

# NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO

## DECISION SCHEDULE



**Monday 20<sup>th</sup> October 2008**

**at 9.00 am**

**in Committee Room A,  
Civic Centre, Hartlepool**

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

**1. KEY DECISIONS**

No items

**2. OTHER ITEMS REQUIRING DECISION**

- 2.1 Brunswick Street – Parking Restrictions – *Head of Technical Services*
- 2.2 Dalton Street – Creation of Business Parking Bays – *Head of Technical Services*
- 2.3 Alleygate Schemes – *Head of Technical Services*
- 2.4 Dog Warden Service – *Head of Neighbourhood Management*
- 2.5 Minor Works Proposals – Neighbourhood Consultative Forums – *Head of Neighbourhood Management*
- 2.6 Seaton Carew Station Improvements – *Head of Technical Services*
- 2.7 York Road – Creation of One Hour Limited Waiting Parking Bay – *Head of Technical Services*

**3. ITEMS FOR INFORMATION**

No items

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

No items

## **NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
20 October 2008



**Report of:** Head of Technical Services

**Subject:** BRUNSWICK STREET – PARKING  
RESTRICTIONS

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### SUMMARY

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

To establish a prohibition of parking restrictions at Brunswick Street.

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

This report proposes the creation of a “no parking” restriction in Brunswick Street to manage the current unrestricted On Street parking, and improve access into Hartlepool College of Further Education.

#### **3. RELEVANCE TO PORTFOLIO MEMBER**

The Portfolio Holder has responsibility for Traffic and Transportation issues.

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

Non key.

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

This is an executive decision by the Portfolio Holder.

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

To approve the establishment of a prohibition of parking order.

**Report of:** Head of Technical Services

**Subject:** BRUNSWICK STREET – PARKING  
RESTRICTIONS

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**1. PURPOSE OF REPORT**

- 1.1 To establish a Prohibition of Parking Order at Brunswick Street.

**2. BACKGROUND**

- 2.1 Brunswick Street currently provides an access route into Hartlepool College of Further Education. Access to the site is controlled by a restrictive access barrier, depicting both the extent of adopted public highway and the boundary of the college land ownership. Approximately 52 metres of carriageway from the junction of Albert Street and Brunswick Street remains adopted public highway with no parking controls. As a result, commuters currently park free of charge on both sides of the carriageway and this can cause access difficulties into the site. Parking at the site has become very popular especially since permit parking and pay and display parking was introduced in Tower Street and the surrounding area.
- 2.2 HCFE have recently submitted a formal planning application in relation to the construction of a new college building which includes the use of the current Albert Street Car Park site. Albert Street Car Park will therefore cease to be under HBC ownership/management as from January 2009, and as a result Brunswick Street will be a key access point to the College during both the construction stage of the new development and on completion of the new college. For this reason it will be necessary to prevent vehicular parking at this location.
- 2.3 Brunswick Street had originally been identified as a potential site for pay and display/permit parking as part of the traffic management proposals for this area of the town, but once plans for the new college were known and it was clear that Brunswick Street would be a key access point to the site, the proposed controlled parking bays were withdrawn. Clearly the short term and long term requirements for this location will necessitate a clear vehicular access which would be difficult to manage if the highway was left unregulated.

### 3. PROPOSALS

- 3.1 **Appendix A** shows a map of the area and the extent of the proposed parking restrictions.
- 3.2 In order to maintain both a clear access too and from Brunswick Street/Albert Street and ensure heavy goods vehicles can access the site for deliveries, it is proposed to prohibit parking at this location. It is envisaged that without such controls vehicular congestion, particularly from heavy good vehicles restricted from accessing this site could consequently create queuing, double parking and restricted access in Tower Street.
- 3.3 In additional, left unregulated, the free parking at this site would be an attraction to motorists and is likely to lead to both access and obstruction problems if parking were permitted on both sides of the road.
- 3.4 Parking enforcement would be carried out by HBC's Civil Enforcement Officers (parking) under the powers of jurisdiction set out in the Traffic Management Act 2004.
- 3.5 The proposed parking restrictions have the support of Hartlepool College of Further Education

### 4. FINANCIAL CONSIDERATIONS

- 4.1 The cost of implementing the parking restrictions would be minimal and any carriageway markings and related signage would be met from the parking services budget.

### 5. LEGAL CONSIDERATIONS

- 5.1 As part of the legal process, the proposed restrictions would be need to be advertised for a period of 28 days with any objections/comments being referred to this Portfolio Holder for further consideration.

### 6. RECOMMENDATIONS

- 6.1 To approve the proposal to introduce a prohibition of waiting order at Brunswick Street.
- 6.2 That the Head of Legal Services be asked to prepare and advertise the necessary Parking Orders as part of the formal advertising process

