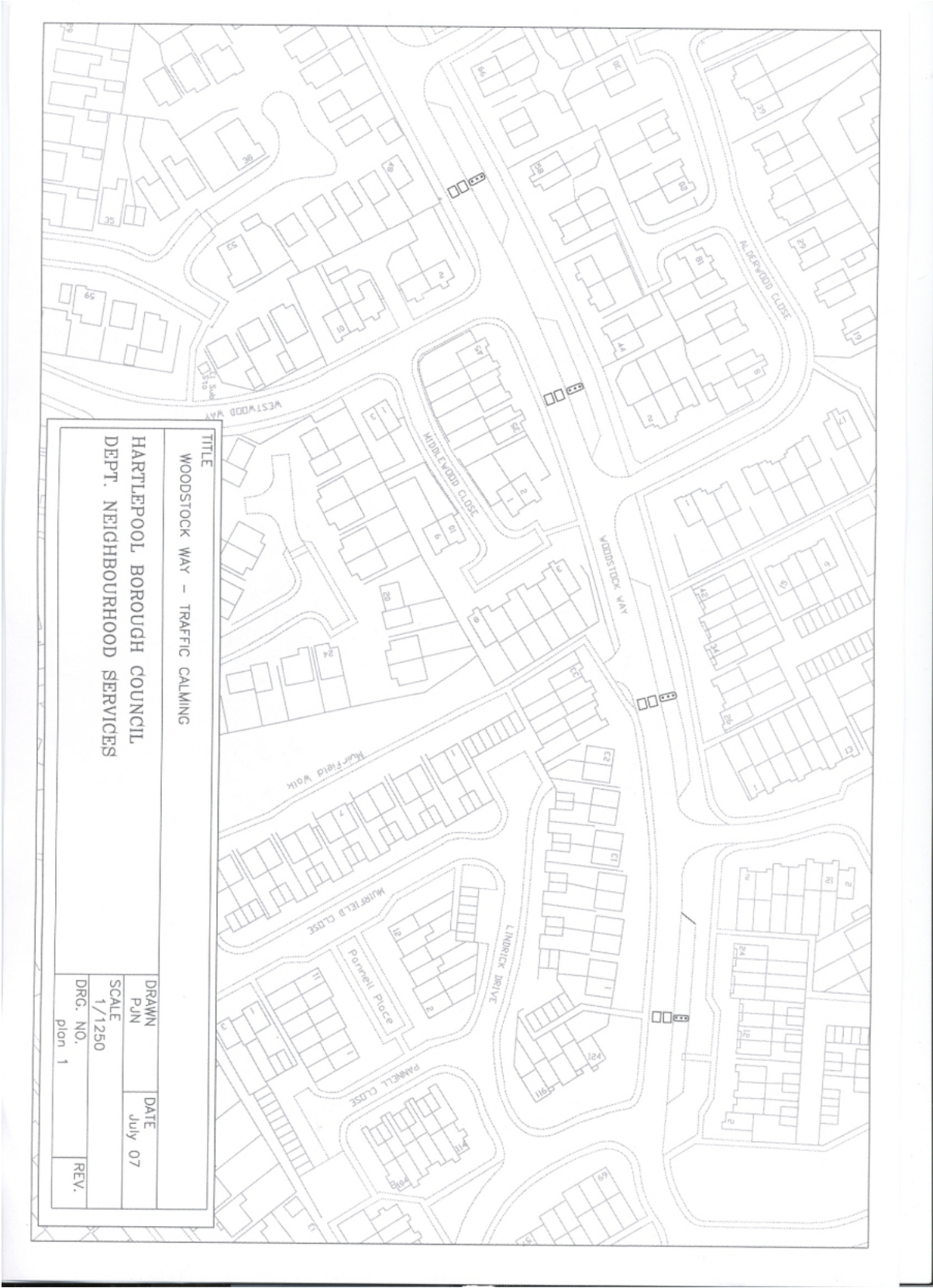
3.5 The Emergency Services were consulted through the Traffic Liaison Group and raised no concerns with the proposals so long as speed cushion type road humps were being proposed.

#### **4. FINANCIAL IMPLICATIONS**

4.1 This scheme is estimated to cost £6,000 and will be funded through the North Neighbourhood Consultative Forum.

#### **5. RECOMMENDATION**

5.1 That the proposals outlined in section 3 of the report are approved.



## **NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
16 July 2007



**Report of:** Head of Technical Services

**Subject:** PROPOSED ONE HOUR WAITING PERIOD  
TOWER STREET

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### **SUMMARY**

#### **1. PURPOSE OF REPORT**

To consider introducing a one hour waiting restriction at Tower Street outside St. Josephs school.

#### **2. SUMMARY OF CONTENTS**

The report outlines the background and considers the implication of amending the existing traffic regulation.

#### **3. RELEVANCE TO PORTFOLIO HOLDER**

The Portfolio Holder has responsibility for traffic and transportation issues.

#### **4. TYPE OF DECISION**

This is a non-key decision.

#### **5. DECISION MAKING ROUTE**

This is an executive decision made by the Portfolio Holder.

#### **6. DECISION(S) REQUIRED**

The Portfolio Holder approve an amendment to the existing residents parking order to allow a one hour parking concession (no return within 2 hour).

**Report of:** Head of Technical Services

**Subject:** PROPOSED ONE HOUR WAITING PERIOD  
TOWER STREET

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**1. PURPOSE OF REPORT**

- 1.1 To consider introducing a one hour limited waiting parking restriction outside St. Josephs RC School, Tower Street.

**2. BACKGROUND**

- 2.1 Tower Street is currently protected by a resident's only parking restriction. The restriction had been introduced to ensure residents of Tower Street/Newhaven Court had some available parking provision and to protect the zone from commuters parking in the area (see **Appendix 1**).
- 2.2 The area is close to the Hartlepool College of Further Education and without any form of restrictive parking controls would be subject to long stay parking from students and commuters working close to the town centre.
- 2.3 The current restrictions allow a 10 minute concession to park without the need for motorists to display a valid parking permit.
- 2.4 A request has been made by the Chairman of Governors of the School to assist with the parking needs both to assist with staff parking requirements and parents collecting pupils from the school.

**3. CONSIDERATION OF ISSUES**

- 3.1 Parking Patrol Officers have carried out a number of observations at various times throughout the hours of enforcement. Occupancy by permit holders is minimal and the area could therefore accommodate some additional short stay parking provision.
- 3.2 The inclusion of a one hour parking concession within a residential permit controlled zone has already been introduced in some areas of the town centre and this has worked successfully protecting residents but allowing some businesses to operate within a parking controlled zone.



3.3 In order to control any abuse of the time concession, a no return within 2 hours condition would also be included. This should allow short stay visits of non permit holders to take place without reducing resident's long term parking availability.

