

PLEASE NOTE VENUE

NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO DECISION SCHEDULE



Tuesday 25th March 2008

at 9.00 am

in the Avondale Centre,
Dyke House School
(Raby Road entrance)

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

1. **KEY DECISIONS**

- 1.1 Housing Capital Programme 2008/9 – *Director of Regeneration and Planning Services*
- 1.2 Renewal Assistance for Private Sector Housing – *Director of Regeneration and Planning Services*
- 1.3 Highway Planned Maintenance Works (Five-Year Programme) – *Head of Technical Services*

2. **OTHER ITEMS REQUIRING DECISION**

- 2.1 Mountston Close Gate – *Head of Neighbourhood Management*
- 2.2 Minor Works Proposals – Neighbourhood Consultative Forums – *Head of Neighbourhood Management*
- 2.3 Hosting of Web Based GIS Software – *Head of Technical Services*
- 2.4 Proposed Parking Restriction – Hucklehoven Way / Church Street – *Head of Technical Services*
- 2.5 King Oswy Drive – Objections to Traffic Regulation Orders – *Head of Technical Services*
- 2.6 School Transport Provision for Children from Burbank - *Head of Technical Services*

3. **ITEMS FOR INFORMATION**

No items

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

No items

NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO

Report To Portfolio Holder
25th March 2008



Report of: The Director of Regeneration and Planning Services

Subject: Housing Capital Programme 2008/9

SUMMARY

1.0 PURPOSE OF REPORT

To update the Portfolio Holder on the Single Housing Investment Pot (SHIP) funding allocations for 2008-11, and to seek approval of the housing capital Programme for 2008/9.

2.0 SUMMARY OF CONTENTS

Background to the Regional allocation. Hartlepool's allocation from the North East Housing Board.

3.0 RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has responsibility for housing.

4.0 TYPE OF DECISION

Key test (i) and (ii) applies.

5.0 DECISION MAKING ROUTE

Neighbourhood and Communities Portfolio, 25th March, 2008.

6.0 DECISION(S) REQUIRED

Approval of the Housing Capital Programme for 2008/9.

Report of: The Director of Regeneration and Planning Services

Subject Housing Capital Programme 2008/9

1. PURPOSE OF REPORT

- 1.1 To update the Portfolio Holder on the Single Housing Investment Pot (SHIP) funding allocations for 2008-11, and to seek approval of the housing capital programme for 2008/9.

2. SINGLE HOUSING INVESTMENT POT (SHIP) ALLOCATIONS 2008-2011

- 2.1 The Department for Communities and Local Government (CLG) indicative housing allocation from the Single Housing Investment Pot to the North East Region for this three-year funding period is £283 million.
- 2.2 The North East Housing Board, working within government guidelines, ring-fenced £162m of this allocation to meet the region's affordable homes target set by CLG, and £51.5m to meet the Decent Homes Standard in local authority owned houses.
- 2.3 The balance of £69.5m has been allocated to 'regeneration and assistance to improve decent homes standards in private housing' which covers the objectives of rejuvenating the housing stock (housing market renewal), improving private homes to the Decent Homes Standard, and specific community and social needs (providing adaptations assistance for disabled persons). The Tees Valley authorities worked together to bid for this part of the allocation based on a costed sub-regional housing strategy. Tees Valley's share of this three year allocation is £27.95m which has been allocated by the North East Housing Board as follows:
- | | |
|----------------------------------|--------|
| Housing market renewal | £18.4m |
| Adaptations for disabled persons | £4.18m |
| Private sector decent homes | £5.37m |
- 2.4 Hartlepool's share of housing market renewal funding is £3,272,500. Full consideration of the use of this funding will be the subject of a future report following confirmation of allocations from other funding sources and consultation within the regeneration areas.
- 2.5 Hartlepool will receive £538,000 for adaptations to houses of disabled persons.

- 2.6 The concentration on supporting affordable housing, decent homes in the public sector, and maintaining housing market renewal targets has had an adverse impact on funding available for private sector improvements to the decent homes standard. Hartlepool's share of the £5.37m three year allocation referred to above is £955,360. In comparison, the current year's capital allocation for the same area of work is £918,000. In order to support this important core work, the sub-region has agreed to make £200,000 per year available to each authority from the housing market renewal budget.

3. HOUSING CAPITAL PROGRAMME 2008/9

- 3.1 The overall CLG allocation will increase in each year of the three year funding period. However the figures for years 2 and 3 are an indication of likely funding subject to possible change as a result of the government's spending reviews. The remainder of this report therefore concentrates on the funding for 2008/9.
- 3.2 Adaptations for Disabled Persons
In addition to 2008/9 SHIP funding of £179,310, CLG will provide a grant of £277,000. £105,000 has also been agreed as a HBC corporate allocation to try to reduce the waiting time for assistance. The total available in 2008/9 is therefore £561,310 which will support mandatory Disabled Facilities Grants adaptation works identified by the council's occupational therapists.
- 3.3 Private sector decent homes
£515,000 will be available in 2008/9 compared to the 2007/8 budget of £918,000. The 2008/9 allocations are shown in Appendix 1.
- 3.4 Renewal Assistance Grant/Loans and Homeplus Grants form the core work of improving housing standards, supporting housing market renewal and helping older persons to live independently.
- 3.5 Renewal Assistance is aimed at improving houses towards meeting the government's Decent Homes Standard target for private housing and it is important to maintain this assistance. The impact of the reduced allocation will be offset to some extent by additional NDC funding. An estimated £250,000 per year over the next two years is being provided for housing improvement on the basis that it will not replace the council's existing level of funding to the NDC area.
- 3.6 Homeplus Grants provide assistance with smaller repairs for older or infirm persons. This type of assistance has been a feature of the capital programme for over twenty years and is still in demand.
- 3.7 The reduction in funding available for private housing improvement is forcing some authorities to concentrate on maintaining core work and discontinuing energy efficiency schemes. Energy efficiency has been

promoted through our housing capital programme for many years, drawing in additional funding from energy utility companies. Hartlepool has a good track record of improving energy efficiency and has made considerable funding available to do so, at the same time ensuring that this funding has not replaced other government department assistance available to residents. Bearing in mind the work already carried out, and the considerable levels of funding applied in the previous SHIP round, there is some scope to reduce the funding level in 2008/9. Discussions with our partner agent have indicated that a scheme could be prepared using £80,000 as HBC's core funding support bringing in additional utility company funding. It is suggested that £80,000 be allocated for 2008/9.

- 3.8 As a result of the reduced allocation and the need to maintain the core improvement work, the Tees Valley Empty Homes Project is not being developed further during this funding round.

4. **RECOMMENDATIONS**

- 4.1 That the Portfolio Holder approves the proposed Housing Capital Programme for 2008/9 in Appendix 1

APPENDIX 1

ADAPTATIONS FOR DISABLED PERSONS	2007/8	PROPOSED 2008/9
Disabled Facilities Grants	430,000	561,310
TOTAL	430,000	561,310
PRIVATE SECTOR DECENT HOMES		
Renewal Assistance Grant/Loans	480,165	345,000
Homeplus Grants	126,835	90,000
Energy Efficiency	191,000	80,000
Tees Valley Empty Homes Project	120,000	Nil
TOTAL	918,000	515,000

NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO

Report To Portfolio Holder
25th March 2008



Report of: The Director of Regeneration and Planning Services

Subject: RENEWAL ASSISTANCE FOR PRIVATE SECTOR
HOUSING

SUMMARY

1.0 PURPOSE OF REPORT

To consider the amendment of the ratio between grant and loan for Renewal Assistance.

2.0 SUMMARY OF CONTENTS

Background to the introduction of grant/loans and consideration of a proposed change from 70% grant/30% loan to 50% grant/50% loan.

3.0 RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has a responsibility for housing.

4.0 TYPE OF DECISION

Key, test (ii) applies.

5.0 DECISION MAKING ROUTE

Neighbourhood and Communities Portfolio, 25th March 2008.

6.0 DECISION(S) REQUIRED

Approval of a proposed amendment of grant/loan or renewal assistance of 50% grant/50% loan.

Report of: The Director of Regeneration and Planning Services

Subject: RENEWAL ASSISTANCE FOR PRIVATE SECTOR HOUSING

1. PURPOSE OF REPORT

- 1.1 To consider the amendment of the ratio between grant and loan for Renewal Assistance.

2. BACKGROUND

- 2.1 The Regulatory Reform (Housing Assistance) Order 2002 gives Councils discretion over the types and amounts of assistance they can provide for the improvement or repair of private houses.
- 2.2 With limited availability of financial resources, Councils are expected to investigate the use of alternative funding methods and in particular to move away from providing non-repayable grants towards the use of repayable loans.
- 2.3 In 2006 the opportunity was taken to introduce assistance in the form of part grant/part loan in line with changes introduced at the same time by the other Tees Valley authorities to test the use of loans in the SHIP Round 2 (2006-8) funding period. Accepting that emphasis must be placed on reducing grant dependency, but acknowledging that the ability to repay the loan must be considered, it was agreed that for Hartlepool the grant should be 70% and the loan 30% of the total cost, the loan to be interest-free and entered as a Land Registry charge with a condition for repayment upon the sale or disposal of the property.

3. PROPOSED CHANGES

- 3.1 Reduced central government funding for private sector housing improvement increases the focus on the possibility of recycling scarce resources by using loans and it is inevitable that loans will substantially replace grant.
- 3.2 The suitability of loan schemes is still being developed by individual local authorities and regions nationally. Government Office North East is actively considering the development of a loan scheme which could be operated by authorities in the north east region, with the possibility of it being made available in 2009/10.