**7. REASONS FOR RECOMMENDATIONS**

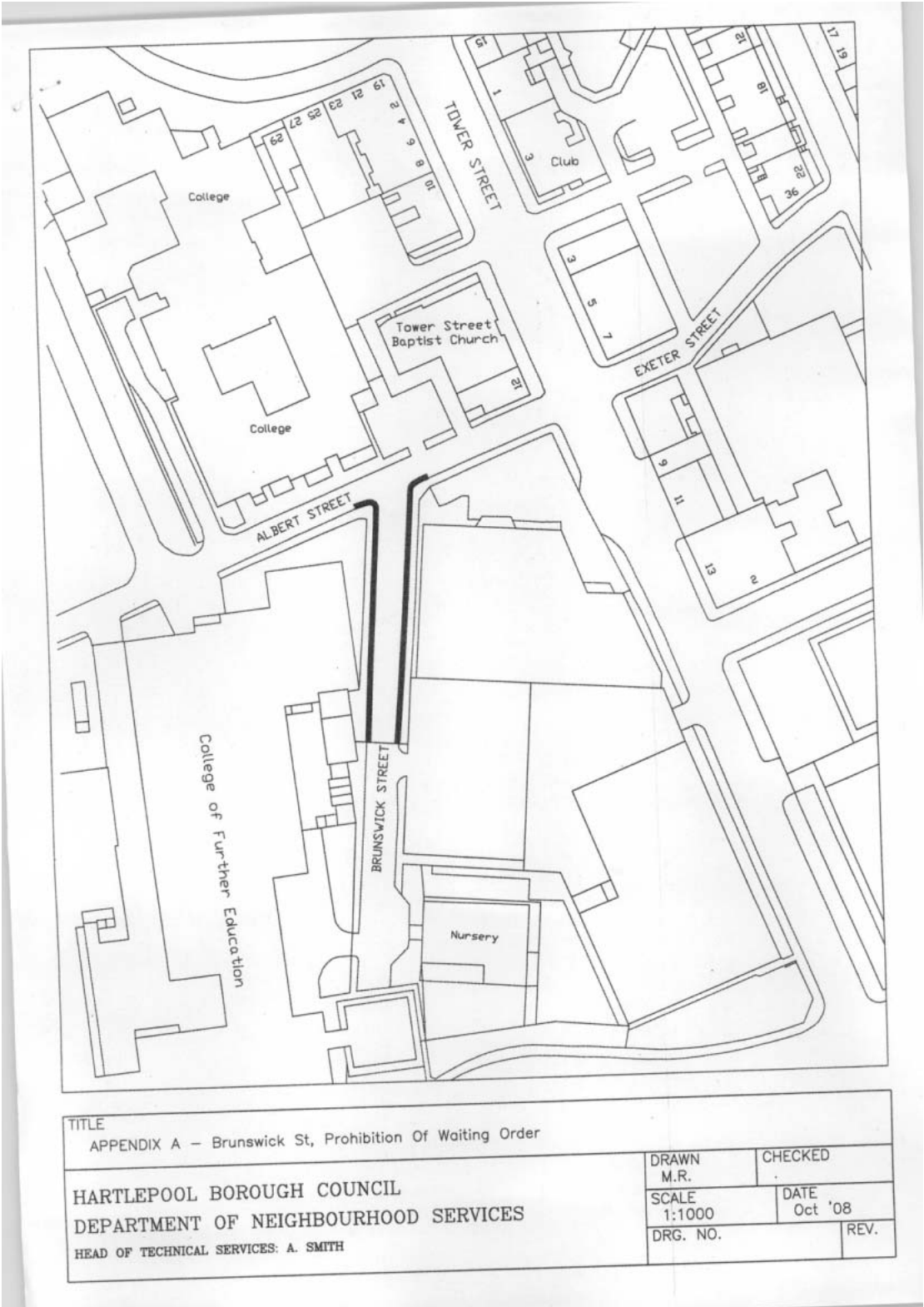
- 7.1 To ensure that this key access to the Hartlepool College of Further Education is kept clear as the current unrestricted parking is likely to obstruct access.
- 7.2 That Brunswick Street is clear of traffic, to ensure deliveries can access the site during construction and after completion of the scheme.

**8. CONTACT OFFICER**

Phil Hepburn, Parking Services Manager  
Neighbourhood Services (Technical Services)  
Hartlepool Borough Council

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APPENDIX A



## **NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
20 October 2008



**Report of:** Head of Technical Services

**Subject:** DALTON STREET – CREATION OF BUSINESS  
PARKING BAYS

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### SUMMARY

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

To review the current residents only permit controlled parking restrictions at Dalton Street and examine the possibility of creating a number of business only permit parking spaces.

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

This report examines the current parking restrictions and proposes the creation of business parking controls to meet the changing parking demands at this location.

#### **3. RELEVANCE TO PORTFOLIO MEMBER**

The Portfolio Holder has responsibility for Traffic and Transportation issues.

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

Non key.

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

This is an executive decision by the Portfolio Holder.

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

To revoke some of the resident permit controls and replace them with restrictive business permit parking controls.

**Report of:** Head of Technical Services

**Subject:** DALTON STREET – CREATION OF BUSINESS PARKING BAYS

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**1. PURPOSE OF REPORT**

- 1.1 To review the current residents only permit controlled parking restrictions at Dalton Street and examine the possibility of creating a number of business only permit parking spaces.

**2. BACKGROUND**

- 2.1 Dalton Street is currently part of the resident only controlled parking scheme. The scheme was introduced to protect residents living on the fringe of the town centre from both commuter and short stay parking by motorists. Dalton Street does also have a number of commercial premises (predominantly garages) which have been issued with concessionary permits to allow them to trade within the permit controlled zone.
- 2.2 In recent months, the area has been subject to a major regeneration project, which has resulted in the majority of residential properties being demolished. As a consequence, although there is a need to retain parking controls in the area there is no longer the requirement for residential parking controls to be present.
- 2.3 Much of the demolished former housing site is subject to a planning application to create a 52 space private car park for the developers of the nearby Titan House (shown as **Appendix A**). The owners of Titan House had a previous agreement to allow parking within their private car park, but this agreement was consequently suspended once work began to develop Titan House as flats. As a result this has created a pressure in the area for long stay business parking needs.
- 2.4 HBC currently has a limited number of on street permit controlled parking bays on Dalton Street together with some designated disabled bays, however the reduction of residential properties has reduced the need for residents permit parking controls and provided an opportunity create an additional number of on street business permit bays to meet an obvious demand.



### **3. PROPOSALS**

- 3.1 It is proposed to reflect the changing parking requirement of Dalton Street by removing much of the current residents permit controlled parking scheme and replacing the controlled parking bays with business permit controlled parking. The hours of enforcement would remain as Monday – Saturday 8:00am – 6:00pm.
- 3.2 The exact details and layout of the on street business permit parking bays will be reflective of the planning approval for the car park and will ensure access and bay markings are compliant with highway legislation.
- 3.3 Parking enforcement would be carried out by HBC's Civil Enforcement Officers (parking) under the powers of jurisdiction set out in the Traffic Management Act 2004.

### **4. FINANCIAL CONSIDERATIONS**

- 4.1 The cost of implementing the parking restrictions would be minimal and any carriageway markings and related signage would be met from the parking services budget.
- 4.2 Bays would be offered on a contractual basis at an annual cost of £310 as per the agreed charge for business permit parking in the town centre.

