

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO DECISION SCHEDULE



Monday, 20 July 2009

at 9.00 am

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

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

1. KEY DECISIONS

- 1.1 Throston Neighbourhood Action Plan(NAP), Final For Endorsement – *Head of Regeneration (test ii)*

2. OTHER ITEMS REQUIRING DECISION

- 2.1 North Hartlepool Single Regeneration Budget (SRB) Projects – *Director of Neighbourhood Services*
- 2.2 Data Quality Visit For The Land fill Allowances And Trading Scheme – *Head of Neighbourhood Management*
- 2.3 Neighbourhood Services Departmental Plan 2009/10 – *Director of Neighbourhood Services*
- 2.4 Minor Works Proposals, Neighbourhood Consultative Forums – *Head of Neighbourhood Management*
- 2.5 Neighbourhood Agreements – *Director of Neighbourhood Services*
- 2.6 Revised Local Transport Plan (LTP) Budget Allocations For 2009/10 – *Head of Technical Services*
- 2.7 Wharton Terrace / Parton Street – Proposed One Way Street – *Head of Technical Services*
- 2.8 Adoption Of Highways Hartlepool Marina – *Head of Technical Services*
- 2.9 Avenue Road – Changes To Parking Restrictions – *Head of Technical Services*
- 2.10 Draft Neighbourhood Management Strategy For Hartlepool – *Head of Neighbourhood Management*

- 2.11 Multi-Operator Bus Ticketing Scheme – *Head of Technical Services*
- 2.12 Residents Only Parking Controls– Grange Road – *Head of Technical Services*
- 2.13 Residents Only Parking Restrictions– Vicarage Gardens – *Head of Technical Services*
- 2.14 Stagecoach-Cancellation Of Services 20 And 456 As Commercial Services – *Head of Technical Services*
- 2.15 York Road – Creation Of 1 Hour Limited Waiting Parking Bay – *Head of Technical Services*

3. **ITEMS FOR INFORMATION**

- 3.1 Dyke House / Stranton / Grange Neighbourhood Action Plan (NAP) Refresh – *Head Of Community Strategy*
- 3.2 Neighbourhood Action Plans– The Way Forward Action Plan – *Head of Community Strategy*

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

None

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
20 July 2009



Report of: Head of Technical Services

Subject: REVISED LOCAL TRANSPORT PLAN (LTP)
BUDGET ALLOCATIONS
FOR 2009/10

SUMMARY

1. PURPOSE OF REPORT

To provide information on the local transport capital outturn expenditure in 2008/09 and seek approval for the revised LTP budget allocations and programme for integrated transport and structural maintenance in 2009/10.

2. SUMMARY OF CONTENTS

The report provides details of the 2008/09 local transport capital allocations, the revised budget allocations and the actual allocations as from May 2009.

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 Portfolio Holder approves the revised distribution of local transport capital funding for 2009/10.

Report of: Head of Technical Services

Subject: REVISED LTP BUDGET ALLOCATIONS
FOR 2009/10

1. PURPOSE OF REPORT

- 1.1 To provide information on the local transport capital outturn expenditure in 2008/09 and seek approval for the revised LTP budget allocations and programme for integrated transport and structural maintenance in 2009/10.

2. BACKGROUND

- 2.1 At the Neighbourhood and Communities Portfolio meeting on 28th January 2008, the three year local transport capital allocation for 2008/09 to 2010/11 was reported for Integrated Transport and Structural Maintenance and approval given for the proposed budget allocations.
- 2.2 The 2008/09 final outturn expenditure and funding to be carried forward is as follows: (excluding transport interchange)

	2008/09		2009/10
	Allocation	Expenditure	Allocation
Integrated Transport Block	£1,138,000	£898,282	£1,089,000
Maintenance of Roads & Bridges	£764,000	£764,000	£743,000
Carried Forward from Previous Year	-	-	£239,718
<i>Total</i>	-	-	<i>£2,071,718</i>

3. CONSIDERATION OF THE ISSUES

Integrated Transport

- 3.1 The majority of schemes have been delivered as planned, except for the Hartlepool Transport Interchange. This scheme is responsible for the significant level of funding carried forward from 2007/08. There have also been several changes to the allocation of funding to other schemes to that previously reported. This is a result of an increase/decrease in the actual cost compared to the estimated scheme cost has required a re-evaluation of budgets in 2008/09.

- 3.2 Table 1 provides the original and revised budget allocations together with a reason for the change.

Structural Maintenance

- 3.3 There are no changes to the allocations for the structural maintenance of highways and bridges in 2009/10.

4. CONSULTATION

- 4.1 Extensive consultation with stakeholders and the public was undertaken as an integral part of the developing Hartlepool's second Local Transport Plan (2006-2011). The revised distribution of funding is based on the original allocation set out in the LTP document (Table 10.4) with the changes highlighted in this report.

5. FINANCIAL ISSUES

- 5.1 The revised allocation is based on the local transport capital settlement announced in November 2007 with the addition of funding carried forward from 2008/09.

6. RECOMMENDATIONS

- 6.1 That the Portfolio Holder approves the revised distribution of local transport capital funding for 2009/10.

7. REASONS FOR RECOMMENDATIONS

- 7.1 To show compliance with auditing procedures

8. CONTACT OFFICER

Mike Blair, Transportation and Traffic Manager
Neighbourhood Services (Technical Services)
Hartlepool Borough Council

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Table 1 – Revised LTP Capital Budget Allocations for 2009/2010

Scheme Type	Scheme	Original Budget	Revised Budget	Comments
Bus Priority Schemes	Bus Quality Corridor	0	0	No allocation at this time. Major bus scheme bid funding expected.
Bus Infrastructure Schemes	Improvements to existing bus stops	20,000	53,336	Budgets adjusted for under spend in 2008-09
	Bus Quality Corridor (Flags & Poles)	-	1,149	
	Low Floor Bus Infrastructure	30,000	35,733	
Public Transport Interchange	Hartlepool Transport Interchange	0	1,546,210	Interchange
	Seaton Carew	-	37,169	
Cycling Schemes	Cycle tracks / Lanes	152,000	152,000	Budgets adjusted for under spend in 2008-09
	New Advanced Stop Lines	5,000	5,000	
	Cycle route signage	5,000	8,339	
Walking Schemes	Other Walking Schemes	47,000	47,000	
Travel Plans	Workplace	10,000	18,675	Budgets adjusted for under spend in 2008-09
Local safety Schemes	Schools	-	9,324	Budgets adjusted for under spend in 2008-09
	Safer routes to school	80,000	81,103	
	Public transport CCTV	10,000	20,000	
	Street lighting	70,000	70,000	
	Other safety schemes	25,000	25,000	
	Safer streets initiative	20,000	20,000	
Road Crossings	Uncontrolled crossings	30,000	30,000	
Traffic Management and Traffic Calming	Other traffic management schemes	-	15,080	Budgets adjusted for under spend in 2008-09
	Parking lay-bys	25,000	26,186	
	Speed activated signs	0	0	
	Highway signage improvements	0	0	
	School 20mph schemes	10,000	10,000	
	Neighbourhood Forums	30,000	30,000	

Scheme Type	Scheme	Original Budget	Revised Budget	Comments
Local Road Schemes		400,000	418,851	Budgets adjusted for under spend in 2008-09
Miscellaneous Schemes	Car park improvements	50,000	98,102	Budgets adjusted for under spend in 2008-09 Funding allocated for development costs of LTP3
	Road safety and education	20,000	25,389	
	Motor cycle training	20,000	20,000	
	Smarter travel awareness	10,000	13,580	
	Shop mobility	-	40,000	
	LTP monitoring	5,000	5,000	
	LTP3 Development	15,000	15,000	
	Dial-a-ride	0	0	
	Retentions	0	0	
Highway Maintenance	Carriageways	623,000	623,000	
	Footways	50,000	50,000	
Bridge Strengthening & Maintenance	Maintenance	70,000	70,000	
Total		1,832,000	2,074,016	

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
20 July 2009



Report of: Head of Technical Services

Subject: WHARTON TERRACE / PARTON STREET–
PROPOSED ONE WAY STREET

SUMMARY

1. PURPOSE OF REPORT

To seek approval for the proposals to introduce a one way system on Wharton Terrace / Parton Street following an objection to the proposals.

2. SUMMARY OF CONTENTS

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

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 scheme.

Report of: Head of Technical Services

Subject: WHARTON TERRACE / PARTON STREET–
PROPOSED ONE WAY STREET

1. PURPOSE OF REPORT

- 1.1 To seek approval for the proposals to introduce a one way system on Wharton Terrace/ Parton Street following an objection to the proposals.

2. BACKGROUND

- 2.1 Residents of Wharton Terrace (west) were consulted in regards to the raised planters within their street. Following written consultation, a door-to-door consultation exercise was undertaken on 17 December 2008 in order to discuss proposals for the street. Each property in Wharton Terrace (west) was visited, with a letter and reply slip left at those properties where no answer was received.
- 2.2 In addition to feedback received relating to the potential removal of the raised planters, residents raised concerns regarding the safety of the existing highway layout. Residents stated that minor vehicle incidents were a common occurrence and concerns were raised regarding the potential for more serious vehicle incidents and for pedestrian safety. Residents asked if a one-way system for Wharton Terrace (west) could be considered in order to address these issues.

3. PROPOSALS

- 3.1 It is proposed to introduce a one way system on Wharton Terrace and Parton Street. Traffic will be required to enter Parton Street and leave via Wharton Terrace (**Appendix 1**).
- 3.2 This will complement the proposed environmental scheme to remove the existing planters and replace them with trees planted on small build-outs.

4. CONSULTATION

- 4.1 A further consultation was carried with the residents of Wharton Terrace and Parton Street with regards to the one way system 22 replies were received 16 for (12 Wharton Street / 4 Parton Street) and 6 against (4 Parton Street / 2 Wharton Terrace) Local Ward Councillors were also sent copies of the consultation letters and plans.

- 4.2 The scheme was then approved by the Head of Technical Services through delegated powers and the legal order advertised. One official objection was received from a resident of Parton Street (see **Appendix 2**) the objector stated that the one way system would make it harder to reverse into their driveway and that congestion in Wharton Terrace would prevent drivers passing through.
- 4.3 It is not considered that the one way system would make it harder to reverse into the objectors drive, since the direction of travel would be no different from the route already taken by the resident. Any congestion experienced in Wharton Terrace at present will be removed following the removal of the large planters and the implementation of the one way system.
- 4.4 The Emergency Services have been consulted and have no objections to the proposed one way system.