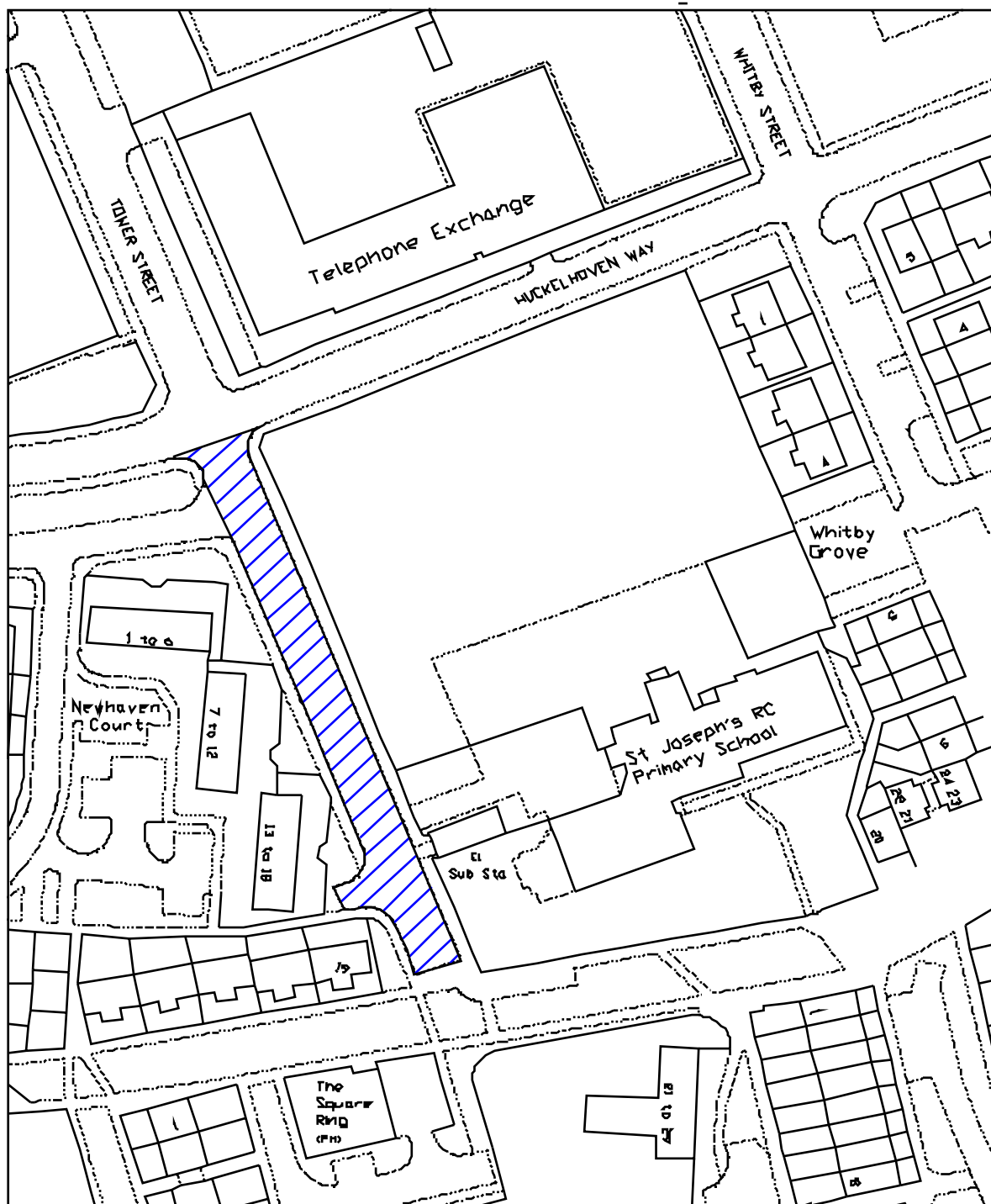
3.4 The permit scheme can not however incorporate the staff parking needs. Any long stay staff parking requirements would need to be accommodated within the school boundary or staff would be required to find parking availability away from the controlled zone.

#### **4. FINANCIAL IMPLICATIONS**

4.1 There would be a minimal financial cost implication of amending the parking order including the advertising of the legal orders and the replacement of some signage, the cost of which would be met from the Parking Services budget.

#### **5. RECOMMENDATION**

5.1 The Portfolio Holder approve the proposed amendment to the existing parking order to allow one hour parking concession (no return within 2 hour).



TITLE APPENDIX A		
HARTLEPOOL BOROUGH COUNCIL		
DEPT. OF ENVIRONMENT & DEVELOPMENT		
HEAD OF TECHNICAL SERVICES: A. SMITH		
DRAWN MA	CHECKED MR	
SCALE NTS	DATE JUNE 07	
ORG, NO,	REV,	

## **NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
16 July 2007



**Report of:** Head of Technical Services

**Subject:** STREET NAMING REQUEST-CHURCH  
STREET AREA

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### **SUMMARY**

#### **1. PURPOSE OF REPORT**

To advise on a request, by a property developer, for the introduction of new street names for the back street, to the north of Church Street, and the access road leading to it, located opposite Lynn Street (North).as indicated in **Appendix 1**.

#### **2. SUMMARY OF CONTENTS**

Details of request and feedback from consultation

#### **3. RELEVANCE TO PORTFOLIO HOLDER**

The Portfolio Holder has responsibility for traffic and transportation issues.

#### **4. TYPE OF DECISION**

This is a non-key decision.

#### **5. DECISION MAKING ROUTE**

This is an executive decision made by the Portfolio Holder.

#### **6. DECISION(S) REQUIRED**

That the request be considered.

**Report of:** Head of Technical Services

**Subject:** STREET NAMING REQUEST-CHURCH  
STREET AREA

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**1. PURPOSE OF REPORT**

- 1.1 To advise on a request, by a property developer, for the introduction of new street names for the back street, to the north of Church Street, and the access road leading to it, located opposite Lynn Street(North).as indicated in **Appendix 1**.

**2. BACKGROUND**

- 2.1 The former bank at 65 Church Street has planning permission for a change of use to an antiques centre and art gallery. The new owner has requested postal addresses to be issued for the new properties, as this is a function carried out by Hartlepool Borough Council as the street naming authority.
- 2.2 After consultation with Royal Mail and the Fire Service the properties were allocated the postal addresses of 65a and 65b Church Street for doors located as indicated in **Appendix 1**.
- 2.3 The new owner has raised the following concerns about these addresses:
- The premises are going to be used as an antiques centre and art gallery which will be visited by many visitors from outside of Hartlepool, there will also be deliveries made by individuals to dealers in the premises. The proposal to name the side and rear doors as 65a and 65b Church Street is likely to create a great deal of confusion, because people will be looking for 65a and 65b on Church Street and not the side and rear of the property.
  - A condition of the planning approval for the change of use of the premises is, that deliveries are made at the rear of the premises. It is essential that the rear entrance has its own street name and number to facilitate deliveries otherwise vehicles will be parked in Church Street whilst their drivers search for 65a and 65b.

2.4 The suggested names for the side street are:

- Lynn Street
- New Lynn Street
- Upper Lynn Street
- Lynn Road
- Lynn Lane

2.5 Suggested names for the back street are:

- Station Lane
- Station Approach
- Lynn Lane
- Back Church Street

### **3. CONSIDERATION OF ISSUES**

3.1 As Church Street lies within a conservation area enquiries have been made of the Council's Conservation Manager who has advised that there are no issues with the creation of a new street name from a conservation point of view.

3.2 The Fire Rescue Service have advised that they would prefer the properties to be numbered 65a and 65b Church Street from the point of view of their rescue service.

3.3 Consultation has also taken place through the Central Neighbourhood Forum meeting on 14 June 2007, from which no adverse comments were received.