### **5. LEGAL CONSIDERATIONS**

- 5.1 As part of the legal process, the proposed restrictions would need to be advertised for a period of 28 days with any objections/comments being referred to this Portfolio Holder for further consideration.

### **6. RECOMMENDATIONS**

- 6.1 To approve the proposed change to permit parking restrictions in Dalton Street, replacing the existing residents only parking controls with Business only permit parking controls.
- 6.2 That the Head of Legal Services be asked to prepare and advertise the necessary parking orders as part of the formal advertising process.

**7. REASONS FOR RECOMMENDATIONS**

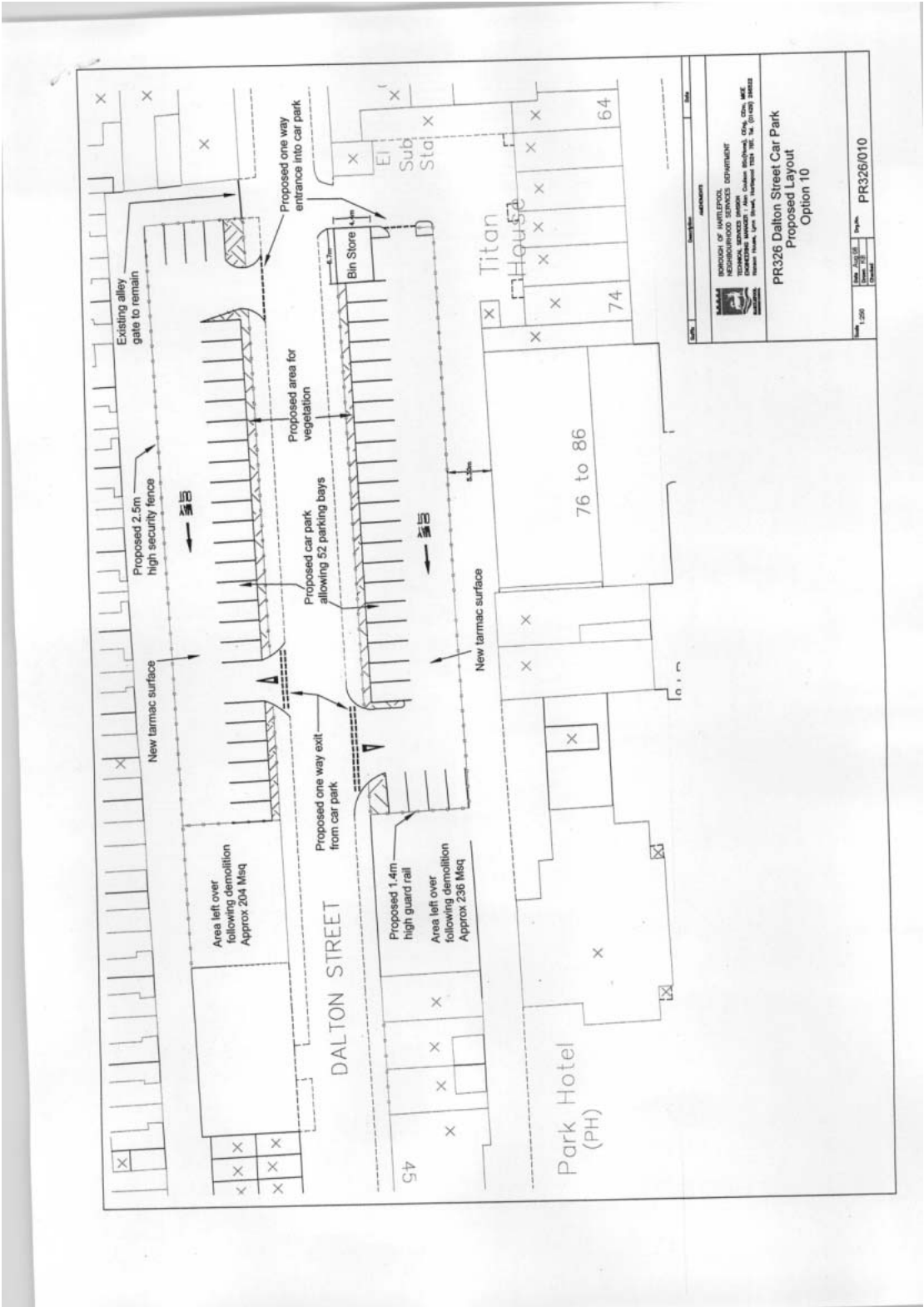
- 7.1 To reflect the changing parking requirements for the area.
- 7.2 To manage potential traffic congestion from commuters and ensuring access to the new car parks by controlling parking and limiting the numbers of vehicles parking in Dalton Street.

**8. CONTACT OFFICER**

Phil Hepburn, Parking Services Manager  
Neighbourhood Services (Technical Services)  
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APPENDIX A



# **NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
20 October 2008



**Report of:** Head of Technical Services

**Subject:** ALLEYGATE SCHEMES

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## **SUMMARY**

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

To seek approval for the implementation of three alleygate schemes at Furness Street, Richard Court and Barbara Mann Court.

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

The report details the scheme proposals, the consultation undertaken and the recommended course of action.

### **3. RELEVANCE TO PORTFOLIO MEMBER**

The Portfolio Holder has responsibility for Traffic and Transportation issues.

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

Non key.

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

This is an executive decision by the Portfolio Holder.

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

The Portfolio Holder approves the implementation of the schemes outlined.

**Report of:** Head of Technical Services

**Subject:** ALLEYGATE SCHEMES

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**1. PURPOSE OF REPORT**

- 1.1 To seek approval for the implementation of three alleygate schemes at Furness Street, Richard Court and Barbara Mann Court.

**2. BACKGROUND**

- 2.1 Funding has been identified from New Deal for Communities to install alleygates at three locations:- Furness Street/Middleton Road, Richard Court/Osborne Road and Barbara Mann Court/Victoria Road.
- 2.2 All three sites were identified by NDC due to security problems, vandalism and anti-social behaviour.
- 2.3 The Furness Street site also has problems with through traffic using the back street, once people have visited the nearby Raby Road shops.