5. FINANCIAL IMPLICATIONS

- 5.1 The scheme would be funded as part of the Environmental Improvement works being carried out on Wharton Terrace.

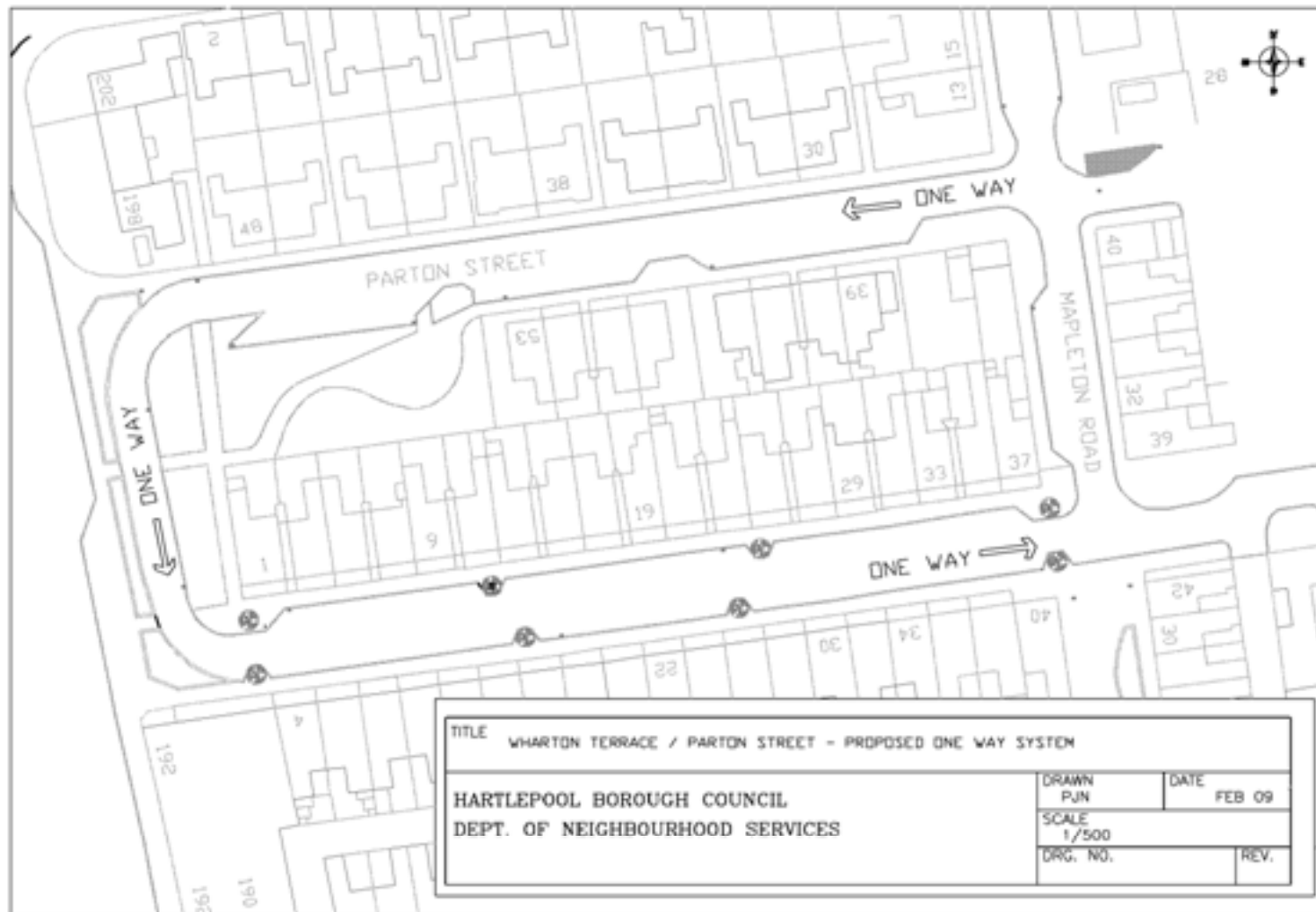
6. RECOMMENDATION

- 6.1 That the proposal outlined in section 3 of the report is approved.

7. CONTACT DETAILS

Peter Frost
 Traffic Team Leader
 Bryan Hanson House
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APPENDIX 1



APPENDIX 2

Ref: EDRMS: 6787

15/05/2009

Mr P Devlin
Chief Solicitor
Civic Centre

Dear Mr Devlin

RE: ONE-WAY SYSTEM

With regards to the proposed one way system, my husband and I have the following comments.

(1) To reverse into our driveway, I find this would be extra difficult on a one-way system, which I object to strongly. Why, after all these years, are you changing to a one-way system. Parton street residents do not want this. Also, I suggest you remove the stupid corner where the telegraph pole is, to make my life a little bit easier.

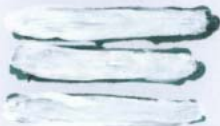
(2) Has A feasibility study been done?

(3) Have you had a residents meeting?

(4) Congestion in Wharton Terrace prevents many drivers from passing through. Instead, they turn around opposite our house to avoid it. Taxi's will cause further waiting around for us, and large vehicles have problems.

Incidentally, Parton Street has had no area improvement since we moved here in 1988. The pavements are cracked and broken and have never been fixed. We addressed our own concerns to the Neighbourhood Services Dept in 2005. Plans were discussed and garden designs drawn up, but since February 2006, we heard nothing. What a waste of our time as no action has ever been taken. You take our money, but we, in Parton Street receive nothing in return, and now your about to make our lives even more miserable.

Yours Sincerely



TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
20 July 2009



Report of: Head of Technical Services

Subject: ADOPTION OF HIGHWAYS HARTLEPOOL
MARINA

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To request approval for the adoption of the highways on Hartlepool Marina known as Harbour Walk and Navigation Point and the large car park on Navigation Point.

2. SUMMARY OF CONTENTS

- 2.1 A history of negotiations with the landowners and stakeholders, financial implications and future maintenance implications of adopting the highways.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 The Portfolio Holder has responsibility for Neighbourhood and Transport issues.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

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

6. DECISION(S) REQUIRED

- 6.1 That approval be given for the adoption of the roads and footways known as Harbour Walk and Navigation Point, as well as the large car park at Navigation Point on 24th July 2009.

Report of: Head of Technical Services

Subject: ADOPTION OF HIGHWAYS - HARTLEPOOL MARINA

1. PURPOSE OF REPORT

- 1.1 To request approval for the adoption of the highways on Hartlepool Marina known as Harbour Walk and Navigation Point and the large car park on Navigation Point.

2. BACKGROUND

- 2.1 When work was commenced on the development of Hartlepool Marina the developer, the Mandale Group, proposed that the internal roads remained privately owned and maintained. At the time, the proposal was acceptable to the Authority.
- 2.2 As the Marina grew in size and stature it became apparent that the maintenance and cleansing of the area was not to a standard that was deemed acceptable to members of the public and the stakeholders that either owned or rented properties there. This resulted in many complaints to the Authority, which were then passed onto the Developer to be actioned.
- 2.3 In 2002 the developer made initial approaches to the Council with regard to the possibility of the roads becoming adopted highway and thus maintained by the Council.
- 2.4 At this stage the relationship between the developer and the businesses and property owners on the development had deteriorated to such an extent that cleansing and maintenance works had stopped completely with the consequence that the Council were receiving more and more complaints from the public about the condition of the area in general.
- 2.5 Consequently, negotiations began with the developer in order to enable the adoption of the roads.
- 2.6 Since that time the Council has facilitated several meetings with the developer and stakeholders which have resulted in an agreed way forward which will enable the adoption of the roads and footways, (Harbour Walk and Navigation Point), as well as the large car park at Navigation Point.
- 2.7 The proposed adoption will not include the sewers located within the proposed adopted area, which will remain the responsibility of the developer.

3. CONSIDERATION OF ISSUES

- 3.1 When the developer originally constructed the roads on this part of the Marina they were not built to an adoptable standard. In order to bring them up to this standard a substantial amount of money would be required which would make the adoption unviable for the developer.
- 3.2 Because of the strategic importance of the Marina in terms of business, leisure, tourism and links to Victoria Harbour, it is vital that the Council obtain control of the maintenance and cleansing of the area in order to ensure that it is maintained to the highest standards possible. With the hosting of the Tall Ships Race only one year away it is also important that control is taken as soon as possible.
- 3.3 To this end an agreement has been reached with the developer for the adoption of the carriageways and footways noted in 2.6 above on 24th July 2009.
- 3.4 Upon adoption of the roads it is intended to introduce traffic management measures to regulate the amount of traffic that currently uses Harbour Walk (Garlands area), by preventing through traffic. This will reduce the amount of wear and tear that this section of road currently experiences that has resulted in damage in the past.

4. FINANCIAL IMPLICATIONS

- 4.1 Once adopted the responsibility, and thus cost, of all future maintenance and cleansing of the area will fall on the Council. The maintenance will be undertaken through current revenue budgets.
- 4.2 Details of the existing construction are not available. Consequently, it is difficult to accurately calculate the current maintenance requirement without carrying out a detailed analysis of the existing construction. There is however, limited information available from some cores that were taken in September 2001. The core results indicate that the irregular surface profile of the block paving is as a result of an inadequate base for the blocks. This problem also affects the gullies, which have also had a tendency to sink in the past.
- 4.3 The limited knowledge that is available about carriageway sub-base condition means that it is vitally important that the Traffic Management measures noted in 3.4 above are implemented as soon as possible to help reduce any further deterioration.
- 4.4 Nevertheless, following a recent visual inspection it is clear that there are immediate maintenance requirements of the order of £50k to bring the area to an acceptable standard, and should the carriageways need

reconstructing in the future, there is the potential risk of costs of the order of £500k.

5. RECOMMENDATION

- 5.1 That approval be given for the adoption of the roads and footways known as Harbour Walk and Navigation Point, as well as the large car park at Navigation Point on 24th July 2009.

6. CONTACT OFFICER

Paul Mitchinson, Highway Services Manager
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TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
20 July 2009



Report of: Head of Technical Services

Subject: AVENUE ROAD – CHANGES TO PARKING
RESTRICTIONS

SUMMARY

1. PURPOSE OF REPORT

To consider requests from businesses on Avenue Road, to amend the current parking restrictions in place on Avenue Road.

2. SUMMARY OF CONTENTS

The report outlines background and considers the implications of the request.

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 Portfolio Holder approves the request.