- 3.3 The introduction of the 70% grant / 30% loan in Hartlepool has not caused any real difficulties in terms of preventing applications for assistance. However the assistance is relatively more generous to applicants than those adopted and tested by the other Tees Valley authorities. In testing various grant/loan provisions, the intention of the sub-regional authorities was, as far as possible, to operate the same scheme.
- 3.4 50% grant / 50% loan schemes have been tested in Stockton and Middlesbrough and proved to work satisfactorily. In order to be consistent with these authorities it is suggested that Hartlepool could move to a 50% grant / 50% loan scheme. This would have no immediate financial impact on grant applicants, but would mean the council receiving 50% of the cost of the works when the house is sold or transferred, i.e. 20% more than the current scheme.
- 3.5 These schemes are essentially based on the assumption that there will be sufficient equity in the property for the loan portion to be repaid at the time of sale or transfer. Stockton's scheme also considers the ability of the applicant to provide an up front contribution based on income and savings using the disabled facilities grant test of resources. The test is applied before the grant/loan is calculated. Use of the test of resources for renovation grants under the previous system indicated that on average the level of private contribution generated was 8% of the total cost. The net impact of imposing the contribution would be a saving of 4% of the total cost. It is suggested that whilst a saving would be made, this is insufficient to warrant applying the contribution and complicating the assistance for applicants.
- 3.6 During the next two years additional funding may be made available from NDC funds to carry out similar works of improvement. NDC will be able to set its own policy for assistance, but it is expected that this will be able to be aligned with the Council's policy.

4. RECOMMENDATION

- 4.1. That the Portfolio Holder approves the amendment of grant/loan for renewal assistance to 50% grant / 50% loan.

NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO

Report to Portfolio Holder
25 March 2008



Report of: Head of Technical Services

Subject: HIGHWAY PLANNED MAINTENANCE WORKS
(FIVE - YEAR PROGRAMME)

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To seek approval to the five-year planned highway maintenance programme for the period April 2008 to March 2013.

2. SUMMARY OF CONTENTS

- 2.1 The report will provide the background as to the testing methods utilised to identify the condition of a highway and identify which highways in the town will be included in the five-year programme based on the test results, highway inspections, risk management information and customer feedback.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 It is the responsibility of the Portfolio Member.

4. TYPE OF DECISION

- 4.1 Key Decision Test (ii) applies

5. DECISION MAKING ROUTE

- 5.1 Directly to Portfolio Member

6. DECISION(S) REQUIRED

- 6.1 That the five-year programme for planned maintenance be approved for implementation from April 2008

Report of: Head of Technical Services

Subject: **HIGHWAY PLANNED MAINTENANCE WORKS
(FIVE-YEAR PROGRAMME)**

1. PURPOSE OF REPORT

- 1.1 To seek approval to the five-year planned highway maintenance programme for the period April 2008 to March 2013.

2. BACKGROUND

- 2.1 The Authority has a commitment to achieve the targets set out in the Government 10 year plan to halt the deterioration of the network by 2004 and to eliminate the backlog by 2011
- 2.2 The condition of the highway network is established from information obtained from Course Visual Inspections (CVIs) and Detailed Visual Inspections (DVIs), which are carried out by specialist contractors on behalf of the authority. The information is then analysed, through the United Kingdom Pavement Management System (UKPMS), which allocates ratings to each section of highway ranging from 0 (good condition) to 100 (nil residual life).
- 2.3 In 2004 the Government imposed a real-terms cut on funding when it froze councils highway maintenance allocation in 2004 at £2.05bn for the next three years. Oil prices have influenced contract prices that are rising at 7% a year, way ahead of both inflation and councils incomes. Assuming that funding levels remain the same over the coming years, it will not be possible to achieve those targets set by the Government in its 10 year plan. It is important therefore that maximum benefit is achieved from the available funding to maintain the highway network in as safe a condition as possible
- 2.4 For year 2008/09 the allocation for highway maintenance from the LTP is £764,000 and from revenue is approximately £469,000. Cabinet has recently approved additional monies of £40,000; this makes a total allocation of £1,273,000. Of this £205,000 is committed to miscellaneous works and £100,000 to bridge maintenance. This leaves £968,000 for general highway maintenance schemes. On this basis, and assuming similar allocations in future years, it will take approximately 20 years to rectify the defects already identified. Bearing in mind that during this time, the rest of the network will

continue to deteriorate, it will not be possible, on the basis of current allocations, to ever have the entire network in a perfect condition.

- 2.5 To determine the condition of the highway, Authorities have traditionally used Coarse Visual Inspections (CVI), surveys which can be subjective and inconsistent. As a result of the problems with road condition surveys research took place nationally to develop machine surveys.
- 2.6 In 2005 all local authorities were required to commission a machine survey for the condition of their principal roads (SCANNER survey). This year SCANNER has been extended to B and C roads.
- 2.7 These surveys have been commissioned in conjunction with the other Tees Valley Authorities and are carried out annually.
- 2.8 The condition of the unclassified highway network is calculated from information obtained from Coarse Visual Inspections (CVIs). Footpath conditions are calculated from Detailed Visual Inspections (DVI) carried out by specialist contractors on behalf of the authority. The information is then analysed, through the United Kingdom Pavement Management System (UKPMS), which allocates ratings to each section of highway ranging from 0 (good condition) to 100 (nil residual life).
- 2.9 Because of the large number of roads having the same condition rating through this method, results are augmented by rating assessments, carried out in house, and consideration is given to requests received from members of the public and elected members through the Neighbourhood Forums or directly to Officers.

3. CONSIDERATION OF ISSUES

- 3.1 The 5-year programme, attached by way of Appendix, is based on the assumption that future year allocations will be of similar levels to this year.
- 3.2 The roads and footways indicated are those that are in the most need of repair, as identified by the methods detailed above; however the priority will change over the coming years. The highway network is constantly under threat from damage caused by increases in the volume of traffic, greater vehicle weights, the weather and the disturbance of the structure of the road through the digging of utility trenches. The key to managing/maintaining the highway network successfully is to monitor the condition and at the best time, apply the most cost effective treatment to maximise the life of the road. The Council achieve this through planned and reactive maintenance based on an assessment of need and making use of the latest available processes and techniques.

- 3.3 Reconstruction works are expensive compared to other maintenance measures and have been kept to a minimum. Works of this type that have been identified, where other processes are not appropriate, will be carried out in the interests of highway safety. Generally, however, other treatments such as re-surfacing and surface dressing, (which are cheaper but have a shorter term impact than full reconstruction), will be utilised
- 3.4 A certain degree of priority has also been given to footway works in an attempt to reduce third party liability claims against the Authority, which are predominantly generated from this area.
- 3.5 All principal and classified roads are inspected using survey vehicles equipped with lasers, video image collection and inertial measurement apparatus to enable surveys of the road surface condition to be carried out whilst traveling at high speeds. These surveys are carried out using state of the art equipment
- 3.6 The impact that these proposals are likely to have in the near future on the Best Value Performance Indicators are shown in the following table:

BVPI	2003/04	2004/05	2005/06	2006/07	2007/08
223	4.39%	22.36%	11%	2.00%	N/A
224a	16.93%	8.45%	23%	10.00%	N/A
224b	26.49%	19.45%	16.51%	24.30%	N/A
187	45.46%	22.2%	14.97%	19.0%	N/A

BVPI 223 Condition of principal roads
 BVPI 224a Condition of non-principal roads
 BVPI 224b Condition of unclassified roads
 BVPI 187 Condition of footways

2007/08 outturns are not yet available

- 3.7 In the past, the unclassified network was inspected over a four-year period. This made it difficult to assess the overall condition of the network. From 2006/07 100% of the unclassified network has been inspected

- 3.8 As the above table shows, apart the condition of footways and unclassified roads have declined slightly over the past two years. This situation is clearly unsatisfactory in respect of halting the deterioration but, until such times as additional monies are made available for the improvement of the network, the Authority can only ensure that monies are allocated to those sections requiring the most urgent attention

4. FINANCIAL IMPLICATIONS

- 4.1 The 5 year programme has been established in general on the following basis:

Capital Allocation (LTP)	£764,000
Revenue	£469,000
Additional Capital (LTP)	£40,000
Total	£1,273,000

- 4.2 Of the above £305,000 is annually allocated for general works as follows:

Neighbourhood Services North Forum	£10,000
Neighbourhood Services South Forum	£10,000
Neighbourhood Services Central Forum	£10,000
Highway Enforcement	£10,000
Public Rights of Way	£25,000
Drainage Works	£80,000
Tree Maintenance	£15,000
Grass Verge Maintenance	£45,000*
Bridge maintenance	£100,000

- 4.3 In the past the policy has been to allocate monies to carriageway and footway maintenance on a 2/3 Roads to 1/3 Road basis. This year, due to the deterioration of the highway, the monies will be allocated to the carriageway and footway on a 3/4 to 1/4 basis, in real terms there will be an increase in monies for footpath works. Some footpath works will not be identified immediately but will be identified throughout the year to ensure a smooth flow of work to Highway Services.

5. RECOMMENDATIONS

- 5.1 That the programme be approved.