**3. PROPOSALS**

**Furness Street**

- 3.1 The main concern expressed by residents was to prevent the amount of vehicles from using the back street to return to Addison Road, after visiting the shops (see **Appendix 1**). Children regularly play in the back street, and do not expect the number of vehicles currently using the back street.
- 3.2 The scheme would not be fully enclosed, but would prevent through traffic and would also not allow pedestrian thoroughfare.

**Consultation**

- 3.3 All residents adjacent to the proposed scheme were consulted, with results as follows:-
- 21 in favour of the alleygate scheme;
  - 6 against the alleygate scheme.

3.4 Reasons for objections were:-

- no need for the scheme;
- would like to see further security measures in addition;
- one resident parks his car in the back yard and would find it more difficult having to open and close the gates.

3.5 There is no doubt that access would be more onerous with the gates in place, but the added security benefits should more than outweigh this. Further security measures could also be considered at a later date if they are found to be necessary, whilst more than 75% of residents who responded are in favour of the scheme.

**Richard Court/Osborne Road**

3.6 The scheme would still allow access to the parking areas to the rear of Park Road, with the Osborne Road back street area being enclosed (See **Appendix 2**).

Consultation

3.7 Consultation letters were sent out in the week commencing 22 September. A summary of responses will be presented at the meeting.

**Barbara Mann Court/Victoria Road**

3.8 It is anticipated that the gates at the Murray Street end would remain open during working hours, due to the business permit parking bays located within the scheme area. This principle operates well in other areas of the town (local shopping areas, etc) and should prevent access difficulties for businesses in the area (see **Appendix 3**).

Consultation

3.9 Consultation letters were sent out in the week commencing 22 September. A summary of responses will be presented at the meeting.

**4. FINANCIAL IMPLICATIONS**

4.1 All three schemes will be funded by New Deal for Communities.

**5. RECOMMENDATION**

5.1 That the Furness Street scheme be approved, and the Richard Court and Barbara Mann Court schemes be approved subject to positive public consultation.

**6. REASONS FOR RECOMMENDATIONS**

- 6.1 To reduce security and anti-social behaviour problems.

**7 CONTACT OFFICER**

Peter Frost (Traffic Team Leader)  
Neighbourhood Services (Technical Services)  
Hartlepool Borough Council

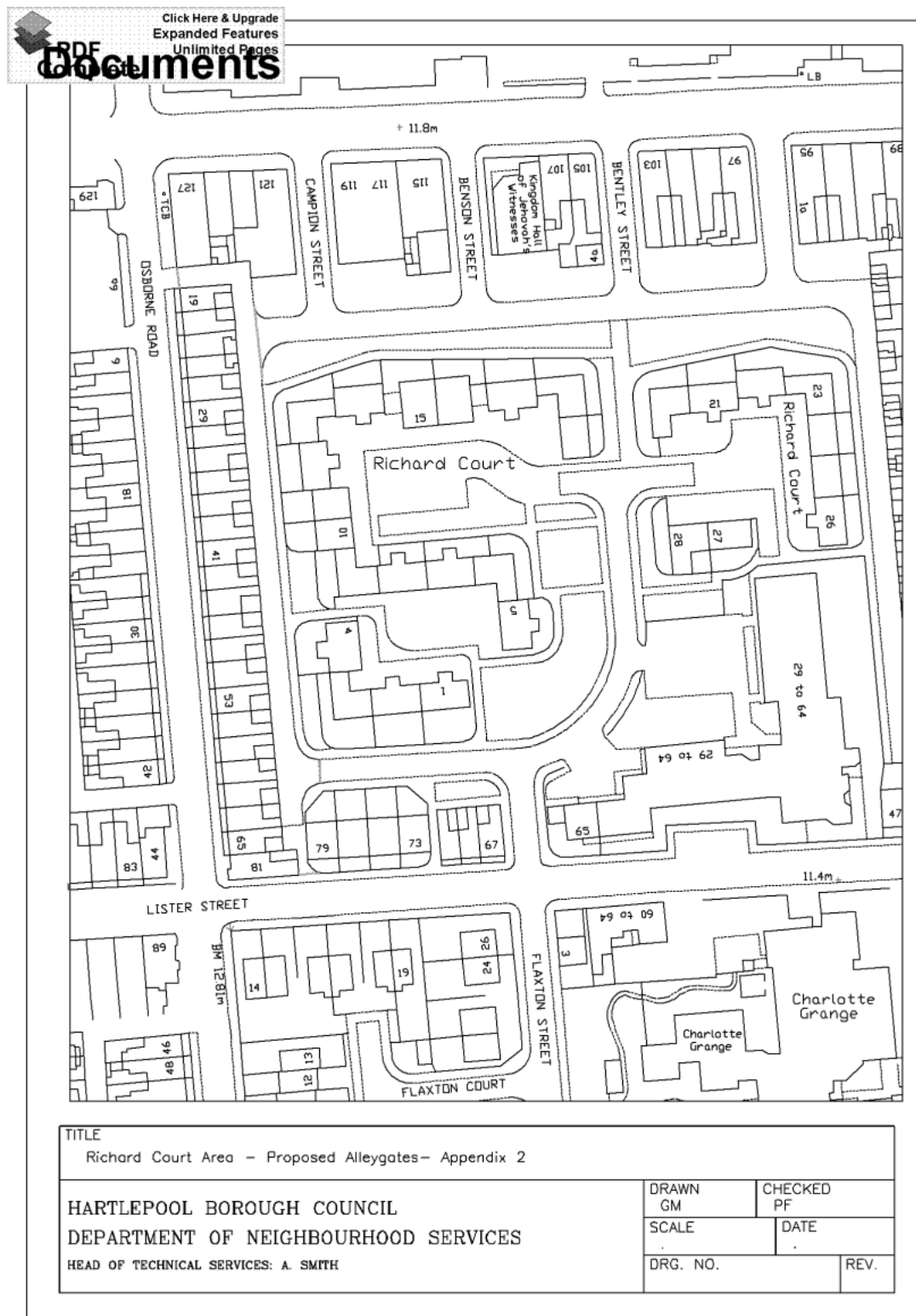
01429 523200  
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APPENDIX 1