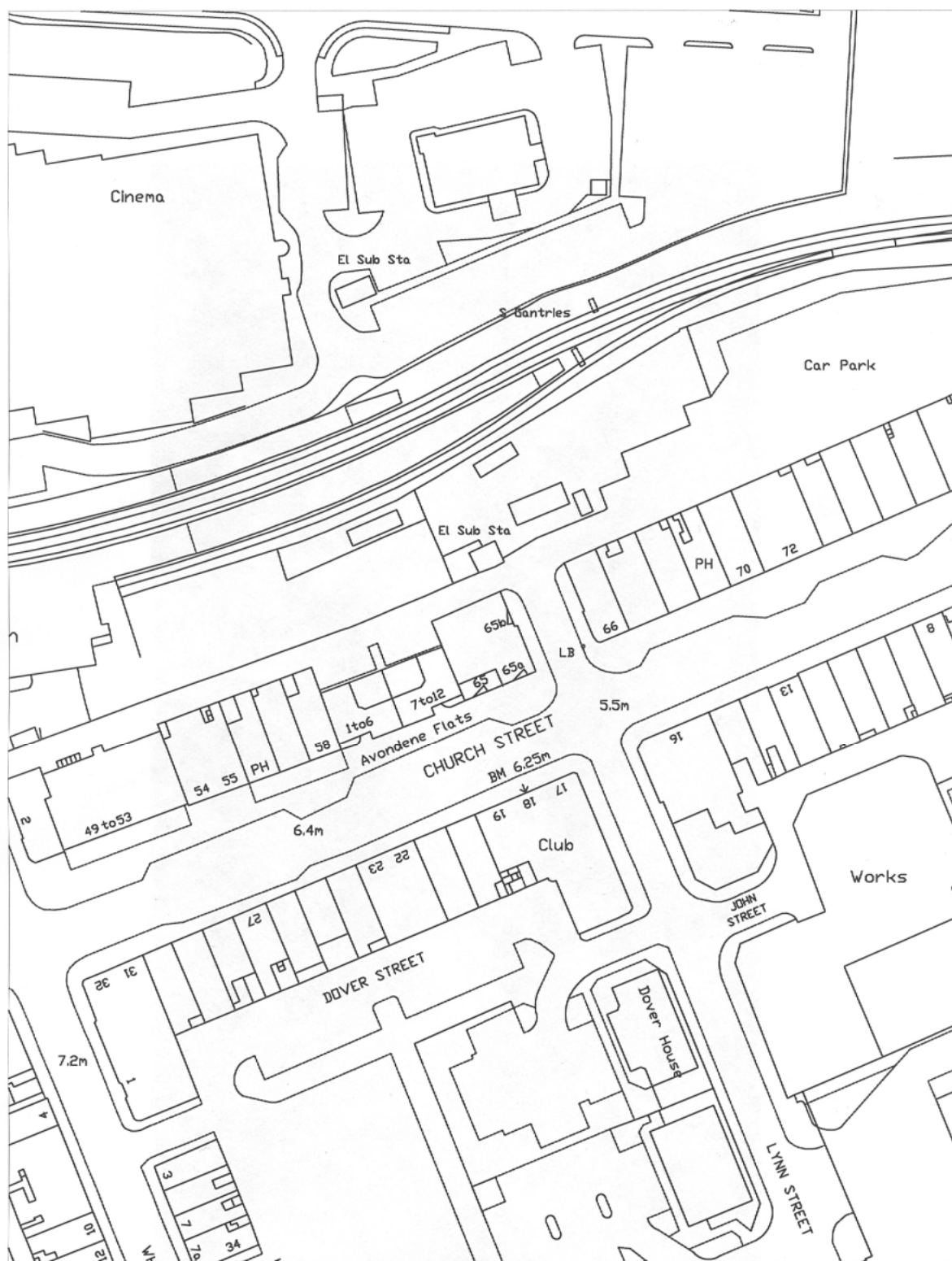
3.4 Officers are satisfied that the proposed postal addresses will not cause any confusion with regard to both customers and delivery vehicles being able to locate the properties.

### **4. FINANCIAL IMPLICATIONS**

4.1 If the street were to be allocated a name street nameplates would need to be erected, the cost of which would be found from existing highway budgets.

### **5. RECOMMENDATION**

5.1 That the request for a new name for the street be refused on the grounds that it is unnecessary.



TITLE 65 Church Street		
HARTLEPOOL BOROUGH COUNCIL		DRAWN CPJR
DEPT. OF NEIGHBOURHOOD SERVICES		DATE MAY '07
HEAD OF TECHNICAL SERVICES: A.SMITH		SCALE 1:1000
		DRG. NO.
		REV.

## **NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
16 July 2007



**Report of:** Head of Technical Services

**Subject:** REVIEW OF PARKING CHARGES

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### **SUMMARY**

#### **1. PURPOSE OF REPORT**

To consider future pay and display and permit car parking charges.

#### **2. SUMMARY OF CONTENTS**

The report reviews the current tariff rates and provides further information in respect of the charges made by neighbouring authorities.

#### **3. RELEVANCE TO PORTFOLIO HOLDER**

The Portfolio Holder has responsibility for traffic and transportation issues.

#### **4. TYPE OF DECISION**

This is a non-key decision.

#### **5. DECISION MAKING ROUTE**

This is an executive decision made by the Portfolio Holder.

#### **6. DECISION(S) REQUIRED**

The Portfolio Holder approves the suggested pricing structure to increase parking charges.

**Report of:** Head of Technical Services

**Subject:** REVIEW OF PARKING CHARGES

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**1. PURPOSE OF REPORT**

- 1.1 To review the current car parking and permit parking charges.

**2. BACKGROUND**

- 2.1 Parking Services is delivered by Technical Services Department within the Directorate of Neighbourhood Services. The Section is responsible for most parking enforcement within the Borough with the exception of obstruction and moving vehicle offences which remain under the jurisdiction of the Police.
- 2.2 Within the current structure there are 12 parking patrol officers who have responsibility for the enforcement of restrictive and prohibited parking orders, permit controlled zones, and off street car parks. The enforcement can cover any location within the Borough of Hartlepool.
- 2.3 A review considering the costs of residents parking permits will be subject to a separate report.
- 2.4 Parking charges within Hartlepool were last increased in October 2004.

**3. CONSIDERATION OF ISSUES**

- 3.1 The Parking Service is self financing and any surplus revenue provides additional financial support to bolster the service. Since the last tariff increase, the expected revenue recovery has increased year on year in line with inflation, but the service has also been expected to recover a further £100,000 to ease service budget pressures.
- 3.2 During the 2006/07 financial year, the service failed to recover expected income and under recovered by £150,000. This was partly a result of over ambitious targets and activity within the car parks also reduced by 26,000 transactions in comparison to the previous year.
- 3.3 New pay and display parking zones are currently under consideration to the east of Stockton Road, an area which already suffers from a lack of available parking space and is popular with commuters and students, however the impending closure of the Royal Vaults car park and the possible loss of Albert Street Car Park may require the provision of an additional parking site to meet this need. The existing Parking Services budget would find it difficult



to meet the necessary financial investment required for such a major redevelopment and with significant investment also necessary to refurbish some of the existing surface car parks within the town centre, financial provision needs to be included within any increase charge for a long term investment/maintenance programme.

