

# **NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO DECISION RECORD**

19<sup>th</sup> November 2007

The meeting commenced at 9.00 a.m. at Belle Vue Community Sports and Youth Centre, Hartlepool

**Present:**

Councillor Peter Jackson (Neighbourhoods and Communities Portfolio Holder)

Officers: Peter Scott, Director of Regeneration and Planning Services  
Dave Stubbs, Director of Neighbourhood Services  
Denise Ogden, Head of Neighbourhood Management  
Alastair Smith, Head of Technical Services  
Mike Blair, Transportation and Traffic Manager  
Lynda Igoe, Principal Housing Advice Officer  
Gemma Clough, Principal Regeneration Officer  
Jo Wilson, Democratic Services Officer

## **39. Falcon Road – Proposed Closure** *(Head of Technical Services)*

**Type of decision**

Non-key.

**Purpose of report**

To seek confirmation from the Portfolio Holder as to whether Falcon Road should be closed to through traffic at any of the locations identified

**Issue(s) for consideration by Portfolio Holder**

Residents of Falcon Road have regularly raised concerns about the volume of traffic currently using this road. The majority of vehicles use it as a through road between Merlin Way and Throston Grange Lane, with 85% using it as a route to and from Bishop Cuthbert.

As a result of these concerns a scheme was devised to close off Lapwing Road at Merlin Way and Falcon Road at Moorhen Road. During consultation with residents 76% had objected and less than 19% had been in favour. During the consultation residents had suggested the closure of Falcon Road at Throston Grange Lane as an alternative to the original proposal. Consultation was carried out on this proposal but over 70% had objected with just over 26% in favour. Records indicated there had been no injury accidents since the road had opened.

A number of residents attended the meeting and spoke in favour of the proposed closure. They advised that their primary concern was the safety of their children although they were also worried that the volume of traffic was causing the drains in Falcon Road to sink. It was impossible to get 3 cars onto the road leading to obstructions if residents parked on either side of the road, something of particular concern in relation to emergency vehicles. Those present accepted that they would never be in a majority because of the low number of houses on Falcon Road. Objections to the closure tended to come from the cul-de-sacs nearby which were unaffected by the traffic.

The Portfolio Holder indicated that this was a difficult decision given the number of objections to the scheme. Given that more people had been in favour of the closure at Throston Grange Lane he suggested that it might be preferable to block off the road just below Lapwing Road. This would also be more cost effective. The Portfolio Holder advised that he was prepared to support the closure in principle but wanted the views of the police and fire brigade before confirming it. If either formally objected to the proposed closure he would ask that the scheme be brought back to his Portfolio for further consideration in the new year. Residents requested that should this happen consideration be given to Falcon Road being made one-way.

### **Decision**

That approval be given for Falcon Road to be closed to through traffic, subject to comments from the Police and Fire Brigade.

## **40. Owton Neighbourhood Action Plan (NAP) Update (Final for Endorsement) *(Head of Regeneration)***

### **Type of decision**

Key

### **Purpose of report**

To seek endorsement of the Neighbourhood Action Plan (NAP) Update for the Owton area.

### **Issue(s) for consideration by Portfolio Holder**

The report described the background to NAPs with specific focus on the Owton NAP. It outlined the comprehensive consultation process undertaken to develop the NAP from the initial community consultation event to the consultation process on the draft NAP, all of which had enabled the final version to be produced.

The report also illustrated the residents' key concerns which needed to be addressed as well as outlining the format of the NAP document, and the plans to produce the residents' summary pamphlet. The implementation procedure was outlined along with the financial implications of the NAP and a consideration of the possible risks associated with the NAP process.

The Owton NAP would continue to have an impact on service delivery and would potentially influence future funding opportunities in the Owton area.

The Portfolio Holder asked that his thanks be passed on to all those who had worked towards developing the plan.