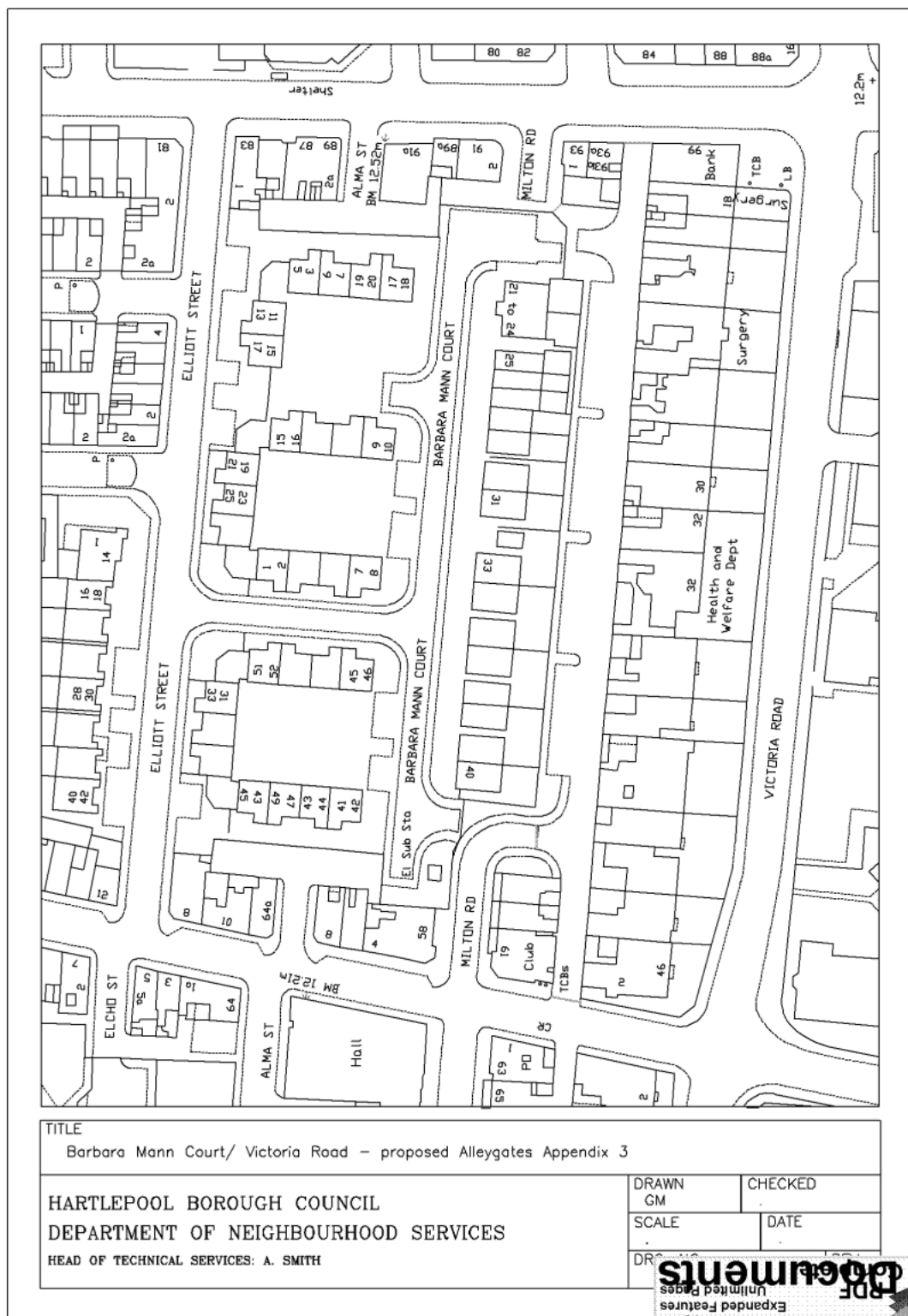




## APPENDIX 2



## APPENDIX 3



## **NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
20 October 2008



**Report of:** Head of Neighbourhood Management

**Subject:** Dog Warden Service

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### **SUMMARY**

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

To seek approval to invite tenders for the provision of the Council's Dog Warden Service.

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

Under the Environmental Protection Act 1990, the Council has a statutory duty to provide a dog warden service for the purpose of discharging the functions imposed or conferred for dealing with stray dogs found within the borough of Hartlepool.

At present, the Council's Dog Warden Service is provided on an ad-hoc basis by Neighbourhood Environmental Wardens Ltd of Ashton-in-Makerfield. However, in line with the Council's procurement policies/procedures and contract procedure rules, and to ensure 'value for money', it is necessary to invite open tenders for the provision of this service.

The report summarises the activities to be covered by the contract specification and seeks approval to invite tenders for the provision of the Dog Warden Service.

#### **3. RELEVANCE TO PORTFOLIO MEMBER**

The Council has a statutory duty to provide a Dog Warden Service as part of the Clean Neighbourhoods and Environment Act 2005. These

duties are included within the Neighbourhoods and Communities Portfolio.

**4. TYPE OF DECISION**

Non-key.

**5. DECISION MAKING ROUTE**

Neighbourhoods and Communities Portfolio meeting on 20 October 2008.

**6. DECISION(S) REQUIRED**

That the Portfolio Holder gives approval for the Council to invite tenders for the provision of the Dog Warden Service.

**Report of:** Dog Warden Service

**Subject:** Head of Neighbourhood Management

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**1. PURPOSE OF REPORT**

- 1.1 To seek approval to invite tenders for the provision of the Council's Dog Warden Service.