- 3.5 Some ongoing investment has already taken place at The Multi storey, Eastside and Open Market car parks and was funded through prudential capital borrowing. It is likely that any additional funding requirements for future schemes would be raised in the same manner.
- 3.6 Parking duration is controlled by tariff charges in accordance with existing parking policy and procedure. Express and short stay sites are located close to the shops and town centre and encourage parking in periods of up to 4 hours. This ensures a regular turnover of vehicles and creates parking availability close to the commercial centre and facilities. Long stay parking sites have an attractive “all day parking rate” but tend to be located further away from the commercial centre and are aimed for use by commuters/regular long stay visitors. Permits/season tickets are also available for the long stay sites.
- 3.7 A full breakdown of individual sites, bay numbers and tariff rates are provided in **Appendix 1**. It is not intended to alter the ratio of bays per site with the exception of the Multi Storey Car Park where in order to accommodate an increasing demand for long stay parking in the area, level 3 and level 4 of this site (approx 220 bays) would be made available for long stay use.
- 3.8 **Appendix 1** projects an hourly pay and display increase of 10p, 20p and 30p and reflects the impact this would have on income recovery. Initially any charge increase is likely to have a detrimental effect on usage and this may take a number of months to return to an expected level.
- 3.9 A number of commuter and business permits are also available and offer discounted parking for permit holders. Any charge increase to the pay and display rate will require a reflective increase in the permit cost. The suggested permit increases are also indicated in **Appendix 1**.
- 3.10 **Appendix 2** provides a breakdown of pay and display charges made by neighbouring local authorities.

#### **4. FINANCIAL IMPLICATIONS**

- 4.1 The introduction of a charge increase will incur some additional costs. Legal orders need to be advertised, tariff boards renewed, and machines reconfigured, therefore any charge increase should be considered to be effective for an 18 – 24 month period before a further review.
- 4.2 It is anticipated that any charge increase from October 2007 would generate additional income which would supplement the budget pressure on the service this financial year. The additional revenue raised over a twelve month period would be invested in the redevelopment of new sites and the refurbishment of the existing parking facilities.

#### **5. RECOMMENDATIONS**

- 5.1 That a 20p per hour charge increase be introduced as shown in **Appendix 1**.
- 5.2 The proposed new price structure be introduced with effect from October 2007.
- 5.3 That officers proceed with the necessary advertising of legal orders.

## APPENDIX 1

Car Park	Current charge	Proposed 10p increase charge	Proposed 20p increase charge	Proposed 30p increase charge	Expected annual income 10p increase	Expected annual income 20p increase	Expected annual income 30p increase
<b><u>Short stay (town centre)</u></b>							
Walden Street (200)	£1.00 < 2 hours	£1.10 < 2 hours	£1.20 < 2 hours	£1.30 < 2 hours	16,000	32,000	48,000
West side (180)	£1.50 < 3 hours	£1.60 < 3 hours	£1.70 < 3 hours	£1.80 < 3 hours	16,000	32,000	48,000
Open Market (82)	£2.00 < 4 hours	£2.10 < 4 hours	£2.20 < 4 hours	£2.30 < 4 hours	2,000	4,000	6,000
Marks & Spencers (169)	£5.00 > 5 hours	£5.00 > 4 hours	£5.00 > 4 hours	£5.00 > 4 hours	10,000	20,000	30,000
Basement (135)					12,000	24,000	36,000
Multi Storey Short Stay (311)					16,000	32,000	48,000
Multi Storey long stay (72)	£2.00 all day	£2.10 all day	£2.20 all day	£2.30 all day	2,000	4,000	6,000
<b><u>Express Parking</u></b>							
Roker street (106)	30p < 30 mins	40p < 30 mins	50p < 30 mins	60p < 30 mins	5,000	10,000	15,000
Gainford Street (32)	60p < 1 hour	70p < 1 hour	80p < 1 hour	90p < 1 hour	3,000	6,000	9,000
	£1 < 2 hours	£1.10 < 2 hours	£1.20 < 2 hours	£1.30 < 2 hours			

Car Park	Current charge	Proposed 10p increase charge	Proposed 20p increase charge	Proposed 30p increase charge	Expected annual income 10p increase	Expected annual income 20p increase	Expected annual income 30p increase
	£1.50 < 3 hours £2.00 < 4 hours £5.00 > 4 hours	£1.60 < 3 hours £2.10 < 4 hours £5.00 > 4 hours	£1.70 < 3 hours £2.20 < 4 hours £5.00 > 4 hours	£1.80 < 3 hours £2.30 < 4 hours £5.00 > 4 hours			
<b><u>Long stay</u></b>							
Eden Street P&D (40)	£1 < 2 hours	£1.10 < 2 hours	£1.20 < 2 hours	£1.30 < 2 hours	3,000	6,000	9,000
Albert Street P&D ( 71)	£2 > 2 hours	£2.10 > 2 hours	£2.20 > 2 hours	£2.30 > 2 hours	3,000	6,000	9,000
<b><u>Leisure facilities</u></b>							
Mill House (110)	30p < 1.5 hours	40p < 1.5 hours	50p < 1.5 hours	60p < 1.5 hours	6,700	13,400	20,100
Short stay (78)	£1.00 < 2 hours £1.50 < 3 hours £2.00 < 4 hours £5.00 > 4 hours	£1.10 < 2 hours £1.60 < 3 hours £2.10 < 4 hours £5.00 > 4 hours	£1.20 < 2 hours £1.70 < 3 hours £2.20 < 4 hours £5.00 > 4 hours	£1.30 < 2 hours £1.80 < 3 hours £2.30 < 4 hours £5.00 > 4 hours			

Car Park	Current charge	Proposed 10p increase charge	Proposed 20p increase charge	Proposed 30p increase charge	Expected annual income 10p increase	Expected annual income 20p increase	Expected annual income 30p increase
Long Stay (32)	£ 2.00 all day	£ 2.10 all day	£ 2.20 all day	£ 2.30 all day	1,000	2,000	3,000
<b><u>Mixed use</u></b>							
Dover Street (106)	30p < 1.5 hours	40p < 1.5 hours	50p < 1.5 hours	60p < 1.5 hours	4,000	8,000	12,000
Andrew Street (20)	£1.00 < 2 hours £1.50 > 3 hours £2.00 < 3 hours Free	£1.10 < 2 hours £1.60 > 3 hours £2.10 < 3 hours	£1.20 < 2 hours £1.70 > 3 hours £2.20 < 3 hours	£1.30 < 2 hours £1.80 > 3 hours £2.30 < 3 hours	800	1,600	2,400
Royal Vaults Expected additional P&D revenue					100,500	201,000	301,500
Permit charge (commuter and business) - based on a 5 day week -45 week year current charge	£250pa (£1.11p per day)	£270pa (£1.20p per day)	£280pa (1.24p per day)	£300pa (1.33p per day)	58,00	87,00	145,00
<b>TOTAL ADDITIONAL PROJECTED ANNUAL INCOME</b>					<b>158,500</b>	<b>288,000</b>	<b>446,500</b>

## APPENDIX 2

	<u>Short stay</u>	<u>Long stay</u>	<u>Permit/ season tickets</u>
Middlesbrough	£1.50 - 2 hours £1.50 per hour thereafter	£1.50- 2 hours £2.00 - 4 hours £2.50 - all day	£150 - 3 months £300 - 6 months £600 - 12 months
Redcar & Cleveland	60p - 1 hour £1.20 - 2 hour £1.00 per hour thereafter	60p per hour £1.20 - 2 hours £2.50 all day	Not known
Stockton	£1.00 - 2 hour £1 per hour thereafter	£2.20 all day	£40 - 1 month £115 - 3 months £205 - 6 months £385 - 12 months
Darlington	80p per hour	£3.50- £5.00 all day	Not known

## **NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
16 July 2007



**Report of:** Head of Technical Services

**Subject:** PROPOSED RESIDENTS ONLY PARKING  
SCHEME - MARSKE STREET, THE  
MALTINGS, REDCAR CLOSE AND  
BLAKELOCK GARDENS

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### **SUMMARY**

#### **1. PURPOSE OF REPORT**

To consider introducing residents only permit parking controls on Marske Street, The Maltings, Redcar Close and BlakeLock Gardens.