Year 1

Street Name	From	To		
Wooler Road	Elwick Road	No 49	Carriageway Re-construction	£150,000
Holdforth Road	Winterbottom Avenue	Howbeck Lane	Carriageway Re-construction	£120,000
Hart Lane	Dunst on Road	Wiltshire Way	Carriageway Resurfacing	£40,000
Miers Avenue	Winterbottom Avenue	Bruce Crescent	Carriageway Resurfacing	£17,850
Lambers Road	Full length		Carriageway Resurfacing	£28,500
Brougham Terrace	1st Speed Hump	Lancaster Road	Carriageway Resurfacing	£2,400
Wharton Terrace	1st Speed Hump	Lancaster Road	Carriageway Resurfacing	£2,400
Amberton Road	1st Speed Hump	Lancaster Road	Carriageway Resurfacing	£2,400
Verner Road	Full length		Carriageway Resurfacing	£22,600
Goldsmith Avenue	King Oswy Drive	Whitout Road	Carriageway Resurfacing	£6,200
Clifford Close	Full length		Carriageway Resurfacing	£14,000
Wells Avenue	Both Junctions		Carriageway Resurfacing	£4,800
Cumbria Walk	South Parade	End	Carriageway Resurfacing	£11,140
Oxford Street	St Aidans Hall	Jun Oxford Road	Carriageway Resurfacing	£12,900
Loyalty Road	Stockton Road	o/s school	Carriageway Resurfacing	£20,000
Kingsley Avenue	No 126	Allotments	Carriageway Resurfacing	£14,700
Cairnston North	Junction	No19	Carriageway Resurfacing	£25,440
The Green-Elwick	O/s Post Office		Carriageway Resurfacing	£13,600
North Drive	Tunstall Avenue	South drive	Carriageway Resurfacing	£10,800
Thornton St	Full Length		Carriageway Resurfacing	£29,950
Linden Grove	Wilton Avenue	Grange Road	Carriageway Resurfacing	£22,500
South Road	Full Length		Carriageway Resurfacing	£31,250
Blake Street	Collingwood Road	Hart Lane	Carriageway Resurfacing	£20,980
Addison Street	Middleton Road	Belk St Back St	Carriageway Resurfacing	£21,000
Middlet on Grange Lane	Avenue Road	York Road	Carriageway Resurfacing	£7,700
Dalton Village Road			Carriageway Resurfacing	£20,000
Section 1	Village	A19		
Queen St	The Cliff	5 Queen St	Carriageway Resurfacing	£28,000
Forfar Road	Fordyce Road	Dalketh Road	Carriageway Resurfacing	£20,800
Wynyard Road	Wynyard House	Greenock Road	Carriageway Resurfacing	£18,400
Jedburgh	Kilmarnock Road	Jameson Road	Carriageway Resurfacing	£4,800
Catcote turning circle	Fens turning Circle	Fens turning circle	Carriageway Resurfacing	£12,000
Cranwell Road	Cranwell Road	Mowbray (link Road)	Carriageway Resurfacing	£7,400
Kildale Grove	o/s No's 16-18	o/s No's 16-18	Carriageway Resurfacing	£2,000
Leaholme Road	Jutland Road	before hammerhead	Carriageway Resurfacing	£9,000
Garside Drive	Arkley Crescent	Bruce Crescent	Footway Re-construction	£27,120
Shakespeare Avenue	Oxford Road End		Footway Re-construction	£3,600
Lambton Street	Huckelhoven	Full Length	Footway Re-construction	£7,080
Oxford St	East Belle Vue	Baltic Street	Footway Re-construction	£11,203
Nash Grove	F/way Radius	Dryden Road	Footway Re-construction	£2,376
Garrick Grove	Footway Radius		Footway Re-construction	£2,376
Homer Grove	Footway Radius		Footway Re-construction	£2,376
Masfield Road	Thackeray	Brierton Lane	Footway Re-construction	£6,500
Drayton Road	Macauley Road	Dryden Road	Footway Re-construction	£3,800
Sinclair Road	Marlowe Road	Brierton Lane	Footway Re-construction	£2,700
The Green - Elwick	Opp Brick Bus		Footway Re-construction	£3,700

Aberdeen/ Argyll corner	Shelter corner	corner	Footway Reconstruction	£1,350
Turner Walk			Footway Reconstruction	£13,000
Fletcher Walk			Footway Reconstruction	£13,000
Longfellow Walk			Footway Reconstruction	£13,000
			TOTAL	£888,691

Year 2

Street Name	From	To	
Woder Road	No 49	Grange Road	Carriageway Re-construction
Garside Drive	Arkley Crescent	Bruce Crescent	Carriageway Resurfacing
Miers Avenue	Arkley Crescent	Bruce Crescent	Carriageway Resurfacing
Speeding Drive	King Oswy Drive	Railway Bridge	Carriageway Resurfacing
Bournemouth Drive	Full length		Carriageway Resurfacing
Arabella Street	Full length		Carriageway Resurfacing
Frederic Street	Full length		Carriageway Resurfacing
Shakespeare Avenue	Oxford road	Blakelock Road	Carriageway Resurfacing
Fastnet Grove	Jun Sheerness	Full Length	Carriageway Resurfacing
Northumberland Grove	Oxford Street	To end	Carriageway Resurfacing
Windermere Road	Brenda Road	Haswell Avenue	Carriageway Resurfacing
Swalebrooke Avenue	Kingsley Avenue	Oxford Road	Carriageway Resurfacing
Marlowe Road	Catcote Road	Bus Stop	Carriageway Resurfacing
Thackeray Road	Masefield Road		Carriageway Resurfacing
Hylton Road	Carisbrooke Road	Egerton	Carriageway Resurfacing
Carisbrooke Road	Hylton Road	Valley Drive	Carriageway Resurfacing
Mulgrave Road	Sheriff Street	Victoria Road	Carriageway Resurfacing
Oakland Avenue	Caledonian Road	No 26	Carriageway Resurfacing
Granville Avenue	Hart Lane	No 26	Carriageway Resurfacing
Dalton Village Road Section 2	Village	A19	Carriageway Resurfacing
Elgin Road	Full length	Full length	Carriageway Resurfacing
Glentower Grove	No 30	No 66	Carriageway Resurfacing
Arran Grove	Argyll Road	End	Carriageway Resurfacing
Leaholme Road	Stockton Road	before hammerhead	Carriageway Resurfacing
Croxton/Truro junction	junction	junction	Carriageway Resurfacing
Fordyce Road	Eskdale Road	Greenock Road	Carriageway Resurfacing
Owton Manor Lane Section 1	Catcote	Jameson	Carriageway Resurfacing
Purves Place	Miers Avenue	Garside Drive	Footway Re-construction
Sandringham Road	O/S 4 and Opposite	Murray St	Footway Reconstruction
Albert Street	College Side	Full Length	Footway Reconstruction
Burbank Street	Clark Street	Thompson St	Footway Reconstruction
Green Street	Burbank Street	Full Length	Footway Reconstruction
	Swinbourne		
Marlowe Road	Road	Catcote Road	Footway Reconstruction
Maxwell Road	o/s church bus stop	o/s church bus stop	Footway Reconstruction

Year 3

Street Name	From	To	
Sandbanks Drive	No 2	No 20	Carriageway Resurfacing
Henrietta Street	Full length		Carriageway Resurfacing
Burke Place	Full length		Carriageway Resurfacing
Moreland Street	Clark Street	Full Length	Carriageway Resurfacing
Hereford Street	Wensleydale	Kendal	Carriageway Resurfacing
Bute Avenue	Caledonian Road		Carriageway Resurfacing
Egerton Road	Hylton Road	Parklands	Carriageway Resurfacing
Grove Close	The Grove	To End	Carriageway Resurfacing
Osbourne Road	Lister St	Elwick Road	Carriageway Resurfacing
Roseberry Road	Wilson Street	Topcliffe Street	Carriageway Resurfacing
Alma Street	Mulgrave Road	Thornville Road	Carriageway Resurfacing
Cameron Road	Hart Lane	Addison Street	Carriageway Resurfacing
Dent Street	Young Street	Rear Odeon	Carriageway Resurfacing
Young Street	Murray Street	Full Length	Carriageway Resurfacing
Oakland Avenue	No 26	Ventnor Avenue	Carriageway Resurfacing
Granville Avenue	No 26	Tunstall Avenue	Carriageway Resurfacing
Dalton Village Road Section 3	Village	A19	Carriageway Resurfacing
Owton Manor Lane Section 2	Catcote	Jameson	Carriageway Resurfacing
Dunbar Service Road	Number 4	Number 70	Carriageway Resurfacing
Burwell Walk	Holland Road	End	Carriageway Resurfacing
Bolton Grove	Queen Terrace	End	Carriageway Resurfacing
Alderwood Close	Woodstock Way	No 18	Footway Re- construction
Reed Street	Lym Street	Mainsforth	Footway Reconstruction
Elwick Road	Egerton Road	Dunston Road	Footway Reconstruction
Brunswick Street	College Side	Full Length	Footway Reconstruction

Year 4

Street Name	From	To	
Howden Road	Ridlington Way	Goldsmith Avenue	Carriageway Resurfacing
Hutton Avenue	Half Length		Carriageway Resurfacing
Queensberry Avenue	Elwick Road	Park Road	Carriageway Resurfacing
Southbrooke Avenue	Westbrooke Avenue	Kingsley Avenue	Carriageway Resurfacing
Zetland Road	Weldeck Road	Suggit Street	Carriageway Resurfacing
Cundal Road	Weldeck Road	Duke Street	Carriageway Resurfacing
Brafferton Street	Roseberry Road	Duke Street	Carriageway Resurfacing
Westbourne Road	Stockton Road	No 41	Carriageway Resurfacing
Grosvenor Street	Sandringham Road	Sheriff Street	Carriageway Resurfacing
Baltic Street	Burn Road	Great ham Street	Carriageway Resurfacing
Dalton Village Road Section 4 Joppa	Village From o/s No 5	A19 Jameson Road	Carriageway Resurfacing
Jura Grove	Jameson Road	Grove End	Carriageway Resurfacing
Banff Grove	Benmore Road	End	Carriageway Resurfacing
Warren Road	Winterbottom Avenue	West View Road	Footway Re- construction
Masefield Road	Thackeray Tynebrooke Avenue	Brierton Lane	Footway Reconstruction
Kingsley Avenue		Swalebrooke	Footway Reconstruction
Oxford Road- Odds North Lane - Elwick - Section 1	Kingsley Avenue	Catcote Road	Footway Reconstruction
	Hillcrest	A19	Footway Reconstruction
Catcote Road	Elwick Road	Oxford Road	Footway Reconstruction
Walpole Road	Marlowe Road	Rear Shops	Footway Reconstruction

Year 5

Street Name	From	To	
Hutton Avenue	Half Length		Carriageway Resurfacing
Kyle Avenue	Full Length		Carriageway Resurfacing
Hardwick Court	Full Length		Carriageway Resurfacing
The Grove	Grange Road	Wooler Road	Carriageway

Wordsworth Avenue	Heathfield Drive	Tristram Avenue	Resurfacing
Wharton Street	Errol Street	Lowthian Road	Carriageway Resurfacing
Dalton Village Road Section 5 Ormesby	Village Queensland Road	A19 Jutland Road	Carriageway Resurfacing
Regency Drive	Queensland Road	Queensland Road	Carriageway Resurfacing
Comrie Road	Caithness Road	Cairn Road	Carriageway Resurfacing
Falkirk	Fordyce Road	Greenock Road	Carriageway Resurfacing
North Lane - Elwick - Section 2	Hillcrest	A19	Footway Reconstruction
Moreland Street	O's Works Buildings	Clark Street	Footway Reconstruction
Royal Café	Outside of cafe	Outside of cafe	Footway Reconstruction

NEIGHBOURHOOD & COMMUNITIES PORTFOLIO

Report To Portfolio Holder
25 March 2008



Report of: Head of Neighbourhood Management

Subject: MOUNTSON CLOSE GATE

SUMMARY

1. PURPOSE OF REPORT

To provide evidence for the Portfolio Holder that will assist in deciding whether or not to reinstate the gating scheme at the Mountston Close pathway.