Report of: Head of Technical Services

Subject: AVENUE ROAD – CHANGES TO PARKING RESTRICTIONS

1. PURPOSE OF REPORT

- 1.1 To consider a request from businesses on Avenue Road to change the current parking restrictions.

2. BACKGROUND

- 2.1 Avenue Road has a number of parking restrictions in place which reflect the needs of both residents and commercial businesses operating in the area. As such current restrictions provide restrictive and limited waiting parking together with business and residential permit parking controls.
- 2.2 A report was considered by the Neighbourhood and Communities Portfolio Holder on 21 April 2008, which proposed the creation of several new resident parking spaces which were accommodated by reducing some of the limited waiting spaces. Although this benefitted the residents and increased the number of reserved parking bays available to them, a number of businesses have found that the short stay customer parking has been reduced, and convenient available parking, directly outside of the premises, is often no longer available.
- 2.3 This has had a consequential effect on trade and can cause congestion / disruption at times of deliveries. There is also a concern that the lack of parking availability is causing customers to use other suppliers outside of the area.

3. PROPOSALS

- 3.1 **Appendix A** shows a proposal to introduce / re-site the parking bays.
- 3.2 The proposal would not reduce the numbers of dedicated resident or business bays but would provide an extended area of 30 minute restricted customer parking which would assist the businesses and should alleviate many of their concerns. The customer parking is also proposed to be located predominantly outside of the businesses themselves.

3.3 Residents and businesses of the 12 premises directly affected by the restrictions have been consulted regarding the proposals, of which 5 responses were returned. All five responses supported the amended parking restrictions.

3.4 The proposal has also been considered in principle by the Traffic Liaison Group who offered no objections to the amended restrictions or design layout.

4. FINANCIAL CONSIDERATIONS

4.1 The cost of advertising the amendments to the legal orders, and remarking the carriageway would be minimal and would be met from the parking services operational budget.

5. LEGAL CONSIDERATIONS

5.1 Parking Orders would be required to be advertised as part of the formal legal process.

6. RECOMMENDATIONS

6.1 That the Portfolio Holder approve the request and proposed amended parking restrictions as shown in **Appendix A** of this report.

7. REASONS FOR RECOMMENDATIONS

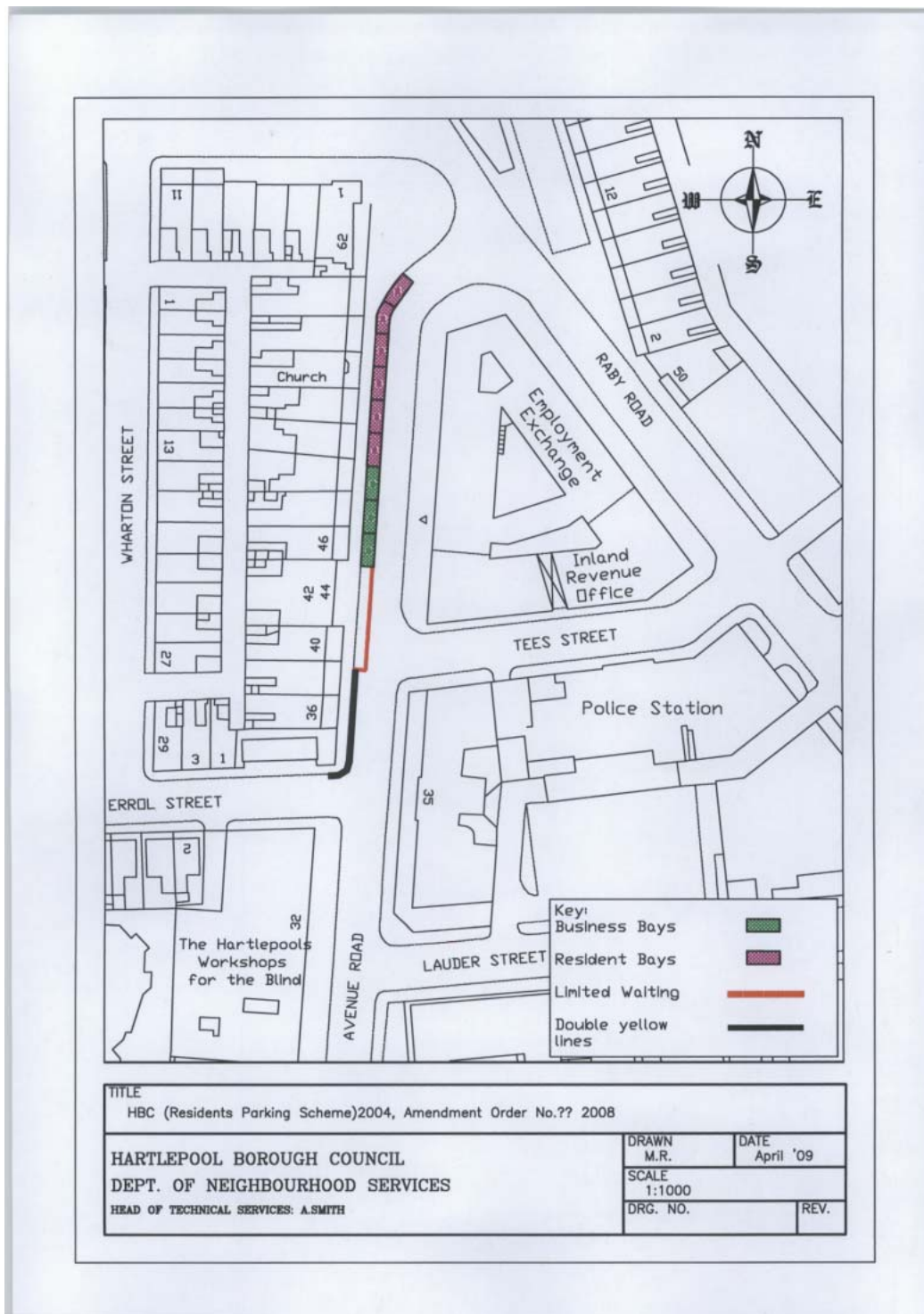
7.1 To assist those businesses and residents who are experiencing increasing parking difficulties as a result of the current restrictions in Avenue Road and to reflect the views of the majority of businesses and residents who returned consultation response forms.

8. CONTACT OFFICER

Philip Hepburn, Parking Services Manager
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Hartlepool Borough Council

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APPENDIX A



TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
20 July 2009



Report of: Head of Neighbourhood Management

Subject: DRAFT NEIGHBOURHOOD MANAGEMENT
STRATEGY FOR HARTLEPOOL

SUMMARY

1. PURPOSE OF REPORT

To seek approval to consult on the draft Neighbourhood Management Strategy for Hartlepool that is capable of meeting the challenges of the Local Government Modernisation Programme in relation to how services are delivered.

2. SUMMARY OF CONTENTS

To ensure that we meet the above challenges we therefore need to have a clear and robust neighbourhood management strategy for the future that is understood by all, that is capable of being measured, is achievable in light of existing resources, and has realistic aims and targets.

This paper sets out a Neighbourhood Management Strategy for Hartlepool that is based on current local working practices and strategies, along with national drivers, a sound knowledge of what works, and most importantly the needs of the neighbourhoods we serve.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has responsibility for Neighbourhood Management issues.

4. TYPE OF DECISION

Non Key.

5. DECISION MAKING ROUTE

Transport and Neighbourhoods Portfolio on 20 July 2009.

6. DECISION(S) REQUIRED

- i) Comments on the report are welcomed to help shape the strategy prior to consultation with stakeholders and adoption by the Council and the Partnership.
- ii) That the Portfolio Holder refer the report to Cabinet after the consultation has taken place.

Report of: Head of Neighbourhood Management

Subject: DRAFT NEIGHBOURHOOD MANAGEMENT
STRATEGY FOR HARTLEPOOL

1. PURPOSE OF REPORT

- 1.1 To seek approval to consult on the Draft Neighbourhood Management Strategy for Hartlepool that is capable of meeting the challenges of the Local Government Modernisation Programme in relation to how services are delivered.

2. BACKGROUND

Local Context

- 2.1 In its drive to improve and deliver high quality local services Hartlepool Borough Council over the last ten years has been developing structures that enable local residents to have a greater say and influence over how the services that affect them on a daily basis are delivered. A key feature in this development has been the establishment of a Neighbourhood Management Division with three area based Neighbourhood Management Teams who, through a variety of consultative mechanisms, daily contact with residents and their representatives, and strong partnerships with agencies both internal and external to the Council strive to bring about effective and sustainable improvements in their neighbourhoods.

National Context

- 2.2 Nationally the importance of the role of Neighbourhood Management in giving communities greater influence over local decisions, its link with positive outcomes on satisfaction rates, and helping services operate more efficiently and effectively is well documented. In 2001 when the National Strategy for Neighbourhood Renewal was launched to tackle the deprivation gap in our poorest communities Neighbourhood Management was identified as way of improving quality of life issues by making local services more accountable to local needs. Since then a series of public policy documents from Safer and Stronger Communities (2006) and the Lyons Enquiry (2007), to Communities in Control (2008) and more latterly the New Opportunities White paper (2009) raise increasing expectations that Neighbourhood Management with community involvement and empowerment at the forefront will continue to deliver on a complex range of agendas.

The Need for a Neighbourhood Management Strategy

- 2.3 To ensure that we meet the above challenges we therefore need to have a clear and robust neighbourhood management strategy for the future that is understood by all, that is capable of being measured, is achievable in light of existing resources, and has realistic aims and targets.
- 2.4 This paper sets out a Neighbourhood Management Strategy for Hartlepool that is based on current local working practices and strategies, along with national drivers, a sound knowledge of what works, and most importantly the needs of the neighbourhoods we serve.