#### **2. SUMMARY OF CONTENTS**

The report outlines the background and considers the results of a consultation exercise, which has taken place with residents.

#### **3. RELEVANCE TO PORTFOLIO HOLDER**

The Portfolio Holder has responsibility for traffic and transportation issues.

#### **4. TYPE OF DECISION**

This is a non-key decision.

#### **5. DECISION MAKING ROUTE**

This is an executive decision made by the Portfolio Holder.

#### **6. DECISION(S) REQUIRED**

The Portfolio Holder refuse the request to introduce residents only parking permit controls.

**Report of:** Head of Technical Services

**Subject:** PROPOSED RESIDENTS ONLY PARKING  
SCHEME - MARSKE STREET, THE  
MALTINGS, REDCAR CLOSE AND  
BLAKELOCK GARDENS

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## **1. PURPOSE OF REPORT**

- 1.1 To consider introducing residents only parking permit controls on Marske Street, The Maltings, Redcar Close and Blakelock Gardens.

## **2. BACKGROUND**

- 2.1 **Appendix 1** shows the location of the proposed new controlled zone.
- 2.2 The area has several factors that contribute to its parking demand. Blakelock Gardens can experience some excess demand for parking space and serves as both residents parking and as a parking provision for visitors to Burn Valley. The road is a busy throughfare to Rift House and although there are no current parking restrictions on either side of the carriageway, the road can become congested when vehicles park on both sides making access difficult.
- 2.3 Marske Street can experience some parking congestion particularly with visitors to the nearby premises on Stockton Road. The easier parking availability of Marske Street can lead to some excess demand for parking space.
- 2.4 Redcar Close and The Maltings are cul-de-sacs where most residents have either private drives or off street communal parking areas. The roads are narrow and it would be difficult to allow any parking without obstructing access.
- 2.5 A report was originally considered by the Culture, Leisure and Transportation Portfolio Holder at a meeting on 12 December 2006. Although the report recommended the request be refused, the decision of the Portfolio Holder was to re-consult with residents and reassess the findings of the original consultation.



### 3. CONSIDERATION OF ISSUES

- 3.1 The following table is a summary of the consultation carried out with residents in 2006.

	Number of Properties Consulted	Number In favour	Number Against	% return	% in favour	% Against
Blakelock Gardens	13	7	5	92	58	42
Marske Street	26	11	3	53	79	21
The Maltings	12	2	1	25	67	33
Redcar Close	19	4	5	47	44	56

- 3.2 The following table shows the results of the second consultation carried out during a five week period in May 2007.

	Number of Properties Consulted	Number In favour	Number Against	% return	% in favour	% Against
Blakelock Gardens	13	4	6	76	40	60
Marske Street	26	11	3	53	79	21
The Maltings	12	1	2	25	33	67
Redcar Close	19	2	7	47	22	78

- 3.3 The majority of residents from Marske Street, who returned the consultation, requested that permit controls should be introduced. Responses from residents of Blakelock Garden, The Maltings and Redcar Close would suggest that they oppose the proposal.
- 3.4 The low response/negative feed back of residents of The Maltings/Redcar Close probably reflects the fact that many residents have private parking areas available to them and on street parking is already difficult due to the narrowness of the road. It is unlikely therefore that any on street parking could be permitted at these locations. The need for residents parking permits is therefore questionable.

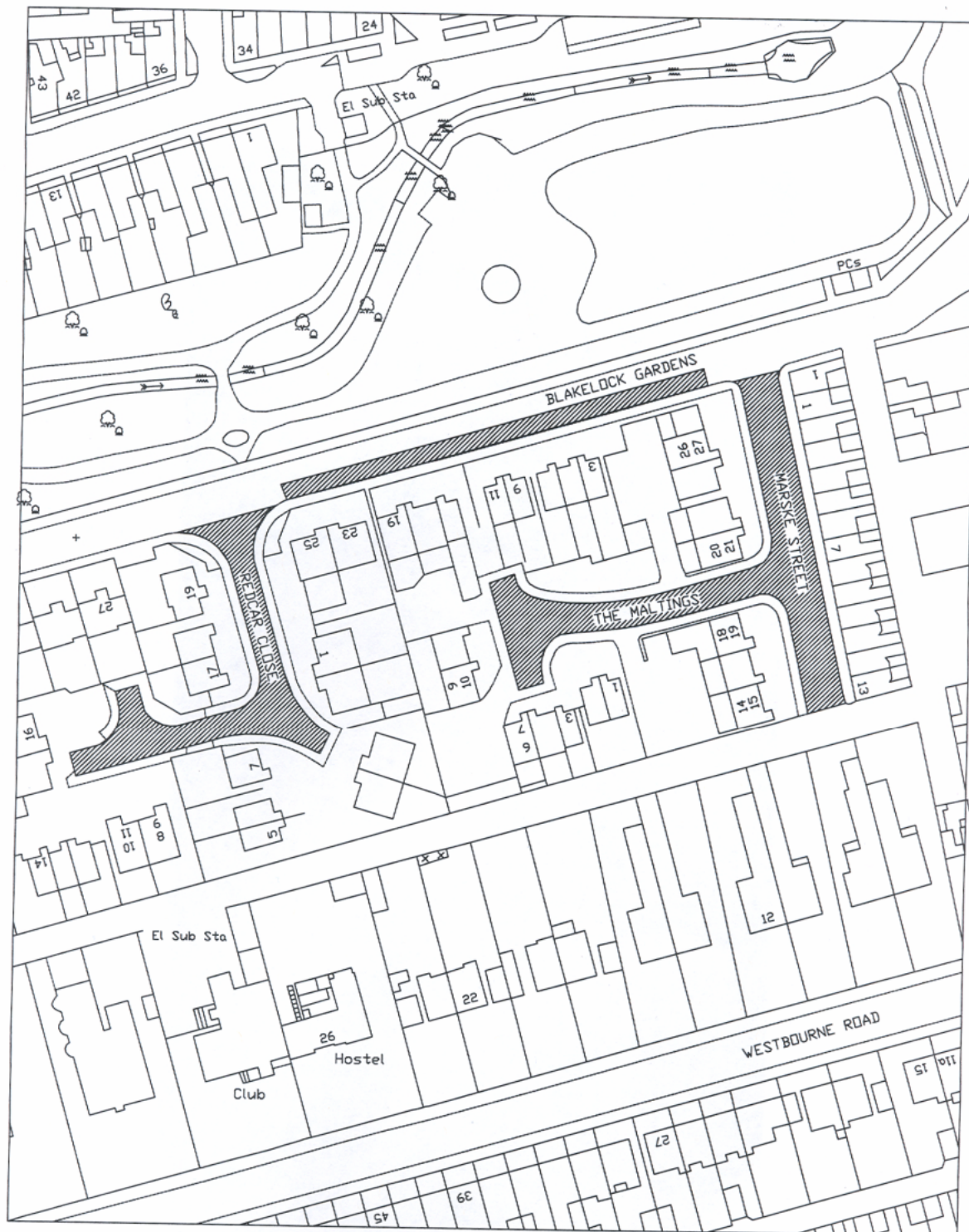
- 3.5 Formalised parking in Marske Street is also difficult and parking may well have to be restricted to one side of the road to allow access. This may well reduce the number of parking spaces residents currently utilise. Although residents have complained that visitors to nearby premises on Stockton Road often exacerbate the parking demand the business premises do have dedicated car parks to the rear of their properties and there is little evidence to suggest that demand exists during the current hours of enforcement.