2. SUMMARY OF CONTENTS

This report sets and summarises key findings of evidence produced by the Police, Anti-Social Behaviour Unit, and Environmental Enforcement Team. It recommends that the Mountston gate should not be reinstated on the basis that there is not enough evidence to demonstrate the need for a gate in this area, and suggests that an exit strategy is implemented to minimise any adverse impact on the neighbourhood as a result of removing the existing structure.

3. RELEVANCE TO PORTFOLIO MEMBER

Closure of highways and neighbourhood management issues are Neighbourhood and Communities Portfolio matters.

4. TYPE OF DECISION

Non-key.

5. DECISION MAKING ROUTE

Portfolio Holder only.

6. DECISION(S) REQUIRED

Evidence produced by crime prevention and environmental agencies fails to demonstrate the need for a gate at the Mountston pathway. It is recommended on the basis of this evidence that the Mountston gate is not reinstated and the existing structure be removed.

It is recommended that the Central Area Joint Action Group are asked to take responsibility for implementing the above outlined exit strategy in an attempt to improve community relations and reduce any fear of crime experienced by local residents

Report of: Head of Neighbourhood Management

Subject: Mountston Close Gate

1. PURPOSE OF REPORT

- 1.1 To provide evidence for the Portfolio Holder that will assist in deciding whether or not to reinstate the gating scheme at the Mountston Close pathway.

2. BACKGROUND

- 2.1 Following requests from residents and extensive local consultation, in June 2005 an alley gate and fencing scheme was installed at the Mountston Close footpath for a trial period of one year, its primary aim being to contribute to a reduction in anti-social behaviour.
- 2.2 An complaint to the Ombudsman resulted in this gate being removed after a 15 month period in September 2006, there being a requirement on the Council to apply for retrospective planning permission that would be dependant upon the production of evidence to demonstrate the need, or otherwise for a gate at this location.
- 2.3 This report sets out and summarises key findings of evidence produced by the Police, Anti-Social Behaviour Unit, and Environmental Enforcement Team. It recommends that the Mountston gate should not be reinstated on the basis that there is not enough evidence to demonstrate the need for a gate in this area, and suggests that an exit strategy is implemented to minimise any adverse impact on the neighbourhood as a result of removing the existing structure.

3. EVIDENCE SOURCES AND FINDINGS

- 3.1 In recent months Hartlepool Police, and Hartlepool Borough Councils Anti-Social Behaviour Unit and Environmental Enforcement Team, have been monitoring the Naisberry Park area in an attempt to produce evidence that justifies the reinstatement or otherwise of the Mountston gate. Additional Police and Environmental Enforcement Patrols have been undertaken during this period, and covert CCTV has been deployed in two locations in the area.

3.2 The Police and Anti-Social Behaviour analysts have collated and analysed data (attached at appendix A) that spans the following periods:-

- Before the gates were installed (17 months)
- During the time the gates were in place (15 months)
- After the gates were removed. (17 months)

3.3 The nature of the evidence collated includes:-

- Types of complaint received in relation to anti-social behaviour
- Identification of repeat callers
- The number of Anti-Social Behaviour warnings issued to young people in the Naisberry Park area during the above periods
- The identification of hotspot areas within Naisberry Park in relation to crime and anti-social behaviour.

3.4 In summary the Police and Anti-social behaviour report concludes the following:-

(a) Areas experiencing disproportionate levels of anti-social behaviour have remained in the same place over the three time periods: evidencing no displacement of the problem.

(b) The location of repeat callers/locations has remained fairly constant over the three time periods with the majority being located in Pikeston Close, Saddleston Close, and Dunston Road. Repeat caller/locations were only identified in the Mountston Close area after the gate was removed, not prior to, or during the time the gates were in place.

(c) No Anti-social incident forms have been received by the Anti-Social Behaviour Unit from the Mountston Close area, giving evidence that youths engaging in anti-social behaviour have not been encountered in this area by the authorities despite increased patrols.

(d) The increased number of anti-social incidents reported by residents of Mountston Close in the time period after the gate was removed coincides with a campaign undertaken by selective residents of Mountston Close demanding that the alley gates be reinstated.

3.5 Covert surveillance deployed by the Councils Neighbourhood Action Team in December 2007 and January 2008 supports the view that there is nothing to substantiate the increased level of complaints received in this area in relation to anti-social behaviour.

3.6 On examination of the footage the Central Area Sergeant confirms that groups of youths are seen to be gathering during school days, on the way to and from school, and on a lunch time. However with the

exception of one incident no anti-social behaviour was witnessed from any students.

- 3.7 Afternoons, evenings, and weekends were particularly quiet and no anti-social behaviour was recorded. As a result the Central Area Sergeant concludes “no links (to anti-social behaviour) can be made with the analysis provided”
- 3.8 Additional supporting evidence provided by the Councils Neighbourhood Action Team Manager (attached at appendix B) also confirms that there is no evidence of anti-social activity by those caught on camera with individuals walking through area doing so in an orderly fashion. The Neighbourhood Action Manager suggests that a multi-agency strategy designed to alleviate problems previously experienced in the area, together with a sustained enforcement campaign, has resulted in a reduction in littering in the area.

4. EXIT STRATEGY

- 4.1 It is apparent that the installation and removal of the Mountston gate has been a distressing experience for some residents and continues to divide the Naisberry Park community. It is therefore clear that a final decision to reinstate the gate or not should be accompanied by the offer of assistance from the Councils Anti Social Behaviour Unit in relation to arranging a mediation service for residents in the area who wish to participate.
- 4.2 On the advice of the Police Crime Prevention Officer other actions to be considered, should the gate not be reinstated, include the offer of additional target hardening measures to properties immediately adjacent to the existing structure to reduce the fear of crime, and the removal/cutting back of shrubbery and bushes from the immediate location of the structure to create an open space with as much natural surveillance as possible.

5 RECOMMENDATION

- 5.1 Evidence produced by crime prevention and environmental agencies fails to demonstrate the need for a gate at the Mountston pathway. It is recommended on the basis of this evidence that the Mountston gate is not reinstated and the existing structure be removed.
- 5.2 It is recommended that the Central Area Joint Action Group are asked to take responsibility for implementing the above outlined exit strategy in an attempt to improve community relations and reduce any fear of crime experienced by local residents.

Appendix A

Key Findings

Using Police and Anti-social Behaviour Unit data, time periods prior, during and after the alley gate was removed have been analysed, thus identifying the following:

Time Period 1 - Prior to the alley gate being installed – January 2004 to May 2005

- An average of four anti-social behaviour incidents per month
- An average of one crime every two months.
- Area's suffering disproportionate levels of anti-social behaviour and crime included locations at Pikeston Close and Dunston Road.
- Repeat callers/locations identified at Tarnston Road, Pikeston Close, Saddleston Close, Burnston Road and Dunston Road.

Time Period 2 - Whilst the alley gate was installed – June 2005 to August 2006

- An average of four anti-social behaviour incidents per month
- An average of two crimes per month
- Area's suffering disproportionate levels of anti-social behaviour and crime included locations at Dunston Road, Hart Lane and Tarnston Road.
- Repeat callers/locations identified at Saddleston Close, Pikeston Close, Springston Close and Dunston Road.
- 3 Anti-social Behaviour Incident forms¹ containing details of persons underage drinking on Tarnston Road and Dunston Road.
- 1 Complaint received by the Anti-social Behaviour Unit reporting anti-social behaviour problems associated with the installation of the alley gate.

Time Period 3 - When the alley gate was removed – September 2006 to January 2008

- An average of seven anti-social behaviour incidents per month
- An average of two crimes per month
- Area's suffering disproportionate levels of anti-social behaviour and crime included locations at Springston Close, Dunston Road, Hart Lane and Tarnston Road.
- Repeat callers/locations identified at Saddleston Close, Pikeston Close, Springston Close, Mounston Close and Dunston Road.
- 11 Anti-social Behaviour Incident forms² containing details of persons congregating in Dunston Road/Hart Lane
- 4 Complaints received by the Anti-social Behaviour Unit reporting problems in Mounston Close and Saddleston Close.

To summarise, analysis has shown that there has been little impact upon the occurrence of anti-social behaviour and crime when comparing Time Period 1;

¹ ASBO 13 Form

² ASBO 13 Form

before the alley gate was installed to Time Period 2; when it was in place. The average number of anti-social behaviour incidents have remained the same over both time periods whereas crime has seen an increase in Time Period 2. Areas experiencing disproportionate levels of anti-social behaviour/crime and repeat callers/locations remained in the same vicinity – to the South of Mountston Close.