3. WHAT IS NEIGHBOURHOOD MANAGEMENT

- 3.1 Neighbourhood Management means residents working in partnership with mainstream service providers, the Local Authority, businesses and voluntary sector, to make local services more responsive to the needs of their area. It is a process, which recognises the uniqueness of each place; allowing the people that live, work or provide services in it to build on its strengths and address its specific challenges.
- 3.2 Strong Neighbourhood Management takes into account the political, strategic and local context and whilst recognising that models of Neighbourhood Management will vary dependant upon local circumstance, the National Association for Neighbourhood Management identifies the following seven key ingredients for successful Neighbourhood Management which are reflected in varying degrees in our locally evolving neighbourhood structures:
- A clearly defined neighbourhood
 - The involvement of residents
 - The commitment of service providers to the principles and aims of neighbourhood management – including the means to hold service providers to account e.g., neighbourhood agreements/contracts etc
 - A dynamic neighbourhood manager with influence
 - A neighbourhood partnership structure
- 3.3 Quality information and evidence including baselines priorities, evidence of impact of interventions

4. THE HARTLEPOOL NEIGHBOURHOOD MANAGEMENT MODEL

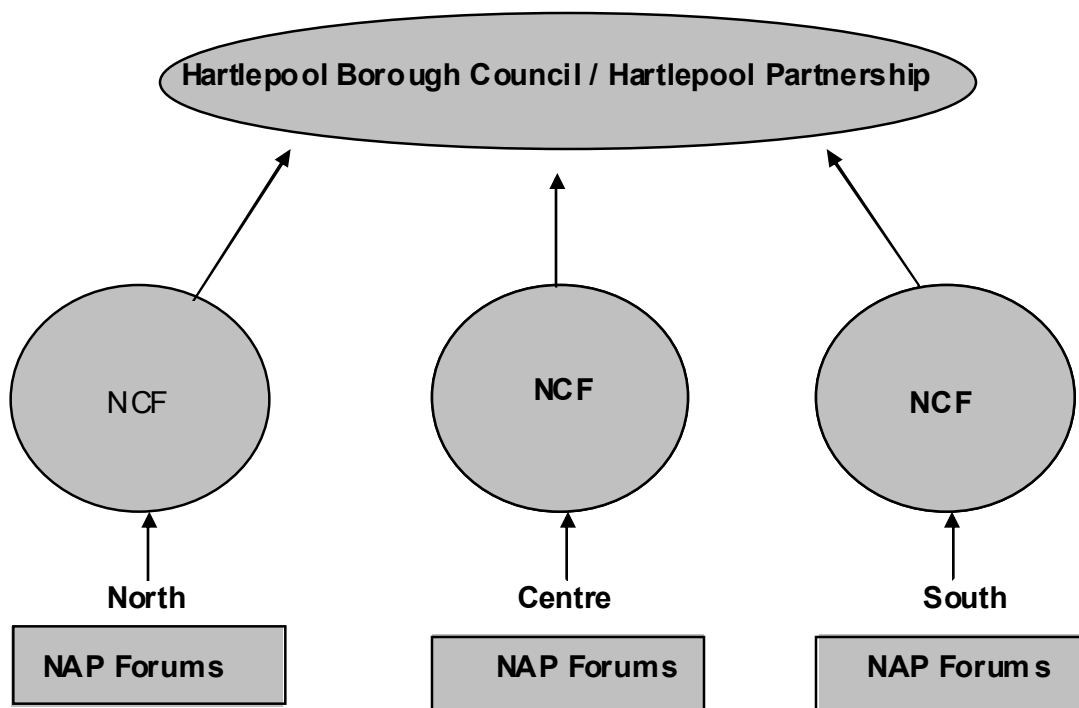
- 4.1 Neighbourhood Management within Hartlepool has been evolving over a number of years providing area based service delivery in

North, Central, and South Hartlepool. Each of these areas comprises approximately one third of the population of Hartlepool and each has a dedicated Neighbourhood Manager responsible for facilitating community involvement in, and co-ordinating the effective delivery of services in their own areas.

- 4.2 Neighbourhood Management was originally set up under the banner of 'Town Care' with the Neighbourhood Managers servicing three Neighbourhood Consultative Forums. However since then area based teams have evolved to provide a more integrated service presence to address immediate quality of life issues around community safety and the environment, and as part of Hartlepool's Neighbourhood Renewal Strategy smaller area based Neighbourhood Forums in each of the North, Centre and South neighbourhoods have also been established to tackle extreme levels of deprivation. In these smaller neighbourhood areas we operate an intensive Neighbourhood Management approach to tackling 'quality of life' issues in communities by focusing on the following key areas that are performance managed through the Hartlepool Partnership:

- Jobs and Economy
- Lifelong Learning and Skills
- Health
- Community Safety
- Environment and Housing
- Culture and Leisure
- Strengthening Communities

4.3 **HARTLEPOOL NEIGHBOURHOOD MANAGEMENT MODEL**



- 4.4 The commitment of local service providers to Neighbourhood Management as a process for achieving results is evidenced in the Partnerships that have evolved at a local level, the development of Neighbourhood Action Plans, in our Neighbourhood Renewal Areas, and the reconfiguration of services to meet local need such as the integration of Neighbourhood Policing into existing Neighbourhood Management structures.
- 4.5 Within this model very local data also enables us to identify priorities and trends that in turn enable interventions to be appropriately targeted to meet the needs of particular neighbourhoods. This data includes for example crime and environmental data supplied on a weekly basis to identify hotspot areas within neighbourhoods, and data used to develop strategies and monitor improvements in relation to broader social exclusion issues in our most deprived neighbourhoods such as the MORI Quality of Life Household Survey which is repeated every two years.
- 4.6 Underpinning the Hartlepool Neighbourhood Management model is a rich framework of community involvement mechanisms supported by our Neighbourhood Managers and Development Officers such as the Neighbourhood Consultative Forums which are recognised in the Councils constitution and to which resident representatives are co-opted members with voting rights: our NAP Forums where resident involvement is a key element of our Neighbourhood Renewal Strategy: resident groups, and a range of interest groups across Hartlepool.

5. NATIONAL CONTEXT – NEIGHBOURHOOD MANAGEMENT – A MODEL OF EMPOWERMENT & IMPROVED SERVICE DELIVERY

- 5.1 Over a number of years a series of key government policy documents have emphasised that the creation of successful sustainable communities is dependant upon the people who live in them having a say in how their neighbourhoods are shaped.
- 5.2 The local government performance framework sought to strengthen the commitment to involving communities in shaping neighbourhoods through National Indicators 1-7, and in particular NI 4 – increasing influence, and NI 5 improving resident satisfaction with their local area.
- 5.3 Recent national policy guidance also advocates Neighbourhood Management as a model of delivery that is both successful in improving satisfaction with key local services, and increasing influence, and as part of Government's local government modernisation programme the '*Communities in Control - Real People Real Power*' white paper (July 2008) further aims to build on the strengths of the Neighbourhood Management approach as a way of '*passing power to communities and giving real control and influence to more people*'. Within the White

Paper there is an acknowledgment that *the involvement of residents has led to a greater accountability in the improvement of services that that would otherwise have been unlikely*, and that the presence of *'neighbourhood teams with local knowledge and the capacity to engage is facilitating a greater level and quality of citizen engagement, which has in turn provided opportunities for service providers to shape their services that are more in line with local priorities.'*

- 5.4 The White Paper seeks to further strengthen the involvement of communities through a variety of mechanisms including the use of participatory budgeting, use of community contracts and the engagement of communities in the development and commissioning of services, supporting active citizenship and increasing cohesion, and passing ownership and control of services to communities through for example the creation of community land trusts, social enterprises and co-operatives.
- 5.5 This renewed commitment to empowering local communities therefore appears to be far more wide reaching than simply putting structures in place that provide an opportunity for residents to get involved, there being an expectation that local authorities and other public bodies will actively encourage involvement, and provide opportunities that facilitate 'active citizenship', and promote community cohesion - a position which is further reflected in the new 'Place Survey' which alongside measuring influence and satisfaction rates collates information on the following:
- the quality of information given out on how residents can get involved in local decision making
 - the percentage of those actually involved in groups/organisations making decisions that affect the local area
 - how strongly people feel they belong to their immediate neighbourhood
 - the percentage of residents helping out as volunteers e.g. at youth centres/ events etc
 - the extent to which residents feel the local area is one where people from different backgrounds get along
 - being treated with respect and consideration by others in your neighbourhood and those delivering services
- 5.6 More recent policy guidance published in February 2009 also makes it clear that the principles of Neighbourhood Renewal will continue to play a key role in the government's modernisation programme. Thus the *New Opportunities – Fair Chances for the Future* White Paper makes clear that it is a core function of local authorities to tackle socio-economic disadvantage and narrow gaps in outcomes for people from different backgrounds. This together with the importance of empowering local communities as a vital component in designing locally tailored solutions to tackling the underlying causes of social exclusion places neighbourhood management at the forefront in preferred approaches to reducing inequality.

- 5.7 The recent independent evaluation of the national Neighbourhood Management Pathfinders highlights Neighbourhood Management as being particularly effective in Neighbourhood Renewal Areas and concludes that *'people's satisfaction with where they live rises faster in neighbourhood management areas than elsewhere, as does their satisfaction with key local services such as policing, street cleaning, and dealing with litter and vandalism. People in neighbourhood management areas also feel more able to influence local decisions. These are important factors in ensuring a sustainable approach to regeneration, linking economic, social and physical renewal at the neighbourhood level.'*

6. PROPOSED NEIGHBOURHOOD MANAGEMENT STRATEGY

- 6.1 As indicated above there are a number of local policies and strategies in place that reflect the Councils commitment to the involvement of local communities in the provision of quality services that address the needs of local neighbourhoods. However, the absence of a Neighbourhood Management Strategy means that there is no clear explanation and common understanding of the role of Neighbourhood Management within the Authority which in turn means that the opportunities for engaging communities and partnership working that enable the effective targeting of resources are not always fully realised. The adoption of a locally owned Neighbourhood Management Strategy that places local communities at the heart of decision making would also strengthen our commitment to local democracy and accountability and send a strong signal to Government that we are capable of meeting the challenges of its local government modernisation programme.
- 6.2 This does not necessarily mean adopting new structures and targets, but rather demonstrating how current structures and practices can be translated into strategies that dovetail with existing locally adopted outcomes and strategies that are measurable and capable of contributing towards better outcomes for local communities.
- 6.3 Our overall vision is for Hartlepool to be *'a place where people have pride and want to live and stay, with everyone taking part, and everyone understanding each others needs'*. Our proposed strategy for contributing to this vision is threefold:
- *Ensuring appropriate governance is in place that enables the meaningful participation and empowerment of communities in local government decision making processes, supported by effective community development work that increases cohesion and enables all sections of the community to make a positive contribution*

- *Shaping public services around the residents and communities that use them, by ensuring joined up services across the Authority at a local level that add value to other services such as Neighbourhood Policing, Health Services, and the private and Voluntary Sector*
- *Improving quality of life and tackle deprivation in our most disadvantaged neighbourhoods by ensuring services are responsive to local need through good quality community planning that facilitates effective and sustainable change*

6.4 Our main strategic objectives will be to:

- *Empower local people to have a greater influence*
- *Contribute towards increasing community cohesion*
- *Promote the involvement of everyone in making a positive contribution, especially children and young people*
- *Contribute towards improved outcomes for local people particularly in our disadvantaged areas*
- *Increase resident satisfaction with their local area as a place to live*
- *Build trust and confidence between service providers and communities*

6.5 This strategy will complement our existing Community and Neighbourhood Renewal Strategies and contribute towards our locally adopted outcomes and targets.* In particular the strategy will contribute towards Outcome 28 *‘Empower local people to have a greater voice and influence over local decision making and the delivery of services – measured by the percentage of people who feel able to influence decisions in their local area (NI 4), and Outcome 30 ‘Improving quality of life and ensuring service providers are more responsive to neighbourhood needs with particular focus on disadvantaged areas – measured by the percentage of residents who feel satisfied with their local area as a place to live (NI 5).*

6.6 We highlight below some of our current working practices related to each strand of our strategy, its fit with the challenges posed by the Local Government Modernisation programme, and our proposals for strengthening working practices to improve outcomes for our local neighbourhoods.