#### **4. FINANCIAL IMPLICATIONS**

- 4.1 Permits are currently available to residents at a cost of £1. This does not cover the entire cost of the service and any additional cost would be supplemented from the Parking Services budget.
- 4.2 Patrol Officers do however already enforce controlled zones in the area and the inclusion of the additional properties would be an extension to the current zone at a minimal cost increase to the service.

#### **5. RECOMMENDATIONS**

- 5.1 The Portfolio Holder rejects the request to create a resident's only permit parking zone for Blakelock Gardens, Marske Street, Redcar Close, and The Maltings for the following reasons:
- (i) there is no indication that the majority of residents support the proposal;
  - (ii) there is no clear evidence that any congestion occurs within the current hours of enforcement.
  - (iii) formalising the parking bays may reduce the number of parking spaces available to residents.



TITLE			
Proposed Residents Parking Scheme – Blakelock Gardens, Marske Street, The Maltings, Redcar Close			
HARTLEPOOL BOROUGH COUNCIL		DRAWN PMJ	CHECKED PH
DEPT. OF ENVIRONMENT & DEVELOPMENT		SCALE NTS	DATE 12/10/06
HEAD OF HIGHWAYS AND TRANSPORTATION: I.PARKER		DRG. NO.	REV.

## **NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
16 July 2007



**Report of:** Head of Technical Services

**Subject:** FENS SHOPS ALLEYGATES

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### SUMMARY

#### **1. PURPOSE OF REPORT**

To provide further information on the scheme and seek a decision on the implementation of alleygates to the rear of Fens Shops, as per plan attached as **Appendix 1**.

#### **2. SUMMARY OF CONTENTS**

The report details the investigations into the request, the consultation undertaken and the recommended course of action.

#### **3. RELEVANCE TO PORTFOLIO HOLDER**

The Portfolio Holder has responsibility for traffic and transportation issues.

#### **4. TYPE OF DECISION**

This is a non-key decision.

#### **5. DECISION MAKING ROUTE**

This is an executive decision made by the Portfolio Holder.

#### **6. DECISION(S) REQUIRED**

Portfolio Holder's decision is requested.

**Report of:** Head of Technical Services

**Subject:** FENS SHOPS ALLEYGATES

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**1. PURPOSE OF REPORT**

- 1.1 To provide further information on the scheme and seek a decision on the implementation of alleygates to the rear of Fens Shops, as per plan attached as **Appendix 1**.

**2. BACKGROUND**

- 2.1 The introduction of an alleygate scheme has been requested to the rear of Fens Shops following numerous complaints of anti-social behaviour. This has included underage drinking, criminal damage, arson, violence, males and females urinating, graffiti and intolerable noise for adjacent properties.
- 2.2 The Police are in support of the scheme and have reported that the number of youths who gather in the area can vary from 10 to as many as 90 in extreme cases. An off duty Police Officer has been assaulted in the area, along with another man in a separate incident.

**3. CONSULTATION**

- 3.1 Consultation has taken place with local residents and businesses with the following results:
- 18 in favour of the scheme
  - 4 against the scheme
- 3.2 Those against the scheme complained about the following:
- (i) it will only succeed in moving the problem into nearby residential areas;
  - (ii) requested a gate be provided at the southern end to allow access for car parking;
  - (iii) that the steps to access the flats above the shops will still suffer from anti-social behaviour, although these are in private ownership.

3.3 The scheme was reported to the Portfolio meeting on 15 May, and was deferred to allow further input from ward councillors, the residents association and neighbourhood police.

3.4 Additional comments have been received from Councillor Gibbon as follows:

“Normally I would not support the use of gates/fencing to solve an anti-social problem, but after receiving a number of complaints from residents in that area I believe that we have little choice.

For sometime now I have received complaints about youths who congregate at the back of the shops. These young people think nothing of using the rear entrances to residents’ properties as toilets. It seems the main culprits are young girls who refuse to move away when asked.

One resident has placed a sign on his fence asking them to use the toilet in the nearby pub and pointing out that he or his wife are the ones who are left to clear away the mess that is left behind.

I’m also aware that 4 residents are against the project and have listed a number of objections, mainly around the gates which will be placed at the north end of the shops.

I’m aware that new street lights have been installed at the rear of the shops, which will improve the lighting in that area.

One resident I spoke to asked me what effect the fence at the south end will have on the price of his property if he wanted to sell it in the future, I’m sorry to say I could not give him an answer.

However, I have been told that any fence placed in that area will be identical to the one that already runs along Stamford Walk.

Over the last year or so I have attended a number of meetings about this project and know a lot of time and thought has been put into it by Neighbourhood Policing, Council officers and the owner of the shops, to make it a success.

If this project is given the go ahead, I believe that it will remove the Anti Social behaviour and give the residents who live in the immediate area a better quality of life.”

3.5 Councillor Lilley has commented “I am strongly in favour of the scheme to gate/fence off the rear of Fens Shops, however, I do recognise the concerns raised by residents immediately adjacent to the this area and would hope they can be addressed.”

- 3.6 The Fens Residents Association have also commented further, with the answers to the queries they have raised in bold:

“The committee support the recommendations as we feel they will benefit the majority of the residents in the immediate vicinity, but we do have some comments and queries to make.

We recognise the concerns felt by those residents who have fears about using the gates at night. We understand from PC Dave Myers that a CCTV camera is to be installed to cover the area around the gates. This we feel is very necessary.

We consider that the wooden fencing adjacent to the gates at the north end is in poor condition and is a weak point. At the moment it would be easy for youngsters to break through the fence on one side of the gate and then back into the rear of the shops. We would like some thought given to this.

**The owner of the property in question has indicated that they are to carry out improvements to the fencing in the near future. This could be developed with them as part of the scheme.**

When will the gates be open/locked? If they are to be open during the day who will be responsible for unlocking and locking them am and pm? If they are to be locked all the time how will drivers delivering to the shops be able to open them?

**It is anticipated that the gates will be open during the day to allow deliveries to take place. This does not conflict with the aims of the scheme as the anti-social behaviour takes place on an evening. The last shop owner requiring access on an afternoon will close the gates, as is the practice in other, similar locations across the town.**

We have received complaints from residents about the current situation regarding deliveries to the shops. Car owners have found themselves trapped in when vans have been delivering to shops from the car park. We can see this situation deteriorating once the gates are installed and therefore we would wish for discussions to take place with the agents for the shops regarding a policy about deliveries.

**The gates shouldn't worsen the situation, but discussions are to take place with the agents for the shops, to identify how best to improve things.**

At the south end, will the pedestrian gate be locked all the time?

**Yes. Residents will be able to access with a key whenever they need.**

We would like to see the fence repositioned slightly so that it adjoins the garage at no.19 Stamford Walk nearer to the corner so that it does not become an area for youngsters to gather, or for litter to collect.”