### **Decision**

That the Neighbourhood Action Plan Update for the Owton area be endorsed, subject to endorsement by the Owton Forum, South Neighbourhood Consultative Forum and Hartlepool Partnership

## **41. Minor Works Proposals, Neighbourhood Consultative Forums** *(Head of Neighbourhood Management)*

### **Type of decision**

Non-key.

### **Purpose of report**

To consider recommendations of the Neighbourhood Consultative Forum in respect of Minor Works Funding.

### **Issue(s) for consideration by Portfolio Holder**

The report set out the Minor Works proposals considered by the Neighbourhood Consultative Forums. The following schemes were proposed:

#### **North Neighbourhood Consultative Forum**

- i) St Hilda Ward – Bell Buoy and Fishing Cobbles – To be used as features to link in the Headland Maritime Heritage in three locations - £1,675
- ii) West View Road Verge Works – Grass verges to be removed and replaced with tarmac - £5,200
- iii) Bamburgh Road Verge Works – Grassed area to be removed and replaced with tarmac - £1,200
- iv) Throston Grange Lane – Part of the footpath to be replaced with tarmac for off-road parking and a new footpath to be constructed for pedestrians - £9,700
- v) Cleveland Road – Provision of a traffic island - £5,000

#### **South Neighbourhood Consultative Forum**

- vi) Buckie Grove – Grass verge to be removed and replaced with tarmac - £658.99
- vii) Thursby Grove – Five new street lighting columns and lanterns to be installed - £4,000
- viii) Victoria Street – Two new period style lighting columns and lanterns to be installed - £2,000
- ix) Queen Terrace – Three new period style lighting columns and lanterns to be installed - £3,000

**Decision**

That the recommendations of the Neighbourhood Consultative Forums be approved.

**42. Burnston Close, Traffic Regulation Order Objection**  
(*Head of Technical Services*)

**Type of decision**

Non-key.

**Purpose of report**

To seek approval to the traffic regulation order after consideration of an objection to the proposals.

**Issue(s) for consideration by Portfolio Holder**

Problems had been reported in respect of vehicles being unable to turn around in the turning head in Burnston Close due to parked vehicles. It was proposed to introduce double yellow lines around the turning head to keep it free of parked vehicles. The costs would be met from existing traffic management budgets.

During the consultation one resident had objected on the grounds that the introduction of yellow lines could possibly result in vehicles parking outside their property. A copy of the objection letter was attached as an appendix to the report.

**Decision**

That the Traffic Regulation Order outlined in the report be approved.

**43. Grainger Street Traffic Calming** (*Head of Technical Services*)

**Type of decision**

Non-key.

**Purpose of report**

To seek approval of the proposed traffic calming scheme on Grainger Street

**Issue(s) for consideration by Portfolio Holder**

A number of concerns had been raised about the speed of traffic on Grainger Street in the vicinity of the entrance gates to Brougham Primary School. A 20mph speed limit was proposed on Grainger Street by means of a series of

speed humps and the introduction of 20mph zone signs at the Raby Road end.

Residents of Grainger Street, Middleton Road and the properties between the two were consulted on the proposal, along with Ward Councillors and Brougham Primary School. There were 7 responses to the consultation, including 2 objections. These were on the grounds that illegal motorcyclists would be encouraged to speed over the humps and a resident's bad back would be made worse by the humps. Copies of the objection letters were attached as an appendix to the report.

The scheme would be funded by the Dyke House/Stranton/Grange NAP forum, where the concerns had originally been raised.

### **Decision**

That the implementation of the 20mph limit and associated traffic calming measure be approved.

## **44. Introduction of New Parking Controlled Zones – Church Street/Huckelhoven Way** *(Head of Technical Services*

### **Type of decision**

Non-key.

### **Purpose of report**

To consider introducing a new controlled parking zone including permit and pay and display parking areas.