7. COMMUNITY ENGAGEMENT & EMPOWERMENT MECHANISMS

7.1 *‘Ensuring appropriate governance is in place that enables the meaningful participation and empowerment of communities in local government decision making processes, supported by effective community development work that increases cohesion and enables all sections of the community to make a positive contribution*

7.2 Current working practices

The Neighbourhood Management Division is currently responsible for a number of empowerment structures including Neighbourhood Consultative Forums in North, Centre and South Hartlepool, and further area based Neighbourhood Forums (NAP Forums) in our Neighbourhood Renewal areas.

- 7.3 Resident participation and influence in each of these Forums is facilitated by our Neighbourhood Managers supported by Neighbourhood Development Officers, Regeneration Officers, and the Community Network. The use of participatory budgeting such as the Neighbourhood Consultative Forum Minor Works budget and the Working Neighbourhood Fund budgets allocated to local NAP Forums seeks to give residents further influence in addressing their priorities, and Neighbourhood Action Plans alongside Neighbourhood Charters assist in securing the commitment of our local strategic partners to resident priorities in our Neighbourhood Renewal areas. Residents in these areas are also involved in the design, commissioning, and in some instances delivery of services. An example of the latter is being a Food Co-op on the Burbank estate run by a local resident activist that is aimed at promoting healthy eating and reducing isolation to tackle health inequalities on the estate.
- 7.4 Elected Members play a key role in our Forums and are particularly effective in both helping to engage communities, and in identifying local issues that matter to local people. Elected Members Chair our Neighbourhood Consultative Forums, are members of and bring a wider knowledge and experience to our local NAP Forums which provide an opportunity for our elected members to act as community champions as well as bringing them into contact with front line staff. Strong links between Neighbourhood Forums, Consultative Forums, and the Hartlepool Partnership are strengthened by the NAP process and our Consultative Forum Chairs who also represent their areas at the local strategic partnership level being members of the Hartlepool Partnership.
- 7.5 We are also developing Youth Forums in North, Centre, and South Hartlepool with the assistance of funding from the NAPS. These Forums address the lack of representation of young people at our Consultative and NAP Forums, provide young people with a voice, and enable them to make a positive contribution to their neighbourhoods. As part of a national participatory budgeting pilot these Forums through Hartlepool Police and the Home Office have each been given a budget of £10,000 for young people to tackle crime and community safety in their own neighbourhoods, and following initial meetings to discuss priorities, initiatives are currently being worked up which will be delivered in their own local areas over the coming year. Young people are regularly involved in mini-cleansweeps, and have participated in young people's visual audits organised by our Development Workers.

Further work is also underway to roll out the Crime Stompers and Junior Wardens initiatives across our local neighbourhood areas.

7.6 Meeting the Challenge of the Modernisation Agenda and Local Need

7.7 Hartlepool would therefore seem to have a number of structures in place that remain consistent with, or indeed, well ahead of national policy. Nonetheless we are keen to ensure that the engagement and empowerment structures that we do have in place, lead to meaningful participation in the sense that residents *genuinely feel able to influence better service delivery with improved outcomes across all service areas*.

7.8 We also recognise that involvement and influence is very much dependant upon good quality engagement work that builds the capacity of communities by nurturing confidence and skills to participate fully, and if done well can also act as a catalyst for active citizenship whether this involves encouraging membership of the local resident or Neighbourhood Watch group, supporting community groups to undertake area clean-ups or small scale environmental or crime prevention projects, or organising events such as fun days that assist in promoting cohesion by bringing people from different backgrounds together. We will continue to develop our role in promoting cohesion through leading on the Safer Hartlepool Partnerships 'Reassurance Task Group', contributing to the Prevent Strategy, and supporting intergenerational, multi-cultural, and other community initiatives that bring different sections of our communities together.

7.9 As identified earlier the idea of supporting active citizenship and promoting cohesion as key functions of community development work is implicit in the 'Communities in Control' White Paper, and further captured in the new 'Place Survey' that measures amongst other things the levels of volunteering in local neighbourhoods, membership of decision making groups in the local area, and how strongly people feel they belong to their immediate neighbourhood. Consequently we will continue to take a broad approach to our community development and empowerment work and seek to implement appropriate tools for measuring the breadth and quality of our engagement activity, its contribution towards NI 4, and the active citizenship indicators and neighbourhood cohesion indicators in the new Place Survey. Our approach to community development/empowerment will include:

- Encouraging the involvement of residents and communities through a range of engagement methods and activities
- Enabling all sections of the community in our neighbourhoods to make a positive contribution by increasing the skills and confidence of communities and ensuring appropriate training is provided to enable effective participation

- Increasing community cohesion through a range of activities that bring people from different backgrounds together
- Promoting partnership structures that are democratic and accountable
- Building positive relationships and trust between local residents and service providers

7.10 Some initial work has already been undertaken in relation to our empowerment activity in the context of our review into our Neighbourhood Consultative Forums. This review told us that whilst there is much room for improvement in relation to encouraging attendance at meetings that the majority of those participating in Forums felt that their views are listened to and respected, with 45% feeling they have the power to influence decisions by attending these meetings. In addition although attendance at Forums is low, evidence nonetheless suggests that there is willingness to get involved. This remains consistent with the results of the Place Survey where only 31% of residents said they felt able to influence decisions that affect their local area, while at the same time only 13% of those interviewed said they were not interested in getting involved in local decision making suggesting a fairly large appetite amongst local residents for meaningful involvement.

7.11 Over the next year we will implement the recommendations of the review into our Neighbourhood Consultative Forums, and develop tools and measures for monitoring our community development activity including the robustness of our Partnerships, and their ability to deliver on resident priorities.

7.12 We recognise that we have a key role to play in assisting elected members to address community concerns through organising meetings on their behalf to address a particular issue, working with colleagues towards a resolution, and providing updated information on what is happening in their areas. We will look to develop communication mechanisms in the future.

8. JOINING UP SERVICES AT A LOCAL LEVEL – THE INTEGRATION AND RECONFIGURATION OF KEY NEIGHBOURHOOD SERVICES

8.1 *‘To continue to shape public services around the residents and communities that use them, by ensuring joined up services across the Authority at a local level that add value to other services such as Neighbourhood Policing, Health Services, and the private and Voluntary Sector’*

8.2 Current working practices

8.3 On a local level Neighbourhood Management in Hartlepool has played a key role in ‘place shaping’, and our Neighbourhood Manager have

been instrumental in enabling local communities and service providers to work together to make services more responsive to local need. From improving information and raising awareness on how to recycle, to dealing with more complex situations relating to crime, anti-social behaviour and the environment, through to master planning in our Housing Market Renewal areas, and assisting in targeting interventions aimed at tackling unemployment in our worst neighbourhoods, the Neighbourhood Management Team are at the forefront of enabling local solutions to local problems, bridging the gap between strategy and delivery, and improving local outcomes for both residents and service providers.

- 8.4 To ensure joined up service delivery at a local level the Council's North, Centre and South Neighbourhood Teams over the last few years have also aligned the services of a Neighbourhood Manager, Development Officer, Neighbourhood Co-ordinator, and Environmental Supervisor with associated cleansing and grounds maintenance staff. However one of our main achievements in recent years has been our ability to shape the development of Neighbourhood Policing as a key public service that is aligned with the existing North Centre South model. This has added value to both Police and Council services and we have won national acclaim for the successful integration of Neighbourhood Management and Neighbourhood Policing on the basis of co-location, and the evolving working practices that have emerged to provide robust accountability and engagement mechanisms, that are in turn achieving significant improvements in relation to public perceptions around partnership working, community safety, and reductions in crime.
- 8.5 We have also revamped our Operation Cleansweep to ensure that it is intelligence led and therefore more efficient in meeting the needs of neighbourhoods brought derelict buildings and land back into use and are currently working with partners to improve the management of waste sites within the town's boundary. Other initiatives include Pride in Hartlepool, Not in my Neighbourhood (Cleveland Police) and more recently the Fire Brigade's 'Whatever it takes'.
- 8.6 We also work closely with our Partners contributing towards Cleveland Police's 'Not in my Neighbourhood' campaign and other operations and the Fire Brigade's 'Whatever it takes' initiative.
- 8.7 **Meeting the Challenge of the Modernisation Agenda - Addressing Local Need**
- 8.8 Within Neighbourhood Services we are keen to continue the integration of services at a neighbourhood level that support the empowerment of local communities and improve quality of life for local residents through joined up working. In this respect the recent rationalisation of Council structures and the merging of the Neighbourhood Services and the Regeneration and Planning Department into a single department of Place is particularly welcome, for whilst it is recognised that not every

service will be devolved to a neighbourhood level this will provide an opportunity to explore the potential for further joined up working which will facilitate better quality community planning with more effective and sustainable outcomes.

