

# NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO DECISION RECORD 20<sup>th</sup> October 2008

The meeting commenced at 9.00 a.m. at the Civic Centre, Hartlepool

**Present:**

Councillor Peter Jackson (Neighbourhoods and Communities Portfolio Holder)

Officers: Dave Stubbs, Director of Neighbourhood Services  
Denise Ogden, Head of Neighbourhood Management  
Alastair Smith, Head of Technical Services  
Jo Wilson, Democratic Services Officer

Also present Julie Hetherington

## **23. Alleygate Schemes** (*Head of Technical Services*)

**Type of decision**

Non-key.

**Purpose of report**

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

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

Funding had been identified from New Deal for Communities (NDC) to install alleygates at three locations. All three sites were identified by NDC due to security problems, vandalism and anti-social behaviour.

Furness Street

The main concern was to prevent the amount of vehicles using the back street to return to Addison Road, particularly since children regularly play there. While the scheme would not be fully enclosed it would prevent through traffic and not allow pedestrian thoroughfare. Consultation had shown 21 in favour and six against. Reasons for objection included the perceived need for further security measures but officers felt these could be considered at a later date if

they were found to be necessary. Ms Hetherington spoke in favour of the proposals.

Richard Court / Osborne Road

This scheme would allow access to the parking areas to the rear of Park Road with the Osborne Road back street area being enclosed. Consultation had shown 21 in favour and one against owing to mobility problems. The Portfolio Holder indicated that he was minded to approve the proposals in principle but would like officers to engage in further consultation with the objector to ensure that they were not inconvenienced by the proposals.

Barbara Mann Court / Victoria Road

The gates at the Murray Street end would remain open during working hours due to the business permit parking bays loaded within the scheme area. Consultation had shown 18 in favour and one against.

**Decision**

That the schemes for Furness Street and Barbara Mann Court/Victoria Road be approved

That the scheme for Richard Court/Osborne Road be approved in principle subject to further consultation with the objector.

**24. Brunswick Street – Parking Regulations** *(Head of Technical Services)*

**Type of decision**

Non-key.

**Purpose of report**

To establish a prohibition of parking restrictions at Brunswick Street.

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

The Head of Technical Services advised that Brunswick Street currently provided an access route into Hartlepool College of Further Education (HCFE). Access is controlled by a barrier with 52 metres of carriageway from the junction of Albert Street adopted public highway with no parking controls. Commuters currently park free of charge on both sides, something which can cause access difficulties into the site. HCFE had recently submitted a formal planning application in relation to the construction of a new college building including the use of the Albert Street car park site. This will therefore cease to be under Council ownership/management from January 2009 and consequently Brunswick Street will be a key access point to the College. This would necessitate a clear vehicular access which would be difficult to manage

if the highway was left unregulated. Therefore it was proposed to prohibit parking at this location.

As part of the legal process the proposed restrictions would need to be advertised for 28 days with any feedback being reported to the Portfolio Holder for further consideration. Implementation costs would be minimal.

### **Decision**

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

## **25. Dalton Street – Creation of Business Parking Bays** (Head of Technical Services)

### **Type of decision**

Non-key.

### **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.

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

The Head of Technical Services advised that Dalton Street was currently part of the resident only controlled parking scheme introduced to protect residents living on the fringe of the town centre from commuter and short stay parking. A number of commercial premises in the area have been issued with concessionary permits allowing them to trade within the permit controlled zone. Recent demolition of a majority of residential properties means there is no longer a requirement for residential parking controls although some parking controls still need to be retained. The Council currently has a limited number of on street permit controlled parking bays and designated disabled bays but the reduction of residential properties has provided an opportunity to create an additional number of on street business permit bays. It was proposed therefore that the current controlled parking bays be replaced with business permit controlled parking. Bays would be offered on a contractual basis at an annual cost of £310, the cost of implementation would be minimal. As part of the legal process the proposed restrictions would need to be advertised for a period of 28 days with any feedback reported to the Portfolio Holder.

### **Decision**

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

## **26. Dog Warden Service** *(Head of Neighbourhood Management)*

### **Type of decision**

Non-Key

### **Purpose of report**

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

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

The Head of Neighbourhood Management advised that the Council had a statutory duty to provide a dog warden service to discharge the functions for dealing with stray dogs found within the borough of Hartlepool. Currently this was provided on an ad-hoc basis by Neighbourhood Environmental Wardens Ltd of Ashton-in-Makerfield but in line with the Council's procurement policies/procedures and contract procedure rules, and to ensure value for money, it was necessary to invite open tenders. The Head of Neighbourhood Management stressed that officers were not dissatisfied with the current service but it was felt good practice to undertake this process. Details were provided within the report of the services to be undertaken by the successful tenderer including enforcement, replenishment of poop-scoop dispensers and erection of appropriate dog-related signage. There was also discussion of risk implications and financial, staff and asset management considerations.