### **Issue(s) for consideration by Portfolio Holder**

At a Cabinet meeting in July 2007 a decision was taken in principle to consider introducing new pay and display and permit controlled parking zones in an area from Church Street to Huckelhoven Way. Vehicular activity had substantially increased in recent months and parking availability become limited with many motorists parking on grassed embankments and unadopted roads. The area has a number of vehicular requirements including short stay customer parking in and around Church Street. There is also a long stay parking need generated by students attending the Hartlepool Colleges of Further Education and Art, staff working in the commercial businesses located nearby and large numbers of commuters working in close proximity and to the west of Stockton Road. Following the Cabinet decision a revised scheme was put forward for consultation, during which a petition of almost £1,000 signatures was presented on behalf of the local businesses operating in the area along with 4 additional letters of objection.

The principle reason for objection related to the introduction of pay and

display parking meters as a means of controlling short stay parking. Local businesses felt this would have a detrimental effect on customer parking. In order to address these concerns it was proposed that the existing limited waiting parking bays on Church Street and Whitby Street be retained and limited waiting spaces be created on part of Tower Street. The amended proposals offered a variety of parking restrictions to encourage customer parking in Church Street, Whitby Street and Tower Street while providing dedicated business permit parking to businesses in Scarborough Street. The proposed commuter parking permit areas would manage parking in Surtees Street, Lynn Street, Reed Street and part of Whitby Street whilst long stay and short stay pay and display in Tower Street, Brunswick Street and Whitby Street would provide a controlled and managed parking alternative to day visitors. Detailed information on the specific proposals was given within the report.

The introduction of a charge increase would incur some additional costs, including the advertising of legal orders, renewal of tariff boards and purchase of ticketing machines. There would also be some construction work required to improve Charles Street, a closed unadopted former highway but this cost would be met from the existing parking Services budget.

With reference to Charles Street the Portfolio Holder requested that should any temporary parking be created there, as mentioned as a possibility, a letter be sent to the residents explaining this given the ongoing discussions on potential housing development.

### **Decision**

1. That the proposed parking restrictions be approved
2. That pay and display prices be reflective of the current town centre charges and subject to the same review
3. That the business permit cost be approved at £280 per annum
4. That the commuter permit cost be set at £170 per annum, less than the current commuter permit charge as the scheme does not guarantee a dedicated parking space
5. That the Chief Solicitor be instructed to create legal orders to reflect the amended parking proposal.

## **44.. Neighbourhood Services Departmental Plan 2007/08 – 2<sup>nd</sup> Quarter Monitoring Report** *(Director of Neighbourhood Services)*

### **Type of decision**

Non-key.

### **Purpose of report**

To inform the Portfolio Holder of the progress made against the Neighbourhood Services Departmental Plan 2007/08 to the end of the second quarter of the year.

### **Issue(s) for consideration by Portfolio Holder**

The report gave details of the actions contained in the Neighbourhood Services Departmental Plan 2007/08 and the outturns to the end of the second quarter of key performance indicators. Of 62 actions and 72 performance indicators only 3 actions and 7 indicators were not expected to be achieved on target. The Director of Neighbourhood Services drew particular attention to the average number of days per employee lost due to sickness across the Neighbourhood Services department, explaining that the figure of 13.26 was incorrect and was a result of anomalies in the software used to calculate sickness figures. The Portfolio Holder asked that his thanks be passed on to those employees who had worked to achieve these targets.

### **Decision**

That the achievement of key actions and outturns of performance indicators be noted.

## **45. Regeneration And Planning Services Departmental Plan 2007/08 – Quarter 2 Monitoring Report** *(Director of Regeneration and Planning Services)*

### **Type of decision**

Non-key.

### **Purpose of report**

To inform Portfolio Holder of the progress made against Regeneration and Planning Services Departmental Plan 2007/08 in the second quarter of the year

### **Issue(s) for consideration by Portfolio Holder**

The report gave details of progress against Housing Services actions contained in the Departmental Plan and the first half year outturn of key performance indicators. It was anticipated that all actions and performance indicators would be completed on target. The Portfolio Holder asked that his thanks be passed on to those employees who had worked to achieve these targets.

**Decision**

That the progress against key actions and first half year outturn of performance indicators be noted.

**J A BROWN**

**CHIEF SOLICITOR**

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