- 8.9 We also want to ensure that our Neighbourhood Managers have the necessary tools to achieve a well-managed Neighbourhood that remains consistent with one of their key functions in promoting safer, cleaner, greener public spaces. This will be achieved by providing better evidence to encourage the targeting of resources, configuring our service to align environmental enforcement resources with the North, Centre, and South model, and by strengthening structures to give Neighbourhood Managers more direct control over cleansing and highways issues/staff.
- 8.10 Through further progressing the co-location of basic neighbourhood services alongside policing and community safety services at accessible locations within communities we will also continue to deliver a community focused approach to resolving immediate quality of life issues that give rise to safer, cleaner and green environments where people feel proud to live.
- 8.11 This remains consistent with the findings of both the Flannagan Review in to Neighbourhood Policing, and the recent local MORI and Place Surveys where issues relating to the environment, crime and community safety, and lack of activities for young people are considered to be of utmost importance to residents of Hartlepool. In his review of Neighbourhood Policing Sir Ronnie Flannagan concluded: *'My vision for the future of Neighbourhood Policing is that it exists within a wider context of collaboration and joint working, with all local partners and staff dedicated to identifying and resolving the problems that face communities. This wider neighbourhood management approach should be fully integrated wherever possible through such means as joint-tasking, co-location and the direction of an appropriate neighbourhood manager to ensure seamless, joined up delivery of local priorities.'*
- 8.12 We will also implement the review into our multi-agency Joint Action Groups improving feedback from these groups to our communities through our Community Safety and Police Forums. This will further improve accountability mechanisms, and reassure our communities that key public bodies are working in partnership to act on residents concerns as reflected in national indicators NI 27 and NI 21, and the recent Place Survey. We will also assist in the further integration of Health Services at a local level, ensure a strong Voluntary Sector presence in our communities, and continue to facilitate the involvement of the Private Sector as key players in our communities through our local NAP Forums. We have a seat on the Owton Connected Care Steering Group allowing influence over service provision and direction of this initiative.

9. NEIGHBOURHOOD RENEWALS & COMMUNITY PLANNING

- 9.1 *'To tackle deprivation in our most disadvantaged neighbourhoods through good quality community planning that facilitates effective and sustainable change'*
- 9.2 **Current working practices**
- 9.3 As referenced above it is clear from latest policy guidance that tackling socio-economic disadvantage and narrowing gaps in outcomes for people from different backgrounds is seen as a core function of key public services, and that this together with the empowerment of local communities is considered vital in designing solutions to the underlying causes of social and economic deprivation. The Joseph Rowntree Foundation further identifies Neighbourhood Managers as key individuals at a neighbourhood level who are able to tackle problems relating to social exclusion through *'the joining up of N strategies at a local level, targeting assistance from Government, reorganising public services as instruments of renewal, and maximising the involvement of communities, voluntary, and private organisations.'*
- 9.4 In Hartlepool we have fairly well developed approach to tackling social exclusion in our Neighbourhood Renewal areas supported by local Partnership Structures, Neighbourhood Action Plans, and a Neighbourhood Manager to ensure the development, implementation, and monitoring of agreed priorities between local residents and service providers aimed at tackling the deprivation gap. These neighbourhood partnerships known as Neighbourhood Forums and Neighbourhood Action Plan areas are nine in number and have responsibility for agreeing and monitoring priorities and solutions that address inequalities in relation to employment, health, crime, lifelong learning and skills, housing and environment, culture and leisure, and strengthening communities.
- 9.5 Through our local community strategy the 'Hartlepool Ambition' services have signed up to the local Neighbourhood Renewal Strategy across all thematic areas with the aim of targeting resources into neighbourhoods that most need them identified through the national 'Index of Multiple Deprivation'. Our Neighbourhood Action Plans are agreed by local NAP Forums, and endorsed by our Neighbourhood Consultative Forums, and the Hartlepool Partnership.
- 9.6 Among the many specific actions for improvement within NAPS the following are some of the most notable achievements that have been brought about as a result of Partnership working.
- 9.7 Family Case Load Workers in all areas, environmental improvements and initiatives to tackle ASB with community groups. Provision of Outreach Workers in partnership with Manor West and OFCA to

Rossmere and provision of diversionary activities in the south area in partnership with Residents Associations, Cleveland Police, Fire Service and Housing Hartlepool.

9.8 A number of data sources enable us to measure the impact of our Neighbourhood Renewal activity in terms of outcomes for local people. The recent MORI Household Survey for example reveals some significant improvements in our neighbourhoods since the introduction of NAPS in 2002.

- Environmental / Community Safety: Removal of raised planting areas as a result of resident and neighbourhood policing concerns. Replaced with trees and improved physical work. This has been successfully achieved via NAPS, Community Safety and SCRAPT funding mechanisms. These schemes will be sustainable as part of the Local Authorities maintenance programmes.
- Intergenerational work: The Central Estate Community Garden has enabled the local community, young and old to establish a design and timeframe to develop land adjacent to the SureStart office. This has been done in partnership with Children's Services, Central NAP, Neighbourhood Services and Ground Work.
- The North Consultative Forum has also supported improvements of 'Key Routes' via the Minor Works budget, and have gone further in supporting the North Tree Strategy, which links into a number of key elements of the LSP themes, i.e. Wellbeing, Carbon Footprint and quality of life issues, etc.

9.8 Meeting the challenges of the modernisation agenda

9.9 Whilst the MORI and other data sources demonstrate improvements in our most deprived neighbourhoods they also demonstrate that there is still much to do to improve the life chances for people from different backgrounds. Consequently the current Hartlepool Neighbourhood Renewal Strategy recognises the need to: improve how we involve residents and service providers in the preparation and delivery of neighbourhood action plans: improve the evidence we use to shape renewal activity: have a clearer focus on reshaping mainstream services: and continue to seek additional resources for neighbourhood renewal.

9.10 Neighbourhood Managers will have a key role to play in taking these improvements forward. We will ensure that links are strengthened between Neighbourhood Action Plans, Service Plans, and Hartlepool Partnership Theme Partnership Plans to promote a sense of collective ownership for particular neighbourhoods, and better community planning that capitalises on existing strategies and policies that will in turn improve the life chances for those living in our most deprived areas.

- 9.11 Some initial work has already been undertaken to address these areas identified as being in need of improvement. For example a new approach was taken to developing the Throston NAP that involved utilising a range of innovative methods of engagement that have been successful in engaging broader sections of the community, and moves are also underway to alter the NAP annual refresh process to ensure that it coincides with other annual planning cycles both internal and external to the Authority. This process will also be supported by the improved use of existing data to measure the direction of travel in our NAP areas, monitoring information in relation to activities initiated through the NAPS, and where appropriate project evaluations. This will in turn help to promote sustainable outcomes rather than quick fix elastoplast solutions to the underlying socio-economic causes of exclusion.
- 9.12 As participatory budgeting has become a major feature both locally and nationally that is enabling local communities to influence services quite often in innovative ways with extremely successful results, through the Hartlepool Partnership, we will begin work with our local strategic partners to give consideration to pooling resources to support NAP Resident Priority Budgets from their mainstream resources in the future.
- 9.13 Finally being mindful of the fact that one of our major regeneration programmes will come to end over the next two years, through our commitment to the Neighbourhood Renewal Strategy, Neighbourhood Partnerships, and NAPS we will ensure that the NDC community continue to be able to influence services, outcomes, and strategies beyond the lifetime of NDC.

10. CONCLUSION

- 10.1 Hartlepool needs a Neighbourhood Management Strategy to strengthen community influence, our ability to improve local outcomes for local people, and to meet the challenges of the Governments modernisation programme.
- 10.2 Our overall vision is for Hartlepool to be *‘a place where people have pride and want to live and stay, with everyone taking part, and everyone understanding each others needs’*. Our proposed strategy for contributing to this vision is threefold:-
- *Ensuring appropriate governance is in place that enables the meaningful participation and empowerment of communities in local government decision making processes, supported by effective community development work that increases cohesion and enables all sections of the community to make a positive contribution*

- *Shaping public services around the residents and communities that use them, by ensuring joined up services across the Authority at a local level that add value to other services such as Neighbourhood Policing, Health Services, and the private and Voluntary Sector*
- *Improving quality of life and tackle deprivation in our most disadvantaged neighbourhoods by ensuring services are responsive to local need through good quality community planning that facilitates effective and sustainable change*

10.3 *Our main strategic objectives will be to:*

- *Empower local people to have a greater influence*
- *Contribute towards increasing community cohesion*
- *Promote the involvement of everyone in making a positive contribution, especially children and young people*
- *Contribute towards improved outcomes for local people particularly in our disadvantaged areas*
- *Increase resident satisfaction with their local area as a place to live*
- *Build trust and confidence between service providers and communities*

10.4 This strategy will complement our existing Community and Neighbourhood Renewal Strategies and contribute towards our locally adopted outcomes and targets. In particular the strategy will contribute towards Outcome 28 *'Empower local people to have a greater voice and influence over local decision making and the delivery of services – measured by the percentage of people who feel able to influence decisions in their local area (NI 4), and Outcome 30 'Improving quality of life and ensuring service providers are more responsive to neighbourhood needs with particular focus on disadvantaged areas – measured by the percentage of residents who feel satisfied with their local area as a place to live (NI 5).*

11. RECOMMENDATION

- 11.1 Comments on the report are welcomed to help shape the strategy prior to consultation with stakeholders and adoption by the Council and the Partnership.
- 11.2 That the Portfolio Holder refer the report to Cabinet after the consultation has taken place.

12 BACKGROUND PAPERS

- Safer & Stronger Communities (2006)
- Lyons Enquiry (2007)
- Communities in Control: Real People, Real Power (2008)
- New Opportunities White Paper (2009)
- Community Strategy (2008)
- Neighbourhood Renewal Strategy
- Neighbourhood Action Plan
- Local Area agreement

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APPENDIX 1

National indicators 1-7

NI 1: % of people who believe people from different backgrounds get on well together in their local area

NI 2: % of people who feel that they belong to their neighbourhood

NI 3: Civic participation in the local area

NI 4: % of people who feel they can influence decisions in their locality

NI 5: Overall/general satisfaction with local area

NI 6: Participation in regular volunteering

NI 7: Environment for a thriving third sector

Community Strategy

Hartlepool will be an ambitious, healthy, respectful, inclusive, thriving and outward looking community, in an attractive and safe environment, where everyone is able to realise their potential.'

Neighbourhood Renewal Strategy

Continue the regeneration of Hartlepool and sure that local people, organisations, and service providers work together to narrow the gap between the most deprived neighbourhoods and the rest of the Borough, so that in the future, no-one is seriously disadvantaged by where they live.'

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
20 July 2009



Report of: Head of Technical Services

Subject: MULTI-OPERATOR BUS TICKETING SCHEME

SUMMARY

1. PURPOSE OF REPORT

To advise on proposals to investigate the introduction of multi-operator tickets for bus users in the town.

2. SUMMARY OF CONTENTS

Details of proposals and how these have been introduced in other areas.

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 notes the proposals and endorses the principle of the introduction of a multi-operator ticketing scheme.