**The scheme can be amended slightly to incorporate this.**

- 3.7 The Fens Neighbourhood Police Officers have reiterated their comments in support of the scheme, which are outlined in section 2 of this report.
- 3.8 2 of the 4 objections from the previous consultation have now been addressed.
- 3.9 One resident simply wanted to ensure he would receive a key for the pedestrian gate at the southern end of the scheme, and has been assured that this is the case.
- 3.10 The second resident was concerned at the type of lock to be used and the ease at which his wife would be able to operate it. He has been contacted and further talks are planned should the scheme go ahead to ensure the most user friendly lock possible is used.

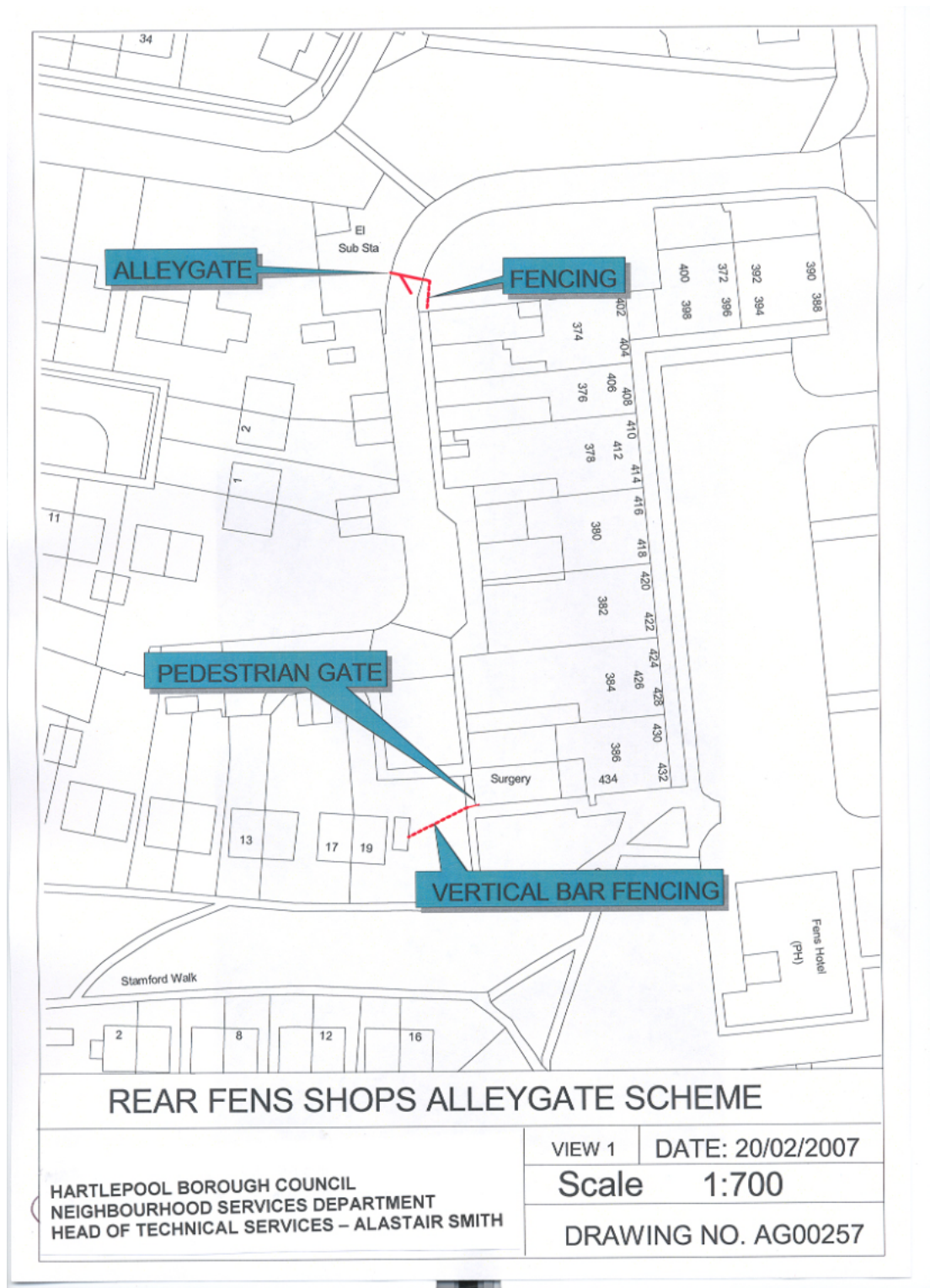
#### **4. FINANCIAL IMPLICATIONS**

- 4.1 The scheme would be funded from a combination of the South Area Joint Action Group, Owton Manor NAP Forum and the South Neighbourhood Consultative Forum.

#### **5. RECOMMENDATION**

- 5.1 That the Portfolio Holder's decision is requested.





## **NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
16 July 2007



**Report of:** Head of Technical Services

**Subject:** REQUEST TO SUPPORT SERVICES 1/1A AND  
15

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### **SUMMARY**

#### **1. PURPOSE OF REPORT**

To consider provision of financial support to maintain the existing bus services 1/1A and 15 which are to be removed as commercial services.

#### **2. SUMMARY OF CONTENTS**

This report provides information on the modified registration for Service 1/1A and a complete deregistration of Service 15. Information on the patronage and cost of maintaining the service is also provided.

#### **3. RELEVANCE TO PORTFOLIO HOLDER**

The Portfolio Holder has responsibility for traffic and transportation issues.

#### **4. TYPE OF DECISION**

This is a non-key decision.

#### **5. DECISION MAKING ROUTE**

This is an executive decision made by the Portfolio Holder.

#### **6. DECISION(S) REQUIRED**

That the Portfolio Holder:

- Considers whether financial support is provided for Service 1/1A.
- Authorises officers to obtain a cost for maintaining the existing Service 15 through a formal tender process.

**Report of:** Head of Technical Services

**Subject:** REQUEST TO SUPPORT SERVICES 1/1A  
AND 15

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**1. PURPOSE OF REPORT**

- 1.1 To consider provision of financial support to maintain the existing bus services 1/1A and 15 which are to be removed as commercial services.

**2. BACKGROUND**

- 2.1 The outcome of a recent review of Stagecoach's network in Hartlepool will result in changes to the following services:
- **Service 1/1A** – High Tunstall/Throston Grange to James Cook University Hospital via Hartlepool Town Centre, Seaton Carew, Port Clarence and Middlesbrough; and
  - **Service 15** – Hartlepool Marina to Seaton Carew via Rift House and Owton Manor Estate.
- 2.2 On the 30 June 2007, Stagecoach submitted a modified registration for Service 1/1A and a complete deregistration of Service 15. These changes will come into effect on the 26 August 2007 after the required 56 days notice provided to the North East Traffic Commissioner.

**3. CONSIDERATION OF THE ISSUES**

Service 1/1A

- 3.1 This service was enhanced in May 2004 with the assistance of Government funding through the Urban Bus Challenge (UBC) competition. This funding improved the existing commercial Stagecoach Service 1 by introducing a new fleet of vehicles, doubling the frequency of service and extending the service from Middlesbrough Bus Station to James Cook Hospital to provide a direct hospital link.
- 3.2 The UBC funding to support enhanced bus services was provided for a three-year period (May 2004 to May 2007) to a point when the service was expected to become commercially sustainable. Whilst Stagecoach considers the majority of enhancements to the service are commercially sustainable, the volume of passengers being carried between Middlesbrough Bus Station and James Cook University

Hospital is considered to be too low to be provided on a commercial basis.