However, when comparing Time Period 2; when the gate was installed to Time Period 3; when it was removed it gives the impression that anti-social behaviour has substantially increased after the removal of the gate, however the following factors should be taken into consideration:

- Areas experiencing disproportionate levels of anti-social behaviour have remained in the same place over the three time periods; evidencing no displacement of the problem.
- The location of repeat callers/locations have remained fairly consistent over the three time periods; with the majority being located in Pikeston Close, Saddleston Close and Dunston Road. Repeat caller/locations were only identified in the Mountston Close area after the gate had been removed.
- No Anti-social Behaviour Incident forms³ have been received for the Mountston Close area, giving evidence that youths engaging in anti-social behaviour have not been stopped in this area by the authorities.
- The increased number of anti-social behaviour incidents reported by residents of Mountston Close in the time period after the gate was removed coincides with a campaign undertaken by selective residents of Mountston Close demanding that the alley gates be reinstalled.

³ ASBO 13 Form

Appendix B

Naisberry Park Litter Campaign

Since 2005, the Neighbourhood Action Team has responded to complaints from residents living on routes between High Tunstall College of Science and Throston Grange shops. Throston Grange shops comprise of a number of retail outlets, which sell fast food and these are very popular with pupils from the college who frequent the area in the mornings, lunchtimes, and also late afternoons.

In the main, complaints focus on the amount of litter being deposited by pupils around the shopping area and also along the main thoroughfare, Hart Lane (see photos 1 and 2 resp). Pupils taking alternative routes through the Naisberry Park estate exacerbate the situation with areas particularly affected being Mountston Close, Saddleston Close, Dunston Road and Tarnston Road. (see photos 3, 4, 5, & 6 resp)

Litterbins are situated along the main thoroughfare, Hart Lane, which are emptied on a daily basis, and street cleansing is also carried out routinely each day. Despite this, litter has been a problem, both along Hart Lane and within the Naisberry Park estate.

In the autumn of 2005, the Neighbourhood Action Team embarked upon an enforcement campaign, which initially focussed on the fast food outlets at Throston Grange shops. Using legislation from the EPA (Environmental Protection Act) 1990, these businesses were forced to place additional litterbins outside their properties and were also instructed to assist in keeping the area free of litter.

The campaign also focussed on pupils dropping litter on routes between the shops and the College. The Neighbourhood Action Manager attended a college governors meeting to explain concerns over litter, and of the Councils intention to serve fixed penalty notices to pupils seen littering. Governors did not have an issue with pupils being served with fixed penalty notices and the college has been very supportive of the Councils anti-litter campaigns; however, a request to keep pupils on college grounds at lunchtime was rejected, as this was considered too difficult to police.

Since autumn 2005, a sustained enforcement campaign has resulted in 29 pupils receiving fixed penalty notices for littering. The gradual reduction in pupils receiving fixed penalty notices since 2005 (2005/06 14, 2006/07 12, 2007/08 3), and the high level of litterbin usage (see photos 7, 8, 9, 10, and 11), is an indication of the effectiveness of the enforcement campaign; the cleanliness of the streets in the area is also testament to its success (see photos 12, 13, 14, 15, 16 and 17).

The high level of litterbin usage, for which pupils are to be commended, will now result in the council replacing existing litterbins with larger capacity receptacles.

Overall, the situation has improved over the past couple of years with noticeable reductions in street litter and an improvement in the behaviour of pupils. However, successive generations of children attending High Tunstall College of Science will undoubtedly mean the area will need continuous monitoring.

Mountston Close/Saddleston Close – Covert Surveillance

To monitor anti-social activity, the Neighbourhood Action Team installed covert surveillance cameras in the Saddleston Close area, and the former gated walkway of Mountston Close.

Surveillance cameras were installed in a private residence overlooking Saddleston Close on the 19 December 2007 and functioned for a total of 53 days. Installation problems were encountered at Mountston Close, which caused some delay; however, cameras were deployed for a total of 20 days between the 21 January and the 10 February.

During the above periods, no untoward or anti-social activities occurred, or were captured by the cameras, which operated 24 hours per day. Pupils/people walking in the vicinity appeared to behave in an orderly fashion. This typical behaviour is captured in 'Stills' A, B, C and D attached.

Litter in 'Still A' is likely to have been blown in on the high winds, which have recently swept the area.

NEIGHBOURHOOD AND COMMUNITIES

Report to Portfolio Holder

25 March 2008

Report of: Head of Neighbourhood Management

Subject: MINOR WORKS PROPOSALS, NEIGHBOURHOOD
CONSULTATIVE FORUMS

SUMMARY

1. PURPOSE OF REPORT

To consider recommendations of the Neighbourhood Consultative Forums in respect of Minor Works funding.

2. SUMMARY OF CONTENTS

List of Minor Works proposals.

3. RELEVANCE TO PORTFOLIO MEMBER

Recommendations of spend on Minor Works schemes to be confirmed by the Portfolio Holder for Neighbourhood and Communities.

4. TYPE OF DECISION

Non-key decision.

5. DECISION MAKING ROUTE

Recommendations of Neighbourhood Consultative Forums to Neighbourhood and Communities Portfolio.

6. DECISION(S) REQUIRED

To agree the recommendations of the Neighbourhood Consultative Forums in respect of Minor Works proposals.

Report of: Head of Neighbourhood Management

Subject MINOR WORKS PROPOSALS, NEIGHBOURHOOD
CONSULTATIVE FORUMS

1. PURPOSE OF REPORT

- 1.1 To consider recommendations of the Neighbourhood Consultative Forums in respect of Minor Works funding.

2. BACKGROUND

- 2.1 The last cycle of Consultative Forums recommended the following for approval: -

3. CENTRAL NEIGHBOURHOOD CONSULTATIVE FORUM

3.1 Burn Valley Ward – Alston Street

To provide additional parking and improve the aesthetics of the area by removing flower bed and existing plinth.

Total cost of this scheme **£.1, 500.**

3.2 Stranton Ward – Young Street

It has been identified through a Visual Audit that the cobbled entrance to the rear alley way of Young Street / Dent Street, together with the general condition of the footpath is in disrepair and presents a risk to pedestrian safety. A contribution to a scheme to resurface the area with tarmac is requested.

Total contribution requested is **£2.000.**

3.3 Rift House Ward – Drydan Road / Swift Grove

It is proposed to remove the grass verge with tarmac hard standing to alleviate parking congestion and improve the aesthetics of the area.

Total cost of this scheme **£1,850.**

3.4 Hart Ward – Elwick Village

Elwick Parish Council has requested financial assistance from the Neighbourhood Consultative Forum to enable them to repair the wooden bridge over the beck in the playing field of the village. The trees on the

village green are also in need of extensive work, this will involve crown lifting, pruning and pollarding.

Total cost of this scheme **£1,290.**

3.5 Rift House Ward – Ruskin Grove

It is proposed to remove the grass verge with tarmac hard standing on the right hand side of the grove to alleviate parking congestion. The total cost of the scheme is £7,000. Rift House / Burn Valley Neighbourhood Action Plan Forum have agreed to contribute £2,500 towards this scheme.

After a discussion at the end of the Forum in January 2008, it was agreed to withdraw the Spencer Grove Scheme £1,800 (Minor Works 29 November 2007), dependant on existing planning application, and to the funding put towards Ruskin Grove so that both sides of the grove could be completed.

Total contribution requested is **£6,300.**

3.6 Foggy Furze Ward – Studley Road

Residents have identified a grassed area adjacent to the new build bungalows on Studley Road that is unkempt, collecting rubbish and in need of environmental improvement. It is proposed to replace the small grassed area with tarmac which will improve the environmental quality of the area and reduce levels of litter collecting making it easier to cleanse.

Total cost of this scheme **£1,500.**

3.7 Foggy Furze Ward – Vicarage Court

It is proposed to construct a small footpath across the grassed area to the front of Vicarage Court to enable elderly residents to walk safely as they enter and exit Vicarage Court.

Total cost of this scheme **£350.**

4. **SOUTH NEIGHBOURHOOD CONSULTATIVE FORUM**

4.1 (a) Owton Ward – Lindsay Road

It is proposed to remove the grass verge and replace with tarmac hard standing to alleviate parking congestion and improve the aesthetics of the area.

The total cost of this scheme **£1,160.**

4.1(b) Seaton Ward – Bolton Grove

It is proposed that part of the verge outside of numbers 52 – 56 Bolton Grove be replaced with tarmac which will allow cars to park off road, alleviate parking congestion and to make it easier for larger vehicles to turn around.

The total cost of this scheme **£4,440**.

The costs of both schemes above are dependent upon the location of utilities in the area not making the cost prohibitive and any necessary consultation.

4.2 Greatham Ward – Station Road

During periods of moderate to heavy rainfall the soak-away drains at the entrance to the sports field cannot cope with the volume of water, resulting in water flooding across Station Road. It is proposed that the existing drain is linked to the sewer drain, outside No. 6 & 7 Station Road. This will involve a channel being dug and drainage pipes being laid.

The total cost of this project will be in the region of £16,000. A request has been made to the Neighbourhood Consultative Forum to joint fund the project with the Local Authority Highways Department.

Total contribution requested is **£8,000**.

4.3 Rossmere Ward – Jutland Road

It is proposed that a new play area be provided at Jutland Road, in consultation with the community groups in the area. To build a new play area approximately £50,000 would be needed.

£28,000 has been secured through Section 106 Agreements. The Home and Away Club based in Jutland Road are currently seeking funding from a range of organisations, including the Youth Forum to contribute to the development of the play area to make up any shortfall and officers are working closely with the organisation to identify any potential funder of this project.