Report of: Head of Technical Services

Subject: MULTI-OPERATOR BUS TICKETING SCHEME

1. PURPOSE OF REPORT

- 1.1 To advise on proposals to investigate the introduction of multi-operator tickets for bus users in the town

2. BACKGROUND

- 2.1 As a result of the recent tendering process for supported bus services some daytime and evening routes are now operated by different bus companies.
- 2.2 This has the potential implication that anybody purchasing a Stagecoach Megarider day ticket for use on the Service 7, from the Headland to Owton Manor, would not be able to use the same ticket after 6:30 on an evening, as the service is then run by Arriva on a supported contract.
- 2.3 This is just one example whereby the availability of a multi-operator bus ticket would be beneficial to bus users in the town.
- 2.4 At a recent meeting of the Bus Quality Partnership those operators who were represented agreed that the availability of a multi-operator was a possibility and that they would be willing to participate in a scheme to this effect.

3. PROPOSALS

- 3.1 Multi-operator schemes are operated in other areas of the Country and it is hoped that their experiences and expertise can be utilised when developing the proposals.
- 3.2 We will continue to work in partnership with our partners in the bus industry and the Joint Strategy Unit, through the bus Quality Partnership, to develop an appropriate scheme for the town

4. FINANCIAL CONSIDERATIONS

- 4.1 It is not known at this time as to whether the introduction of a multi-operator ticketing scheme will have any financial implications on the Council.

5. RECOMMENDATIONS

- 5.1 That the Portfolio Holder notes the proposals and endorses the principle of the introduction of a multi-operator ticketing scheme.

6. REASONS FOR RECOMMENDATIONS

- 6.1 Until such time as the introduction of a scheme has been fully investigated it is not known as to whether it will be feasible, logistically or financially.

7. CONTACT OFFICER

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TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
20 July 2009



Report of: Head of Technical Services

Subject: RESIDENTS ONLY PARKING CONTROLS –
GRANGE ROAD

SUMMARY

1. PURPOSE OF REPORT

To consider a consultation carried out with residents of Grange Road to be re-instated into the resident only permit parking controlled zone.

2. SUMMARY OF CONTENTS

The report outlines the background and considers the implications of the consultation response.

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 resident only permit restrictions, at those properties on Grange Road, located between Grosvenor Street and Thornville Road be reinstated into the controlled parking zone.

Report of: Head of Technical Services

Subject: RESIDENTS ONLY PARKING CONTROLS –
GRANGE ROAD

1. PURPOSE OF REPORT

- 1.1 To consider requests from residents of Grange Road to be reinstated into the residents only permit parking restrictions and to consider the results of a subsequent consultation carried out with residents.

2. BACKGROUND

- 2.1 Grange Road had previously been included within zone C of the Hartlepool resident controlled parking zone. However when Cabinet approved a decision to progressively increase the cost of a resident permit over a three year period to £5, £10 and £20, several established zones expressed a desire to be removed from the restricted parking controls. A consultation was carried out with all residents affected by the higher charge band, including those residents of Grange Road who overwhelmingly voted for the controls to be removed. As a result, since 2008, there have been no controlled resident parking restrictions on Grange Road.
- 2.2 Grange Road serves as the main access route into the town centre and as such the northern side of Grange Road is protected by a parking prohibition order. Demand for parking spaces is therefore high, often exceeding availability. Residents are permitted to use the business parking bays in Tankerville Street and Grosvenor Street outside the designated hours of enforcement which provides some overflow for residents but this is still insufficient to meet demand.
- 2.3 Parking availability has been further exacerbated by the demand created by several new developments in Grange Road. Some single occupancy buildings have been converted to multi occupancy flats, which has placed further demand for convenient parking close to residential properties.
- 2.4 When the area was included within the controlled parking zone, residents were provided with a permit allowing them to park in either Grange Road itself or, subject to availability, a neighbouring Street within the controlled zone. Tankerville Street and Milton Road which had available parking capacity were able to assist with parking demand and this eased the burden of the already congested Grange Road parking spaces. However the concession for Grange Road

residents to park in the neighbouring streets was withdrawn when the permits expired and this has led to significant difficulties for many residents who are now unable to park within close proximity of their homes.

- 2.5 **Appendix A** shows the results of the consultation carried out with residents. There was a clear split of residents in favour and against the reintroduction of the permit controls with the majority of Grange Road (east) resident favouring the reintroduction whilst those living in Grange Road (west) being less supportive. For this reason the results as indicated in Appendix A have been broken down into four sections.

3. PROPOSALS

- 3.1 The residents consultation included detailed information in relation to how the permit controlled scheme would work, the cost per permit, hours of enforcement etc.
- 3.2 A number of consultation responses made reference to the higher price band Grange Road falls within. Many responses criticised the two tier pricing bands and felt this was unfair. Concern was also raised in relation to the 1 hour limited waiting concession that also operates in this area.
- 3.3 The permits for residents of Zone C are due to be renewed 31st January 2010. Should Grange Road be reinstated into the controlled zone, permits would be introduced at a cost of £10 and run until January 2010. A further permit would be issued for a 12 month period at a cost of £20 to coincide with the renewal date of the rest of the zone.
- 3.4 The consultation results indicate a majority of support for resident permit controls to be re-introduced between Grosvenor Street and Thornville Road. Residents of the remaining area of Grange Road (Thornville Road to Linden Grove), were less supportive, and indicated by clear majority that they would oppose the reintroduction of residents parking controls.

4. FINANCIAL CONSIDERATIONS

- 4.1 The cost of advertising the amendments to the legal orders would be minimal and would be met from the parking services operational budget.
- 4.2 The permit charges would be as per those approved by Cabinet

5. LEGAL CONSIDERATIONS

- 5.1 The reintroduction of resident permit parking restrictions in Grange Road would require the creation of a new Legal Order and would be enforced under the jurisdiction of the Traffic Management Act 2004. The Order would be required to be advertised as part of the formal legal process.

6. RECOMMENDATIONS

- 6.1 That those properties on Grange Road between Grosvenor Street and Thornville Street (14- 70 even and 1-67 odd) be reinstated into the resident permit controlled parking zone whilst those properties between Thornville Street and Linden Grove remain unrestricted.

7. REASONS FOR RECOMMENDATIONS

- 7.1 To reflect the majority of views expressed by residents who completed and returned consultation responses.

8. CONTACT OFFICER

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APPENDIX A

Grange Road	Number of Properties	Number of returned consultations	% of returned consultations	number in favour	% of returned replies in favour
Section A					
Between Grosvenor St. - Tankerville Rd.					
14-44 (even)	15	9	60%	7	77%
1-37 (odd)	19	11	58%	7	64%
Section B					
Between Tankerville Road - Thornville Road					
48 - 70 (even)	12	4	33%	3	75%
39-67 (odd)	15	12	80%	7	58%
Section C					
Between Thornville Road - Mulgrave Road					
74 - 102 (even)	15	3	20%	1	33%
69-101 (odd)	17	9	53%	2	22%
Section D					
Between Mulgrave Road - Linden Grove					
104-128 (even)	13	3	23%	1	33%
103-127 (odd)	13	5	38%	1	20%

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
20 July 2009



Report of: Head of Technical Services

Subject: RESIDENTS ONLY PARKING RESTRICTIONS
– VICARAGE GARDENS

SUMMARY

1. PURPOSE OF REPORT

To consider a consultation carried out with residents of Vicarage Gardens for the extension of limited stay parking controls and the introduction of resident only parking restrictions.

2. SUMMARY OF CONTENTS

The report outlines the background and considers the implications of the consultation response.

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 limited stay parking controls be extended and that resident only permit restrictions be established at Vicarage Gardens.

Report of: Head of Technical Services

Subject: RESIDENTS ONLY PARKING RESTRICTIONS
– VICARAGE GARDENS

1. PURPOSE OF REPORT

- 1.1 To consider a consultation carried out with residents of Vicarage Gardens for the extension of limited stay parking controls and the introduction of resident only parking restrictions.

2. BACKGROUND

- 2.1 Vicarage Gardens is on the fringe of an existing resident only permit parking controlled zone. The area is predominantly unrestricted and as such has suffered from regular instances of long stay commuter parking.
- 2.2 To protect the businesses operating in the area, a limited waiting parking restriction was introduced on the eastern carriageway of Vicarage Gardens, which ensured parking was restricted to 1 hour (no return within 2 hours) and helped ensure that there was regular available customer / visitor parking provision. This scheme has proved successful and has been well supported by the businesses.
- 2.3 The limited parking availability has however caused many of the businesses with residential occupancy, difficulties in that the limited stay restrictions reduced parking options close to their properties and the popularity of the unrestricted parking areas greatly reduces available parking spaces. This has led to requests from businesses / residents to provide formal parking controls to assist them.

3. PROPOSALS

- 3.1 **Appendix A** shows the existing and proposed limited waiting restriction. Under the proposal the current limited waiting restriction to the eastern boundary would remain, but a new controlled parking restriction would be created along Stranton Garth which would restrict parking to 1 hour (no return within 2 hours) with the exception of resident permit holders.
- 3.2 The restrictions would compliment the existing parking controls and provide valuable assistance to both customers and residents living in the area.

- 3.3 The approval of the new restrictions would leave very few unrestricted parking areas in Stranton. There is therefore a danger that as a result of the proposed scheme, some of the traffic may be displaced leaving unrestricted areas particularly vulnerable. Consultation has therefore taken place with all businesses in the area and Stranton Church who were asked if they wished the controlled parking area to include the church frontage. Although opting to support the new controlled restrictions they preferred to see the area outside the church remain unrestricted, with a proviso that further consideration would be given to this area should the restrictions have an unmanageable detrimental effect on the parking situation.
- 3.4 Vicarage Gardens would be included within zone E of the existing Hartlepool residents permit controlled parking zone.
- 3.5 This location is within the subsidised town centre parking area and permits would therefore be offered to residents at a cost of £5 per permit.

4. FINANCIAL CONSIDERATIONS

- 4.1 The cost of advertising the amendments to the legal orders would be minimal and would be met from the parking services operational budget.

5. LEGAL CONSIDERATIONS

- 5.1 The Traffic Regulations would require the creation of a Legal Order and would be enforced under the jurisdiction of the Traffic Management Act 2004. The Order would be required to be advertised as part of the formal legal process.

6. RECOMMENDATIONS

- 6.1 That the proposed new limited stay / resident permit parking restriction in Vicarage Gardens be approved with the effect on the remaining unrestricted areas monitored.

7. REASONS FOR RECOMMENDATIONS

- 7.1 To assist residents / businesses in Vicarage Gardens and reflect the majority of views expressed by those who completed and returned consultation responses.