**2. BACKGROUND**

- 2.1 Under the Environmental Protection Act 1990, the Council has a statutory duty to provide a Dog Warden Service for the purpose of discharging the functions imposed or conferred for dealing with stray dogs found within the borough of Hartlepool.
- 2.2 Part 6 of the Clean Neighbourhoods & Environment Act 2005, introduced in April 2006, revokes Police responsibilities for dealing with stray dogs and effectively renders the Council responsible for this function 24 hours a day, seven days a week.
- 2.3 Many local authorities, including Hartlepool Borough Council, have in the past relied upon the Police to provide a reception point for members of the public to take stray dogs during the day and out of hours; however, in light of the 2005 Act, Cleveland Police will no longer accept stray dogs at their reception point in Hartlepool.
- 2.4 Although its responsibility for receiving stray dogs has been revoked, the Police will continue to be responsible for dealing with dangerous dogs.
- 2.5 The Council's Dog Warden Service seizes around 400 stray dogs each year, which are taken to the Council's dog pound at South Hetton and kept for a statutory period of up to seven days. Dogs that are not reunited with their owners within the statutory seven day period are either re-homed or humanely destroyed.
- 2.6 Over the past four years, the Council has worked in partnership with the Dogs Trust to provide a free dog micro-chipping service for the people of Hartlepool, and this has proved extremely popular. To date, more than 3,000 dog owners have taken advantage of the service, which has resulted in an average of 90 stray dogs per year being returned directly to their owners. This in turn has also resulted in reduced kennelling costs for the Council.

- 2.7 Approximately 90% of dogs taken to the Council's dog pound at South Hetton remain undaimed by the end of the statutory seven day holding period. However; the dog pound works closely with numerous rescue centres and the vast majority of these animals are re-homed; effectively, the Council has a very low destruction rate and makes every effort to avoid destroying a healthy dog.
- 2.8 The fees currently payable to the Council by owners claiming their dogs back are £34.56 plus £5.67 per day.
- 2.9 At present, the Council's Dog Warden Service is provided on an ad-hoc basis by Neighbourhood Environmental Wardens Ltd of Ashton-in-Makerfield. However, in line with the Council's procurement policies/procedures and Standing Orders, and to ensure 'value for money', it is necessary to invite open tenders for the provision of this service.

### **3. PROPOSALS**

- 3.1 Tenders will be invited for the provision of the Dog Warden Service in accordance with the Council's procurement policy.
- 3.2 The contract specification will meet the Council's statutory duty to provide a service for dealing with stray dogs both during the day and 'out of hours'.
- 3.3 Members of the public will be able to access the Dog Warden Service via a number of channels, specifically, Hartlepool Connect and the Council's website, or by telephoning the Dog Warden Service direct; a programme of articles in the local newspaper and Hartbeat will also notify the public about the service.
- 3.4 The Police will provide information about the arrangements for stray dogs in their local stations, which will include telephone numbers for out of hours contact.
- 3.5 Fees payable by owners claiming their dogs back will remain as in 2.7 above until kennelling fees are reviewed in the new financial year.
- 3.6 Aside from its statutory duty to deal with stray dogs, the Council's Dog Warden Service has greatly improved over the past five years and as such it now provides a wide range of associated services aimed at contributing to a safer, cleaner environment for the people of Hartlepool. In order to continue with these improvements, the contract for the Dog Warden Service will also include the following aspects:
- enforcement, including dog fouling;
  - free micro-chipping;

- replenishing of poop-scoop dispensers;
- publicity campaigns and presentations;
- education and advice to members of the public and organisations;
- erection of appropriate dog-related signage;
- media interviews.

- 3.7 The Dog Warden Service will continue to work closely with the Dogs Trust, RSPCA and other organisations on any initiatives that will further enhance the services provided to the people of Hartlepool.

#### **4. RISK IMPLICATIONS**

- 4.1 Not providing a Dog Warden Service or not having an out-of-hours arrangement for dealing with stray dogs will be a failure by Hartlepool Borough Council to meet its statutory duties, leaving the Council open to criticism and intervention by DEFRA.

#### **5. FINANCIAL CONSIDERATIONS**

- 5.1 In April 2008, Local Authorities in England and Wales were funded a total of £4 million a year through the Revenue Support Grant. This funding is intended to cover the additional costs of providing an 'out of hours' service for dealing with stray dogs; Hartlepool Borough Council's share of these grant monies equates to £7,000 per year.
- 5.2 Despite many local authorities expressing contempt at this inadequate award, there is unlikely to be any additional funding. Accordingly, it would be too costly, and also impractical, for the Council to provide a reception point for stray dogs and a collection service is therefore proposed as an alternative.

#### **6. SECTION 17 CRIME & DISORDER ACT 1998**

- 6.1 Stray dogs running loose within the community give the perception of crime and disorder. They also present a potential danger for members of the public and in particular young children who are more susceptible to diseases caused by dog foul; road traffic accidents are also caused by straying dogs.
- 6.2 In view of the above, it is essential for the Council to have an effective means of dealing with the problems caused by straying dogs.

## **7. STAFF CONSIDERATIONS**

- 7.1 The provision of the Dog Warden Service by an external service provider does not adversely impact upon or threaten the position of any existing Hartlepool Borough Council employee.

## **8. ASSET MANAGEMENT CONSIDERATIONS**

- 8.1 The provision, maintenance and running costs of vehicles used in providing the Dog Warden Service will be borne entirely by the contractor.
- 8.2 The provision, maintenance and running costs of the temporary holding kennels will be borne entirely by the contractor.
- 8.3 The provision of the Council's main kennelling facilities is provided by Low Fallowfield Farm Kennels of South Hetton, County Durham.
- 8.4 Effectively, the Council will not be providing vehicles or buildings for the purpose of delivering the Dog Warden Service.

## **9. RECOMMENDATIONS**

- 9.1 That the Portfolio Holder gives approval for the Council to invite tenders for the provision of the Dog Warden Service.

## **10. REASONS FOR RECOMMENDATIONS**

- 10.1 The diverse and specialist nature of this service would make it impractical and expensive for the Council to provide in-house.
- 10.2 The Council has a statutory duty to provide a Dog Warden Service.

## **11. BACKGROUND PAPERS**

- 11.1 DEFRA letter to Local Authorities dated 19 October 2007.