Officer advice is that the sum of £10,000 be allocated from the Minor Works Budget to contribute towards the renewal of the existing playground on Jutland Road to improve play provision in the area.

Total contribution requested is **£10,000**.

5. **FINANCIAL IMPLICATIONS**

5.1 All of the above works can be carried out using existing Minor Works budgets.

6. RECOMMENDATION

- 6.1 That the recommendations of the Neighbourhood Consultative Forums be approved.

NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO

Report to Portfolio Holder
25 March 2008



Report of: Head of Technical Services

Subject: HOSTING OF WEB BASED GIS SOFTWARE

SUMMARY

1. PURPOSE OF REPORT

To seek approval to waive standing orders in respect of the procurement of a specialist software package for the provision of web based information relating to works on the public highway.

2. SUMMARY OF CONTENTS

Details of the legislation that requires this facility to be made available and of the software package that enables this to be done

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 approval be granted to waive standing orders in respect of the purchase of the specialist software package.

Report of: Head of Technical Services

Subject: HOSTING OF WEB BASED GIS SOFTWARE

1. PURPOSE OF REPORT

- 1.1 To seek approval to waive standing orders in respect of the procurement of a specialist software package for the provision of web based information relating to works on the public highway

2. BACKGROUND

- 2.1 Section 59 of the New Roads and Street Works Act 1991(NRSA) as well as the Network Management Duty under the Traffic Management Act 2004 (TMA), imposes a duty on all Highway Authorities to coordinate works of all kinds, including those for road purposes. The coordination process has four phases:

- Information - The Authority needs accurate and timely information on what is proposed and when it is happening.
- Analysis - The Authority has to have a means of assimilating and analysing this information.
- Consideration - The Authority must consider whether any changes are required to minimise disruption before it agrees to the proposals
- Cooperation - All parties must cooperate with the Authority to achieve the minimum disruption

- 2.2 From April 2008 it will be mandatory that GIS coordinates are supplied by utility companies relating to all activities that they undertake on the public highway and that local authorities link this information onto a web based GIS system to provide a visual display of internal and external works to facilitate successful network management by providing information to all stakeholders on its web-site.

- 2.2 NDMC Ltd software is a single platform on which to view noticed works (both generated by external organisations and the Council's own Direct Service Organisation (DSO)). The software:

- Gives clarity as to the location of the works.

- Displays only those details relevant to the coordination activity.
- Provides an audit trail of decisions made in the works coordination process.
- Displays approved and current works on a read-only public website linked to the main Council website.

2.3 The system will exist completely independently of Hartlepool's Confirm streetworks register and will read notice data extracted from Confirm. The platform will plot the work on a map by reading the Unique Street Reference Number (USRN). When more complete spatial data is available a more accurate plot can be made.

2.4 All notices are colour-coded and selectable by the user. Typically, the display options would be:

- New/existing works
- By status
- By undertaker
- By date range
- By notice or works type
- Approved/unapproved
- Traffic sensitivity
- etc

2.5 Furthermore, layers or 'features' such as other known events (sports events, fairs/markets, diversion routes, Section 58 restrictions, major off-street works etc) can be selected to further give context to the proposed works and aid the approval process.

2.6 These works are also displayed on a website linked to the Hartlepool corporate website that gives the travelling public a geographical view of works to come and those in progress. This supplements the existing text-only information currently provided by the Council.

3. **CONSIDERATION OF ISSUES**

3.1 The adoption of this software will represent the minimum disruption to existing processes and systems and will not require any unnecessary additional investment. NDMC have therefore proposed that the technical platform that will support the pilot should be hosted externally by themselves in Oxfordshire. This will:

- Remove the need for any systems set-up.
- Remove the need for any investment in additional hardware and/or software.

- Cause no disruption to existing systems.
- Pose no IT systems and data security issues.

The platform can be accessed from anywhere using only an Internet browser. Full security is built into the platform and access records are kept.

3.2 Alternative software packages are available however

- a) The basic system which would meet the initial requirements of HBC has already been developed by NDMC and subsequently used by other councils. This enables the system to be set up in a very short time scale with no extra development costs.
- b) The authority has also approached NDMC with the request of creating a 'live web link' to enable skip/scaffold licence applications to be plotted as they are received by the council. Unlike other system developers they are not restricted to development work which only satisfies the majority of their clients thus allowing the authority to be in total control of its own application.

4. FINANCIAL IMPLICATIONS

- 4.1 For the supply and hosting of a notices/permits coordination and approval platform and the development and hosting of a public website showing the location and details of road and street works:

£6,000.00 per annum (minimum term - one year) plus UK VAT

- 4.2 Development of layers, features etc used on the platform, if not undertaken by Hartlepool, will be charged at £500.00 per day. However it is envisaged that the Council will have the ability to implement this task.

The price also includes:

- Training
- Implementation
- User support (help desk)
- Technical maintenance

The price does not include:

- Setting up of data extract routine from Confirm - this would be done by Northgate IS.

- Travel expenses.

5. RECOMMENDATION

- 5.1 That approval be granted to waive standing orders in respect of the purchase of the specialist software package to enable the Authority to meet its duty to provide information on a web based GIS system to provide a visual display of internal and external works to facilitate successful network management by providing information to all stakeholders on its web-site from April 2008.

NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO

**REPORT TO PORTFOLIO HOLDER
25 March 2008**



Report of: Head of Technical Services

Subject: PROPOSED PARKING RESTRICTIONS –
HUCKLEHOVEN WAY/ CHURCH STREET

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To consider objections submitted in response to the advertising of amendments to proposed parking restrictions between Hucklehoven Way and Church Street.

2. SUMMARY OF CONTENTS

- 2.1 The report outlines the background and considers letters of objections from two businesses and seven members of the public, in relation to the impact on business trade and the loss of “free unrestricted” parking particularly in Tower Street.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

- 4.1 Non Key.

5. DECISION MAKING ROUTE

- 5.1 This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

- 6.1 The Portfolio Holder dismiss the objections and approve the amended scheme

Report of: Head of Technical Services

Subject: PROPOSED PARKING RESTRICTIONS –
HUCKLEHOVEN WAY/ CHURCH STREET

1. PURPOSE OF REPORT

- 1.1 To consider objections submitted in response to the advertising of amendments to proposed parking restrictions between Hucklehoven Way and Church Street.

2. BACKGROUND

- 2.1 A report was presented to the Portfolio Holder for consideration relating to this matter in November 2007. A detailed scheme had been devised proposing a number of controlled parking measures to accommodate the varying needs of businesses, commuters and students who regularly park in the area between Hucklehoven Way and Church Street. At present the area is predominantly unrestricted offering popular free parking for motorists. A scheme was considered necessary to manage traffic in the area and to plan for the likely excess demand for parking space once the Royal Vaults car park closes as part of the Interchange site and Albert Street Car Park is sold as part of the HCFE redevelopment. In addition a number of complaints had been received regarding parking and damage to the grass verges in the area.
- 2.2 The initial consultation brought a number of complaints from businesses in Church Street, Tower Street and Whitby Street, who felt much of the trade required short stay customer parking and the inclusion of pay and display parking controls may have a detrimental impact on business trade in the area. As a result of discussions with the businesses concerned, a revised scheme accommodated this request by retaining all the limited waiting parking on Church Street, and included some limited waiting on both Tower Street and Whitby Street. The amended proposal is shown as appendix A.
- 2.3 As a result of the amendments being advertised, two further letters of objections have been received from businesses in Tower Street and a further seven letters from members of the public. The letters will be made available at the Portfolio meeting.

- 2.4 Both businesses submitted objections following the first consultation. Business A had stated in a letter that it would be necessary to purchase up to 14 business permits to operate from its present location and that the operational costs of parking in Scarborough Street Business zone would be unreasonable. As a result, the revised scheme included new business bays in Surtees Street. In this latest objection the business questions a right of access to the property. The entire length of the building has dropped kerbs which partly serve as a vehicular access for two cars. It is not intended that the highway bay markings will block this access although some bays will be marked in front of the frontage of the building.
- 2.5 Business B had commented on the lack of free customer parking spaces as a consequence of creating pay and display bays. As a result the revised scheme included a section of highway in Tower Street with free 30 mins parking (no return within 2 hours). This is consistent with the existing limited waiting parking in the area. Although Tower Street will have a large number of pay and display parking bays the request to include some “free” customer parking as already been accommodated and with limited waiting bays also available on Church Street, it is considered that every effort has already been made to meet this request.
- 2.6 The seven letters of objection from members of the public have all been submitted from students attending the nearby HCFE and College of Art. The students are opposed to the introduction of any parking charge and consider any cost will be difficult to meet on limited financial resources. Although all motorists would have to pay for long stay parking under the proposal, the commuter permits do offer parking at a substantially subsidised rate to that of other areas of the town centre car parks.

3 CONSIDERATION OF ISSUES

- 3.1 This is a revised scheme which has already been amended to include the views expressed after an initial consultation during the summer of 2007. The amendments reflected the strength of feeling particularly from businesses in relation to the pay and display parking proposals however several of the remaining permit parking and business permit parking zones were well received and a number of motorists have expressed an interest in purchasing a permit.
- 3.2 It is noted that as a result of changing habits by some motorists, residents in nearby Burbank Estate have already reported additional numbers of commuters parking in this residential area. To this extent it is proposed to consult with residents over the possibility of subjecting parking in such areas to resident only parking controls.