### **Decision**

That the invitation of tenders for the provision of the Dog Warden Service be approved.

## **27. Minor Works Proposals – Neighbourhood Consultative Forums** *(Head of Neighbourhood Management)*

### **Type of decision**

Non-Key

### **Purpose of report**

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

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

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

#### **Central Neighbourhood Consultative Forum**

- i. Stranton Ward – Cumbria Walk – parking provision - £5,636
- ii. Rift House Ward – Dryden Road – parking provision - £3,520
- iii. Rift House Ward – Oakland Avenue – shrubs - £1,000
- iv. Hart Ward – Hart Village – Village Hall Car Park - £1,086

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

- v. Greatham Ward – Queensway – footway resurfacing - £8,200
- vi. Seaton Ward – Brompton Walk – resurface footpath - £10,740
- vii. Fens Ward – Newark Road - removal of verge - £700
- viii. Various Ward – Pride in Hartlepool - £5,000

### **Decision**

That the recommendations of the Neighbourhood Consultative Forums, as agreed by the Forum members, be approved.

## **28. Seaton Carew Station improvements** *(Head of Technical Services)*

### **Type of decision**

Non-Key

### **Purpose of report**

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

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

The Head of Technical Services advised that although a number of minor improvements had been carried out in recent years there had been repeated vandalism and anti-social behaviour at the station. This had resulted in facilities being removed and discouraged further improvements and investments. The Council had agreed to contribute Local Transport Plan (LTP) funding toward improvements, following discussions with Northern Rail. The LTP includes a rail strategy 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.

A range of required improvements had been highlighted, details of which were given within the report. The highest priority was to improve safety and security at the station, particularly the prevention of cable theft which was perceived as a major problem. In order to achieve this it was intended to remove the majority of trees and shrubs lining the footpath approaches and replace them with low ground cover planting, thereby visibly opening up the station. Northern Rail had requested that these works be undertaken before leaf fall and it had therefore been agreed at an extra-ordinary meeting of the Railway Approaches Forum that these works should take place as soon as possible. Verbal approval had been given by the Portfolio Holder. Further improvements had been agreed in principle by the Railway Approaches Forum and the Portfolio Holder was asked to approve these. LTP funding of £50,000 had been identified with additional monies from Northern Rail.

### **Decision**

- I. That the removal of the majority of trees and shrubs adjacent to both approaches to station to improve security and reduce anti-social behaviour be noted
- II. That the other intended improvements to be supported by funding from the LTP budget be approved.

## **29. York Road – creation of one hour limited waiting parking bay** *(Head of Technical Services)*

### **Type of decision**

Non-Key

### **Purpose of report**

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

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

The Head of Technical Services advised that a number of business operating in York Road had raised concerns as to the current 30 minute limit on waiting time and the impact this was having on customer parking. Most businesses have relatively short stay customer parking needs with any long stay requirements being accommodated in Houghton Street, Whitburn Street and Elwick Road. However resident only parking was introduced at these locations thereby reducing the opportunity for businesses and customers to park close to the facilities. Businesses felt that the introduction of the resident controls had led to a detrimental effect on trade and were requesting that the current waiting time be extended to one hour to accommodate customer parking needs. Consultation with businesses in the area had resulted in one objection on the grounds that extending the parking time would result in a turnover of less vehicles and less available customer parking space. A petition in support of the proposals was also received with the proviso that Whitburn Street was not included in the controlled zone.

As part of the legal process the proposed restrictions would need to be advertised for 28 days with any feedback reported to the Portfolio Holder. Implementation costs would be minimal and met from the Parking Services budget.

### **Decision**

- I. That the current limited waiting restriction in place between 223-255 York Road be amended from the current 30 minute stay to that of one hour (no return within two hours)
- II. That an additional one hour limited waiting area (no return with two hours) be created opposite the junction of Kiliwick Street
- III. That following the objection of businesses a proposed limited waiting area in Whitburn Street should not now be included in the scheme

- IV. That the Head of Legal Services be asked to prepare and advertise the necessary Parking Orders as part of the formal advertising process

The meeting finished at 9.15 am.

**P DEVLIN**

**CHIEF SOLICITOR**

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