## **12. CONTACT OFFICER**

- 12.1 Further information can be obtained from:  
Craig Thelwell  
Neighbourhood Action Manager  
Neighbourhood Service Department  
1 Church Street  
Hartlepool



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## **NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
20 October 2008



**Report of:** Head of Neighbourhood Management

**Subject:** MINOR WORKS PROPOSALS -  
NEIGHBOURHOOD CONSULTATIVE  
FORUMS

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### **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 must 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

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**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 Neighbourhood Consultative Forums recommended the following for approval: -

**3. PROPOSALS**

**3.1 Central Neighbourhood Consultative Forum**

**3.1.1 Stranton Ward – Cumbria Walk - Parking Provision**

This proposal involves the removal of two grassed build-outs within the existing parking area in Cumbria Walk to create an additional 4/5 parking spaces.

The total cost of this scheme is **£5,636**.

**3.1.2 Rift House Ward – Dryden Road – Parking Provision**

At the request of local residents this scheme involves the removal of a grassed verge and its replacement with tarmac hard standing to help with parking and accessibility in this congested area.

The total cost of this scheme is **£3,520**.

**3.1.3 Rift House Ward – Oakland Avenue – Shrubs**

At the request of local residents this scheme will visually improve the look of an area of open space located at the junction of Oakland Avenue and Caledonian Road. Rose bushes in this area currently act as a litter trap. Consequently the scheme proposed will remove the existing rose bushes and replace them with more attractive and

manageable shrubbery. The area surrounding the shrub bed will remain grassed.

Total cost of this scheme is **£1,000**.

### 3.1.4 Hart Ward – Hart Village – Village Hall Car Park

There has been a request from residents of the village for the resurfacing of the village hall car park. This is a very popular venue for events in Hart Village and is well used by the community most nights of the week. The total estimated cost of the scheme is £35,000 - £40,000. The Forum agreed to contribute £1,086 towards this scheme.

Total contribution towards this scheme is **£1,086**.

## 3.2 South Neighbourhood Consultative forum

### 3.2.1 Greatham Ward – Queensway – Footway Resurfacing

It is proposed to resurface the entire inner footpath of Queensway, together with the renewal of all the kerbs on the inner footway. These works were also brought to the Council's attention by the Greatham Parish Council.

Total cost of this scheme is **£8,200**.

### 3.2.2 Seaton Ward – Brompton Walk – Resurface Footpath

Due to the high volume of pedestrians using this footpath, as it is a direct link to a primary school and Elizabeth Way shops, it is proposed to take up and remove the uneven paving slabs, from Commondale Drive up to Elizabeth Way shops and replace them with tarmac. The uneven footpath has caused concern to residents; especially in the winter when due to the uneven nature of the footway puddles freeze and make the footway even more hazardous.

Total cost of this scheme is **£10,740**.

### 3.2.3 Fens Ward – Newark Road – Removal of Verge

This small triangle of verge serves little or no purpose and would be easier to maintain and aesthetically more pleasing for the residents if the verge was removed and replaced with flagstones in keeping with the surrounding footways.

Total cost of this scheme is **£700**.

### 3.2.4 Various Wards – Pride in Hartlepool

In order to continue with the successful implementation of schemes in the South area through Pride in Hartlepool initiative, a request is made to contribute £5,000 from the Minor Works Budget as has been the case in the previous three years.

The total cost of this scheme is **£5,000**.

**4. RECOMMENDATIONS**

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

**5. REASONS FOR RECOMMENDATIONS**

- 5.1 To improve the environment within each of the Neighbourhood Forum areas.

**6. CONTACT OFFICER**

Denise Ogden - Head of Neighbourhood Management  
Neighbourhood Services Neighbourhood Management  
Hartlepool Borough Council

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Email: [denise.ogden@hartlepool.gov.uk](mailto:denise.ogden@hartlepool.gov.uk)

## **NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
20 October 2008



**Report of:** Head of Technical Services

**Subject:** SEATON CAREW STATION IMPROVEMENTS

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### **SUMMARY**

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

To advise on proposals to undertake improvement works to the approaches to Seaton Carew railway station.

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

The report will detail the intended improvements.

#### **3. RELEVANCE TO PORTFOLIO MEMBER**

The Portfolio Holder has responsibility for Traffic and Transportation issues.

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

Non key.

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

This is an executive decision by the Portfolio Holder.

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

That the proposed improvement works are noted.

**Report of:** Head of Technical Services

**Subject:** SEATON CAREW STATION IMPROVEMENTS

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**1. PURPOSE OF REPORT**

- 1.1 To advise on proposals to undertake improvement works to the approaches to Seaton Carew railway station.

**2. BACKGROUND**

- 2.1 Seaton Carew Railway Station is situated on the Durham Coast rail line between Hartlepool and Billingham. The station provides an important link to the local rail network for residents of Seaton Carew and those in the south of Hartlepool.
- 2.2 Although a number of minor improvements have been carried out in recent years, poor levels of security have resulted in repeated vandalism and anti-social behaviour at the station. This has resulted in facilities being removed rather than repaired and discouraged further improvements and investment. The station is now perceived as an unattractive facility to access the rail network and discourages rail travel with poor levels of appearance, access, safety and security.
- 2.3 This report sets out improvements that Hartlepool Borough Council have agreed to contribute LTP funding towards at Seaton Carew Rail Station, after discussions with Northern Rail. It sets out the importance of the station in Hartlepool's rail strategy, outlines the current condition of the station and summarises the wide range of improvements that are required to encourage an increase in rail patronage.
- 2.4 Hartlepool Borough Council is committed to increasing rail patronage as part of an integrated transport strategy. The local transport plan includes a rail strategy that aims to improve the frequency and reliability of local rail services, secure regular direct services to the East Coast Main Line, open new rail halts and enhance existing stations.



- 2.5 Unfortunately since the demise of the Rail Passenger Partnership (RPP) grants, the half hourly rail service between Hartlepool and Newcastle has been reduced to hourly, and hopes for a half hourly RPP supported service between Hartlepool and Middlesbrough serving Seaton Carew have been shelved. However Grand Central Railway are now providing direct rail links between Hartlepool and London, although not serving Seaton Crew initially. It is hoped the proposed Tees Valley Metro light rail system, proposed for the Tees Valley, will serve Seaton Carew some time in the future.