- 3.3 Stagecoach has now submitted a modified registration for Service 1/1A. This would result in a revised terminus of Middlesbrough Bus Station and come into effect on the 26 August 2007. This change would result in the loss of a direct service from Hartlepool to James Cook University Hospital. For journeys to the hospital, passengers would need to change buses at Middlesbrough Bus Station.
- 3.4 The cost of maintaining the existing Service 1 operation between Middlesbrough Bus Station and the James Cook University Hospital is estimated by Stagecoach to be in the region of £98,000 per annum. This directly reflects the cost of the extra bus required for the extended service.
- 3.5 The total number of passengers carried on the link from Middlesbrough Bus Station to James Cook University Hospital over the period from the 1 June 2006 to 31 May 2007 was 20,939. This would provide an average subsidy per passenger of £4.68. An average of 2.5 passengers were carried on each of the 8,195 journeys made.
- 3.6 Whilst the loss of a through journey to the hospital would be considered inconvenient by passengers, the very high frequency of connecting services from Middlesbrough Bus Station to James Cook University Hospital (over 20 services per hour) would result in a minimal increase to the overall journey time.

#### Service 15

- 3.7 This service currently operates between Seaton Carew and Hartlepool Town Centre on evenings and Sundays only. It is provided for the most part on a commercial basis, with the Council supporting one Sunday service as part of the current 'block' contract.
- 3.8 Stagecoach has assessed the costs of operating the service (wages, fuel, and tyres) and decided that the revenue generated is less than the marginal cost of providing the service on a commercial basis. Stagecoach has now submitted a complete deregistration of the commercial Service 15 at the end of June 2007 that would come into effect on 26 August 2007.
- 3.9 The total number of passengers carried on the service from the 1 June 2006 to 31 May 2007 was 65,782. The Council is not able to obtain a price for an operator to maintain the existing service without completing a formal tender process.

**4. CONSULTATION**

- 4.1 As both services are currently provided on a commercial basis, Stagecoach is not required to consult on service changes. The Council has not undertaken any consultation as the registration period has only recently been activated.

**5. FINANCIAL ISSUES**

- 5.1 As Service 1/1A and Service 15 are currently operated on a commercial basis, the withdrawal of the services would have no impact on the Council's supported bus services revenue budget.

**6. RECOMMENDATION**

That the Portfolio Holder:

- 6.1 Considers whether financial support is provided for Service 1/1A.
- 6.2 Authorises officers to obtain a cost for maintaining the existing Service 15 through a formal tender process.

## **NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
16 July 2007



**Report of:** Head of Technical Services

**Subject:** REVISED TIMETABLE FOR SUPPORTED BUS  
SERVICE 5

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### **SUMMARY**

#### **1. PURPOSE OF REPORT**

To seek approval to implement a revised timetable for supported Service 5 between Hart Station and the Headland.

#### **2. SUMMARY OF CONTENTS**

This report provides information on the Council's re-introduction of Service 5 and details of representations made regarding the waiting of buses at Middlegate and the close running of services between Middlegate and the Brus Arms. The current and proposed timetables are also provided.

#### **3. RELEVANCE TO PORTFOLIO HOLDER**

The Portfolio Holder has responsibility for traffic and transportation issues.

#### **4. TYPE OF DECISION**

This is a non-key decision.

#### **5. DECISION MAKING ROUTE**

This is an executive decision made by the Portfolio Holder.

#### **6. DECISION(S) REQUIRED**

That the Portfolio Holder approves the revised timetable for Service 5 outlined in this report.

**Report of:** Head of Technical Services

**Subject:** REVISED TIMETABLE FOR SUPPORTED BUS SERVICE 5

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**1. PURPOSE OF REPORT**

- 1.1 To seek approval to implement a revised timetable for supported Service 5 between Hart Station and the Headland.

**2. BACKGROUND**

- 2.1 In March 2005, the Stagecoach commercial Service 5 was withdrawn due to low levels of patronage and increasing operating costs. Representations were made for the Council to provide financial support to re-instate the service to provide a link between Hart Station and the Headland, particularly to access the new primary care health centre. In view of these representations, the Mayor made financial provision for the reinstatement of Service 5 as a supported bus service. The service was re-instated in June 2006 as per the original route, with some modification of the timetable to take account of the health centre opening hours.

**3. CONSIDERATION OF THE ISSUES**

- 3.1 Since the service was re-instated, the development of the Headland Town Square has resulted in the loss of the former Middlegate bus terminus. Bus services are currently using the new bus stop outside of the Town Hall at Middlegate. However, the length of the lay-by provided as part of the scheme does not cater for all of the services that are currently timetabled to terminate at this location.
- 3.2 Representations have been made by ward councillors and the public regarding waiting buses and the associated road safety, congestion and air quality impacts at Middlegate. Representations have also been made regarding the close running (one minute difference) between Service 5 and the commercial Service 12 between Middlegate and the Brus Arms. The current timetable for Service 5 is provided in Table 1 overleaf.

Table 1 – Current Timetable for Service 5

Middlegate	0805	0835	0905	Then at These Times	35	05		1635	1705
Brus Arms	0812	0842	0912		42	12	Until	1642	1712
Hart Station	0816	0846	0916		46	16		1646	1716

Hart Station	0817	0847	0917	Then at These Times	47	17		1647	1717
Brus Arms	0821	0851	0921		51	21	Until	1651	1721
Middlegate	0828	0858	0928		58	28		1658	1728

- 3.3 Discussions have subsequently been held between council officers and Stagecoach to develop a revised timetable for Service 5 to reduce the number of buses laying-over at any one time at Middlegate and increase the spacing between Service 12. The proposed timetable for Service 5 is provided in Table 2 below.

Table 2 – Proposed Timetable for Service 5

Middlegate	0819	0849	0919	Then at These Times	19	49	Until	1649	1719
Brus Arms	0826	0856	0926		26	56		1656	1726
Hart Station	0831	0901	0931		31	01		1701	1731

Hart Station	0834	0904	0934	Then at These Times	34	04	Until	1704	1734
Brus Arms	0841	0911	0941		41	11		1711	1741
Middlegate	0848	0918	0948		48	18		1718	1748

- 3.4 This revision would result in the service departing Middlegate 14 minutes later, and arriving at Middlegate 20 minutes later, than currently timetabled. It provides some buffering which should reduce the occasions that buses are waiting at Middlegate. It also provides an acceptable split (15 minutes difference) between Services 5 and 12 from Middlegate to the Brus Arms and is consistent with Stagecoach's operational need to inter-work Service 5 with the commercial Service 12.



- 3.5 As the current operator of this service, Stagecoach would be required to submit an application to the North East Traffic Commissioner to alter the current timetabled service. This process takes 56 days from the date of application to approval. A local bus operator can be granted dispensation to this time period but is at the Commissioner's discretion.

#### **4. CONSULTATION**

- 4.1 Residents opposite the bus stop at Middlegate and ward councillors for St Hilda, Brus and Hart have been consulted on the proposed timetable revision. Stagecoach Hartlepool has been involved in the development of the revised timetable and has confirmed full support for the proposal. (Comments received will be tabled at the meeting).

#### **5. FINANCIAL ISSUES**

- 5.1 There are no financial implications to the Council as a result of implementing the revised timetable.

#### **6. RECOMMENDATION**

- 6.1 That the Portfolio Holder approves the revised timetable for Service 5 outlined in Table 2.