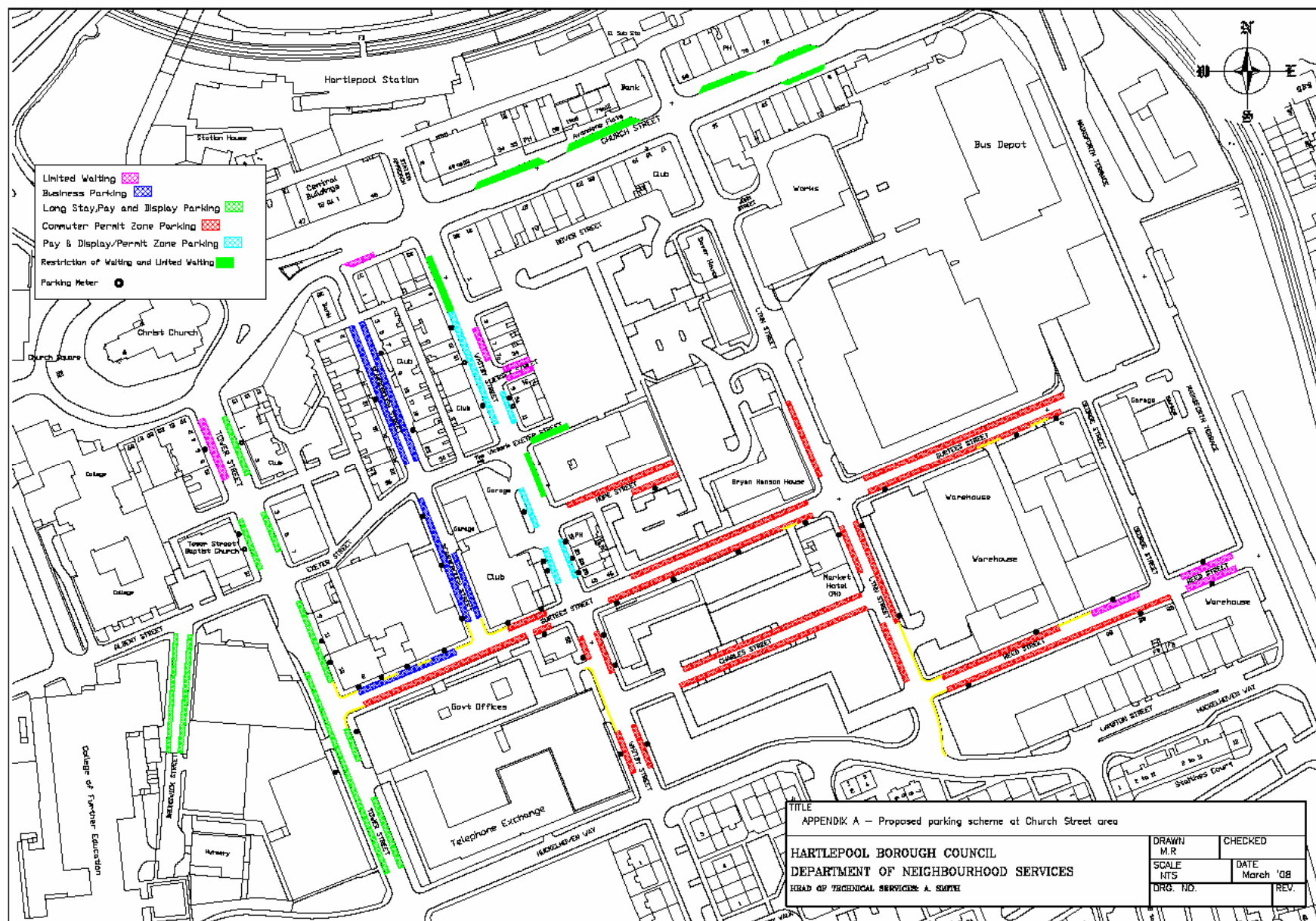
- 3.3 In addition businesses outside of the proposed restrictions on George Street / Reed Street have expressed concern that the parking controls may displace commuters to the unrestricted areas and this may create difficulties with access for both loading and available customer parking spaces. To compensate for this some limited waiting and restrictive parking measures will be necessary in the area. Additional restrictive parking controls will also be introduced to protect junctions and accessways.

4. FINANCIAL IMPLICATIONS

- 4.1 The restrictions are intended to start as from 1st April 2008. As a result it has been necessary to issue permits etc., in preparation of this start date within the locations where no objections were received. However, subject to approval it would be necessary for Tower Street to begin from May 2008. The delay would have a minor impact on the planned annual revenue budgets.

5. RECOMMENDATIONS

- 5.1 The Portfolio Holder dismiss the letters of objection and approve the revised scheme.



NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO

Report to Portfolio Holder
25 March 2008



Report of: Head of Technical Services

Subject: KING OSWY DRIVE - OBJECTIONS TO
TRAFFIC REGULATION ORDERS

SUMMARY

1. PURPOSE OF REPORT

To seek approval for traffic regulation orders following objections to the Barnard Grove School Safety Scheme.

2. SUMMARY OF CONTENTS

The report details the resident's objections to the proposed parking restrictions and amendments to the proposed orders designed to reduce the impact on 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 approves the implementation of the schemes.

Report of: Head of Technical Services

Subject: KING OSWY DRIVE - OBJECTIONS TO
TRAFFIC REGULATION ORDERS

1. PURPOSE OF REPORT

- 1.1 To seek approval for traffic regulation orders following objections to the Barnard Grove School Safety Scheme.

2. BACKGROUND

- 2.1 Plans were outlined at the Neighbourhood and Communities Portfolio held on the 18 June 2007 for the introduction of a school safety scheme on King Oswy Drive in the vicinity of Barnard Grove School. Approval was given for the introduction of a 20mph speed limit, speed cushions and the introduction of school time parking restrictions.
- 2.2 Three objections were received from residents of King Oswy Drive. These residents lived between 151 and 157 King Oswy Drive where an existing restriction applied during the afternoon only, and where parking on the section of highway between the carriageway and footway (lower drive) was also restricted.
- 2.3 It was proposed to introduce a further restriction on parking in this area to prohibit parking in the morning between 8.00am and 9.30am. This was aimed at preventing school time parking blocking visibility whilst the school crossing patrol was in operation. The objectors stated that the proposed restriction was too restrictive, and that parking on the lower driveway should be allowed.

3. CONSULTATION

- 3.1 A site meeting was held with two of the objectors to explain the Council's reasons for introducing the restrictions and to see if any changes could be made to accommodate the residents' concerns.

4. PROPOSALS

- 4.1 It was agreed to make a number of amendments to the order to reduce the inconvenience to residents. These included reducing the restriction on morning to apply between 8.00am – 9.00am, allowing parking during August and Bank Holidays, and rewording the legal order to allow parking on the lower driveway (see **Appendix 3**, plan

KOD 2a). These were the main reasons cited in the letters of objection.

- 4.2 Following the site meeting two of the residents made it known that they would like their objections to remain (see **Appendices 1 and 2**). The other resident was happy with the amendments proposed.

5. FINANCIAL IMPLICATIONS

- 5.1 The restrictions form part of the Barnard Grove safety scheme and will be funded through the scheme budget.

6. RECOMMENDATION

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

APPENDIX 1

Dear Sir

Re Proposed Parking Restrictions outside 153 King Oswy Drive.**Your Ref. No. 6360.**

My family and myself feel that the council is unfairly persecuting us by the enforcement of parking restrictions outside our property.

The scheme is not acceptable and will be vigorously opposed to by myself and those who have the right of access to my property. We have lived at this address for over 45 years and as such have had the right to park on the driveway and on the road for well over the 20 years 'landmark'. In consequence, any work carried out outside 153 King Oswy Drive or which affects this address, must now be put on hold until a full enquiry is conducted and the time for appealing the result of any such inquiry has passed.

Please ensure that you contact me at the above address prior to the commencement of works in order that solicitors can be instructed.

The proposed scheme will undoubtedly restrict access to our property by both owner and visitors, which raises the issue of our rights under 'The European Convention on Human Rights'. We would rely in particular on 'Article 8' and seek a full explanation as to how the scheme increases public safety and evidence on which the council bases its findings.

The proposed scheme will undoubtedly devalue our property and I note this without prejudice.

I ask that these further comments be noted: -

The problem of parents insisting on parking outside the school is only applicable on school day afternoons i.e. Monday till Friday during school terms between 2.30pm and 3.15pm.

On any school day morning there are no parking problems. Parents let their children alight and the 'lollipop patrol' sees the children safely over to the school.

I request a visit, at the earliest convenience, from a council officer to look at the overall surroundings and access driveway outside our property.

Yours Faithfully

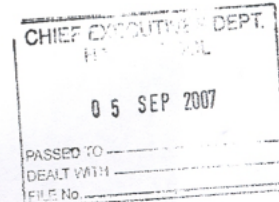


APPENDIX 2

J A Brown
Chief Solicitor
Civic Centre
Hartlepool

4 September 2007

Dear Sir



Re: Proposed Parking Restrictions outside 155 King Oswy Drive

Your Ref No. 6360.

I have concerns about the parking restrictions outside the above address. My parents and I have lived here for 47 years and in that time have never had any problems with parking on the driveway. I am a full time carer for my mother who suffers with severe dementia and has major problems with her mobility to the extent that I have a disability disc in the car to use when we park. She attends a day centre twice a week and is brought back home by the centre's ambulance. I regularly have a doctor's or dentist appointment with her which could be between three and three thirty. There is therefore a need to park my car on the driveway so I can conveniently put her straight in. If I had to bring the car out of the garage because of the parking restrictions this would be very problematic as I would have to leave my mother on her own whilst I did this. She is very frail and the dementia causes many problems including panic when she is left alone, she could fall or walk behind the car and get injured.