### **3. PROPOSALS**

- 3.1 Hartlepool Borough Council, in conjunction with Northern Rail has identified a range of improvements that are required at the station.
- 3.2 The highest priority is to improve safety and security of the station site ahead of any other improvements. Only when vandalism and anti-social behaviour is addressed can progress to be made on developing and improving the station site as a whole. Attention can then focus on improving the profile and visibility of the station followed by improved passenger facilities including pedestrian access, waiting facilities and train service information.
- 3.3 There is evidence that cable theft is a major problem in and around the station, which has resulted, amongst other things, in the long term loss of the public address system and regular delays to services.
- 3.4 In order to reduce this problem it is intended to visibly open up the station by way of the removal of the majority of trees and shrubs that currently line the footpath approaches to both platforms and replace them with low ground cover planting.
- 3.5 Due to a request by Northern Rail that these works are undertaken before leaf fall, an extra-ordinary meeting of the Railway Approaches Forum was held and it was agreed that these works should take place as soon as possible. Verbal approval was also given by the Portfolio Holder in advance of this meeting as these works were required to be started prior to it.
- 3.6 Additional works also discussed by the Forum, and approved in principal were:
- provide security fencing to the west side of the approach to the northbound platform;
  - provide hand rails to the approaches to both platforms;
  - improve lighting to both approaches by the upgrading of the existing lighting columns on both platforms;
  - review boundary fencing on both platforms.

#### **4. FINANCIAL CONSIDERATIONS**

- 4.1 Local Transport Plan funding of £50,000 has been identified for this year for improvement works to Seaton Carew Station.
- 4.2 Northern Rail are also committed to providing additional funding to the scheme

#### **5. RECOMMENDATIONS**

- 5.1 That the Portfolio Holder:
  - (i) notes the fact that the majority of the trees and shrubs adjacent to both approaches to the station were removed to improve security and reduce anti-social behaviour;
  - (ii) approves the other intended improvements to be supported by funding from the Local Transport Plan budget.

#### **6. REASONS FOR RECOMMENDATIONS**

- 6.1 To improve Seaton Carew Station in order to enhance passenger facilities and security.

#### **7. CONTACT OFFICER**

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## **NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO**

Report to Portfolio Holder  
20 October 2008



**Report of:** Head of Technical Services

**Subject:** YORK ROAD - CREATION OF ONE HOUR  
LIMITED WAITING PARKING BAY

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### **SUMMARY**

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

To review the current 30 minute limited parking area and examine the possibility of extending the waiting period to 1 hour.

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

This report examines the current parking restrictions and proposes extending the waiting period to 1 hour. The report also considers the feedback of a consultation carried out with local businesses in the area.

#### **3. RELEVANCE TO PORTFOLIO MEMBER**

The Portfolio Holder has responsibility for Traffic and Transportation issues.

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

Non key.

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

This is an executive decision by the Portfolio Holder.

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

To extend the current 30 minute limited waiting restriction to one hour.

**Report of:** Head of Technical Services

**Subject:** YORK ROAD - CREATION OF ONE HOUR  
LIMITED WAITING PARKING BAY

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**1. PURPOSE OF REPORT**

- 1.1 To review the current 30 minute limited parking area and examine the possibility of extending the waiting period to 1 hour.

**2. BACKGROUND**

- 2.1 A number of businesses operating between 223-255 York Road have raised concerns as to current 30 minute limited waiting time operating at the location and the specific impact this is having on customer parking.
- 2.2 Many of the businesses rely on available customer parking provision and the current 30 minute waiting restriction ensures a regular turnover of vehicles and creates available parking spaces close to the facilities. Most businesses have relatively short stay customer parking needs and any long stay customer or staff parking requirements were accommodated in the nearby Houghton Street, Whitburn Street and Elwick Road. However, resident only permit parking was introduced at these locations and this has reduced the opportunity for businesses and customers to now park close to the facilities.
- 2.3 Businesses have expressed concern that since the resident controls were introduced this has had a detrimental effect on trade and they have consequently requested if the limited waiting time could be extended to 1 hour in order to accommodate the customer parking needs.
- 2.4 A consultation has been completed with businesses in the area which proposed to extend the limited waiting time at three locations as shown as **Appendix A**.

**3. PROPOSALS**

- 3.1 The consultation asked for views from businesses who trade within the immediate vicinity of the limited parking area proposing that the current 30 minute parking restriction (no return within 2 hours) be replaced with a 1 hour limited parking restriction (no return within 2 hours).

- 3.2 The consultation generated one objection from a business who would prefer to see the restriction remain at 30 minutes the objector considered that extending the parking time would result in a turnover of less vehicles and therefore less available customer parking space. However a petition of support was received from 8 businesses with the proviso that Whitburn Street was not included in the controlled zone. Both documents will be made available for inspection at the meeting.

#### **4. FINANCIAL CONSIDERATIONS**

- 4.1 The cost of implementing the parking restrictions would be minimal and any carriageway markings and related signage would be met from the parking services budget.

#### **5. LEGAL CONSIDERATIONS**

- 5.1 As part of the legal process, the proposed restrictions would be need to be advertised for a period of 28 days with any objections/comments being referred to this Portfolio Holder for further consideration.

#### **6. RECOMMENDATIONS**

- 6.1 Amend the current limited waiting restriction in place between 223 – 255 York Road from the current 30 minute stay to that of 1 hour (no return within 2 hours).
- 6.2 Create an additional 1 hour limited waiting area (no return within 2 hours) opposite junction of Kilwick Street.
- 6.3 That following the objection of business to the proposed limited waiting area in Whitburn Street, this location should not now be included within the scheme.
- 6.4 That the Head of Legal Services be asked to prepare and advertise the necessary Parking Orders as part of the formal advertising process

#### **7. REASONS FOR RECOMMENDATIONS**

- 7.1 To reflect the majority of views received in response to the consultation.
- 7.2 To assist with the parking needs of customers visiting businesses in this area that require parking stay in excess of 30 minutes.

**8. CONTACT OFFICER**

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APPENDIX A