I find this enforcement of the parking restrictions very inconvenient for myself and my mother and if you do go ahead and enforce this it will make life even more difficult than it is at the moment

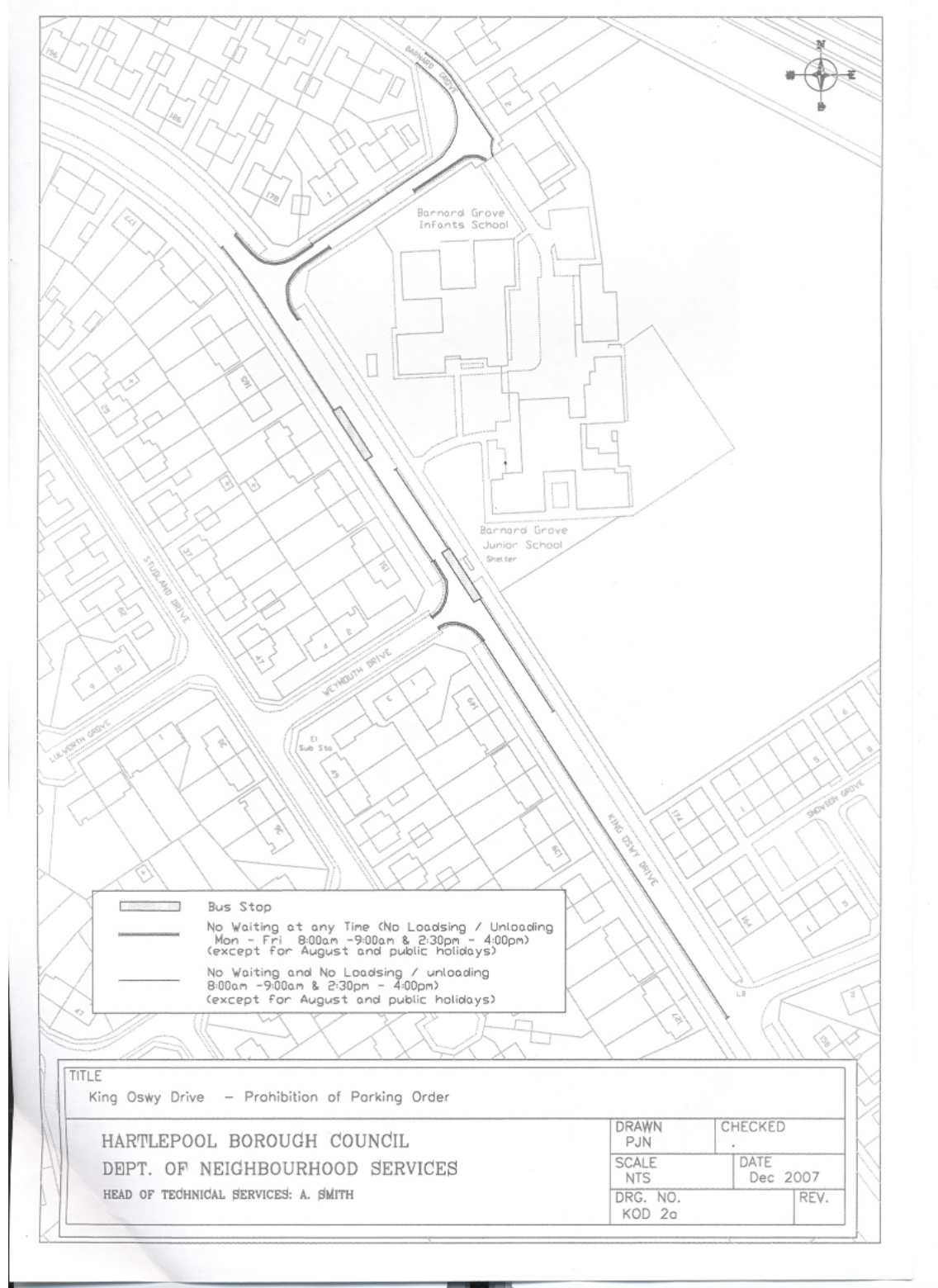
The proposed scheme will also restrict access to our property by myself and anyone visiting. There are carers who come everyday to attend to my mother the majority of whom have cars. They cannot be expected to leave their vehicle around the corner and walk as this will deduct time from their visit to my mother and myself. Our home has one car but some of our neighbours have two or even three cars - where are they expected to park?

The proposed scheme could also devalue our property. Do the same restrictions apply to parents who park outside our houses when collecting their children at 3pm and who park across our driveways? We need someone from the council to take time to come and visit the area and residents and re-think the whole scheme as it is currently causing a great deal of stress for myself and others in the area.

I would appreciate your thoughts on this matter as quickly as possible so the issue can be resolved in an amicable manner.

Yours sincerely

APPENDIX 3



NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO

Report to Portfolio Holder
25 March 2008



Report of: Head of Technical Services

Subject: SCHOOL TRANSPORT PROVISION FOR
CHILDREN FROM BURBANK

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To seek approval to extend the existing supported bus service 828 following representations made regarding school transport provision for children from Burbank

2. SUMMARY OF CONTENTS

- 2.1 Background information on supported school bus services scales for Stagecoach bus services.

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

- 6.1 Approval to apply the revised fare scales on supported bus services operated by Stagecoach.

Report of: Head of Technical Services

Subject: SCHOOL TRANSPORT PROVISION FOR
CHILDREN FROM BURBANK

1. PURPOSE OF REPORT

- 1.1 To seek approval to extend the existing supported bus service 828 following representations made regarding school transport provision for children from Burbank

2. BACKGROUND

- 2.1 In March 2005, Stagecoach revised the route of its commercial bus service 3. This resulted in the loss of bus services operating along Hucklehoven Way and has particularly affected accessibility for pupils living in Burbank needing to travel to Brierton and English Martyrs schools.
- 2.2 Since this time, the Council has been made aware of the transport difficulties experienced by residents of Burbank following representations from residents, local ward councillors and, most recently, the MP for Hartlepool (**Appendix 2**).
- 2.3 In response to these concerns, the council has worked in partnership with Stagecoach to develop options for revising the existing supported school bus contracts

3. CONSIDERATION OF THE ISSUES

- 3.1 The Council currently supports the following school bus contracts to schools of Brierton and English Martyrs:
- 822 - Brierton to Seaton Carew (afternoon only)
 - 826 – Throston Grange to English Martyrs
 - 828/829 - Seaton Carew to Brierton and English Martyrs
- 3.2 Whilst there are no children living in the Burbank area who are entitled to free travel to any school, a number of pupils attending Brierton and English Martyrs reside in the area who may want to use fare paying school bus services.

- 3.3 Following discussions with Stagecoach, a number of options to improve bus links for Burbank residents were developed in 2005. These options were presented to the Portfolio Holder for Culture, Housing and Transportation in October 2005. These options included:
- Operating an additional service 822 journey on a morning from Hucklehoven Way to Brierton School and extending the existing afternoon journey from Wainwright Walk to Hucklehoven Way. The additional cost of this option was quoted at £9,360 per school year.
 - Extending the existing service 828 from Wainwright Walk to Hucklehoven Way. The additional cost of this option was quoted at £3,510 per school year.
- 3.4 Given the budget restrictions, financial cost and the limited numbers of pupils involved, the Portfolio Holder decided that no action would be taken to extend or provide extra school bus journeys from the Burbank area at that time.
- 3.5 However, given this latest representation and reports that up to 19 children now need to travel between the Burbank area and English Martyrs School, the Council has once again discussed options to address the unmet transport needs.
- 3.6 The option developed has been the extension of the existing supported bus service 828 from Wainwright Walk to Mainsforth Terrace. This option is the suggestion made by the constituent in the MP letter dated 8th February 2008. This option is also preferred by Stagecoach as it maintains the interworking of vehicles with other services.
- 3.7 Stagecoach has provided recent data on the number of passengers carried and the capacity of the vehicles. The data is provided in **Appendix 1**. Overall, the data shows that there is spare capacity on services 828 and 829 that could enable children from Burbank to use the 828 service to travel to school. However, on some days there are high passenger loadings on the 828 that would not provide sufficient capacity for the additional 19 children from Burbank requiring travel. As these high loadings correspond with low passenger loadings for the 829, it suggests that some children are using both bus services on different days. More effective management of those bus services used by children from different areas would ensure that the most effective use is made of the total available capacity.

4. FINANCIAL IMPLICATIONS

- 4.1 Stagecoach has confirmed that the extension to service 828 can be achieved at nil cost (**need confirmation!!!**). There are no financial implications to the Council as a result of the proposed extension of the supported bus service 828.

5. RECOMMENDATION

- 5.1 That approval be given to extend the existing supported bus service 828 from Wainwright Walk to Burbank.

APPENDIX 1

Supported Bus Service 828/829**Capacity = 70 (48 seated and 22 standing)**

	<u>828</u>		<u>829</u>		
	am	pm	am	am	pm
7-Jan-08	3	53	33	49	65
8-Jan-08	42	54	34	2	63
9-Jan-08	32	35	55	26	62
10-Jan-08	19	49	57	22	61
11-Jan-08	49	54	56		55
14-Jan-08	50	37	26	22	53
15-Jan-08	32	62	42	31	60
16-Jan-08	23	56	27	51	56
17-Jan-08	29	54	28	44	58
18-Jan-08	42	65	41	22	45
21-Jan-08	32	46	22	43	51
22-Jan-08	40	54	43		54
23-Jan-08	27	51	40	22	37
24-Jan-08	33	47	19	48	61
25-Jan-08	27	60	36	45	67
28-Jan-08	31	45	27	27	52
29-Jan-08	37	39	31	47	71
30-Jan-08	52	49	22	36	49
31-Jan-08	27	53	31	31	58
1-Feb-08	29	11	28	36	70
4-Feb-08	43	40	26	32	64
5-Feb-08	33	48	36	34	46
6-Feb-08	39	42	39	26	61
7-Feb-08	29	48	41	36	51
8-Feb-08	32	61	30	32	58
11-Feb-08	55	45	49		57
12-Feb-08	33	64	22	37	47
13-Feb-08	41	37	32	20	49
14-Feb-08	24	41	25	39	54
15-Feb-08	49	55	26	39	59
25-Feb-08	43	38	26	25	58
26-Feb-08	35	69	37	25	64
27-Feb-08	53	46	31	26	56
Average	35	49	34	33	57

APPENDIX 2