8. CONTACT OFFICER

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APPENDIX A



TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
20th July 2009



Report of: Head of Technical Services

Subject: STAGECOACH-CANCELLATION OF
SERVICES 20 AND 456 AS COMMERCIAL
SERVICES

SUMMARY

1. PURPOSE OF REPORT

To advise on proposals by Stagecoach to remove three of their commercial services and seek approval to replace two of these by in-house provision.

2. SUMMARY OF CONTENTS

Details of the services involved and the proposed method of replacing two of these by in-house provision.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has responsibility for transport issues.

4. TYPE OF DECISION

Non Key

5. DECISION MAKING ROUTE

This is an executive decision of the Portfolio Holder.

6. DECISION(S) REQUIRED

That approval is granted to operate an in-house school service to compensate for the loss of Stagecoach's commercial service 456 to provide transport for pupils travelling to and from Dyke House School / Seaton Carew.

Report of: Head of Technical Services

Subject: STAGECOACH- CANCELLATION OF
SERVICES 20 AND 456 AS COMMERCIAL
SERVICES

1. PURPOSE OF REPORT

- 1.1 To advise on proposals by Stagecoach to remove three of their commercial services and to seek approval to replace two of these by in-house provision.

2. BACKGROUND

- 2.1 On 18th June 2009 notification was received from Stagecoach stating that, as of 23rd August 2009, they would be cancelling three of their commercial services. These services are:
- (i) The Monday to Thursday Service 20 at 16:33 from Tofts Farm to Middlegate,
 - (ii) The Monday to Friday scholars Service 456 at 07:53 from Seaton Carew to Raby Gardens (Dyke House School)
 - (iii) The Monday to Friday scholars Service 456 at 15:10 Raby Gardens (Dyke House School) to Seaton Carew (two buses)
- 2.2 Given that 56 days notice is required for the registration of these services, by another operator other than Stagecoach, this would have had to be done by 26th June, giving only 6 working days notice for alternative arrangements to be made.
- 2.3 The most significant of these cancellations are the Service 456 morning and afternoon runs which provide transport to and from Dyke House School. The loss of these services means that it is not possible to get all the pupils who live in Seaton to school on time on the remaining commercial services and would mean up to a 20 minute wait on an afternoon after school.
- 2.4 As it is not possible to undergo a tender process to maintain these routes as public services, due to the 56 day notice requirement, there are only two options. Firstly Stagecoach could be asked to maintain the route at a cost to the Council or, the services could be deemed to be purely school services, meaning that they do not need to be

registered and can be either tendered on an ad hoc basis or brought in-house.

3. PROPOSALS

- 3.1 The Yellow School Bus Commission, chaired by the former education secretary, David Blunkett, has made a number of studies which support the introduction of yellow bus schemes.
- 3.2 Currently, 6,600 UK pupils use yellow buses as part of 20 pilot schemes across the Country. Yellow Buses usually have extra safety features such as CCTV and students generally have allocated seats.
- 3.3 The commission has reported numerous further benefits such as safer journey to school, a reduction in congestion, reducing pollution and improving attendance at schools.
- 3.4 The intention of the use of the yellow colour for the buses is to clearly identify their purpose for carrying school children to other road users and should therefore encourage an improvement in safety.
- 3.5 It is proposed that the routes used by the Yellow School Buses will replace the existing school bus service previously operated by Stagecoach. In addition the vehicles will be further utilised by the Primary Swimming Programme, Educational Visits and the Extended Service Programme, all of which are currently provided by external operators.
- 3.6 Further publicity will also be undertaken in schools in order to develop the service for children not entitled to free school transport who currently make a journey to school by car. The aim being to support the reduction of the number of car journeys made to school. Students will be collected close to their homes and delivered close to the schools. A minimal fare will be charged for the service.
- 3.7 Yellow School Buses will be provided with a driver who is regularly allocated to the route and provided with additional training. The aim being that the driver will be known by the children, parents and the schools.
- 3.8 Seat belts and CCTV will be fitted as standard to all yellow buses, supporting safety, the reduction of incidents of vandalism and bad behaviour and increasing the feeling of security among students. It also provides reassurance to drivers against malicious complaints.

4. FINANCIAL CONSIDERATIONS

- 4.1 An ad hoc tender has been undertaken with three local operators for

the provision on the Dyke House School transport, the results of which are shown in **APPENDIX 1**. The fundamental difference between **APPENDIX 1** and Appendix 2 being Appendix 1 (single route) and **APPENDIX 2** (Integrated routes).

- 4.2 **APPENDIX 2** details the current cost of provision of the Dyke House, English Martyrs and the Primary Swim Programme transport. In addition it details the Passenger Transport Services costs for providing all three of these services utilising the yellow buses, showing a projected efficiency of £23,049.
- 4.3 In accordance with the Prudential Borrowing rules the Council needs to determine the most cost effective option for purchasing capital assets. In the case of yellow buses the options available are either to lease the vehicles or to fund using Prudential Borrowing. As these are specialist vehicles leasing quotes will need to be obtained.
- 4.4 In terms of using Prudential Borrowing the annual cost of purchasing three yellow buses with a capital cost of approximately £0.3m is £37,000 per year based on a ten year optional life. This cost has been reflected in the costings and resulting efficiency detailed at Appendix 2. The capital programme approved by Council in February 2009 includes a Prudential Borrowing limit of £1 million for "Vehicle Procurement". This limit and the available revenue funding provide the budget authority to purchase these vehicles using Prudential Borrowing.
- 4.5 In the event that the cost of leasing these vehicles is less than using Prudential Borrowing, which is unlikely given the specialist nature of these vehicles and prevailing interest rates, this will increase the efficiency from bringing this service in-house. The available revenue funding provides the budget authority to purchase these vehicles using leasing.

5. RECOMMENDATIONS

- 5.1 That approval is granted to bring the 456 service, recently cancelled by Stagecoach, in-house to be provided as purely school services, based on the purchase of three "Yellow buses"

6. REASONS FOR RECOMMENDATIONS

- 6.1 To ensure that children attending Dyke House School who live in Seaton Carew are able to access transport to and from school as from 24th August 2009.

7. CONTACT OFFICER

7.1 Paul Robson
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Neighbourhood Services

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APPENDIX 1

PRIVATE HIRE QUOTES To Operate 3 Buses from Seaton Carew to Dyke House School

			Total Cost	
		£130 per		
Operator 1	3 x 72 seats	bus per day	£74,100	
Operator 2	1 x 70, 1 x 72, 1 x 53	£360 per day	£68,400	
Operator 3	1 x 67, 1 x 57	£130 per day	£49,400	NB Currently only 2 vehicles available
(Willing to purchase vehicles to our requirements, dependent on length of contract)				

Cost of current service provision and costs of Passenger Transport Services provision for Dyke House English Martyrs and the Primary swim programme

CURRENT PROVISION

	Cost of provision 2008/2009	Estimated cost of provision 2009/2010 (assuming a 2.5% increase)
Dyke House School travel from Seaton Carew	£ 50,925.00	£ 52,198.00
Primary swim programme	£ 43,209.00	£ 44,289.00
English Martyrs School travel from North Hartlepool	£ 69,540.00	£ 71,279.00
	£ 163,674.00	£ 167,766.00

PROPOSED PROVISION

Passenger Transport Services provision of Dyke House, English Martyrs and Primary swim programme

Vehicle costs	£ 84,999.00
Driver costs	£ 45,870.00
Fuel	£ 13,269.00
Radio	£ 579.00
	£ 144,717.00

Saving of £ 23,049.00

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
20 July 2009



Report of: Head of Technical Services

Subject: YORK ROAD – CREATION OF 1 HOUR
LIMITED WAITING PARKING BAY

SUMMARY

1. PURPOSE OF REPORT

To consider a letter of objection received in relation to the advertised 1 hour limited parking bay in York Road.

2. SUMMARY OF CONTENTS

The report outlines the background and considers the implications of the letter of objection.

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 Portfolio Holder note the letter of objection but approve the scheme as advertised.

Report of: Head of Technical Services

Subject: YORK ROAD – CREATION OF 1 HOUR
LIMITED WAITING PARKING BAY

1. PURPOSE OF REPORT

- 1.1 To consider a letter of objection received in relation to the advertised 1 hour limited parking bay in York Road.

2. BACKGROUND

- 2.1 A report was submitted to the Neighbourhood and Communities Portfolio Holder on 20 October 2008 to consider a request from businesses in the area between 223 -255 York Road to extend the current 30 minute limited stay parking area to 1 hour (no return within 2 hours).
- 2.2 The report outlined a scheme proposal and considered the findings of a formal consultation carried out with the businesses directly affected by the proposed changes.
- 2.3 The new changes were required following the introduction of resident permit controlled zone into Houghton Street and Whitburn Street which had removed the opportunity for businesses and their customers to park for periods in excess of 30 minutes. This was affecting a number of businesses who requested an extended parking concession to assist them, particularly with customer parking needs.
- 2.4 A letter of support from 8 businesses was received following the consultation together with one letter of objection which argued that the existing 30 minute parking period was adequate for most businesses to operate.
- 2.5 The Portfolio Holder approved the proposed scheme (subject to some minor amendments proposed by the businesses) and the traffic regulation orders were advertised by the Head of Legal Services as a necessary part of the formal legal process. This has generated a further letter of objection which now requires additional consideration.

3. PROPOSALS

- 3.1 A copy of the letter of objection is included as **Appendix A**.
- 3.2 The basis of the objection refers to two key points, firstly that the area is currently infrequently enforced by Civil Enforcement Officers and, secondly, that the businesses require relatively short stay customer parking requirements, which the existing 30 minute waiting restriction is adequate.
- 3.3 Despite the objectors concerns, Civil Enforcement Officers (parking) do regularly patrol this area, with some businesses counterclaiming the area is too regularly enforced and that the 30 minute limited parking restriction does not allow sufficient time for many customer parking needs.
- 3.4 The request to increase the parking stay did however originate from the businesses and the evidence from the first consultation indicated the businesses overwhelmingly supported the extension of the waiting time and consider the proposal essential to enable them to operate at this location.

4. FINANCIAL CONSIDERATIONS

- 4.1 The cost of signing and marking the proposed parking restriction would be minimal and would be met from the parking services operational budget.

5. LEGAL CONSIDERATIONS

- 5.1 The legal order has been formally advertised by the Head of Legal Services. Enforcement would be carried out under the jurisdiction of the Traffic Management Act 2004.

6. RECOMMENDATIONS

- 6.1 That the Portfolio Holder note the letter of objection but approve the scheme as advertised.

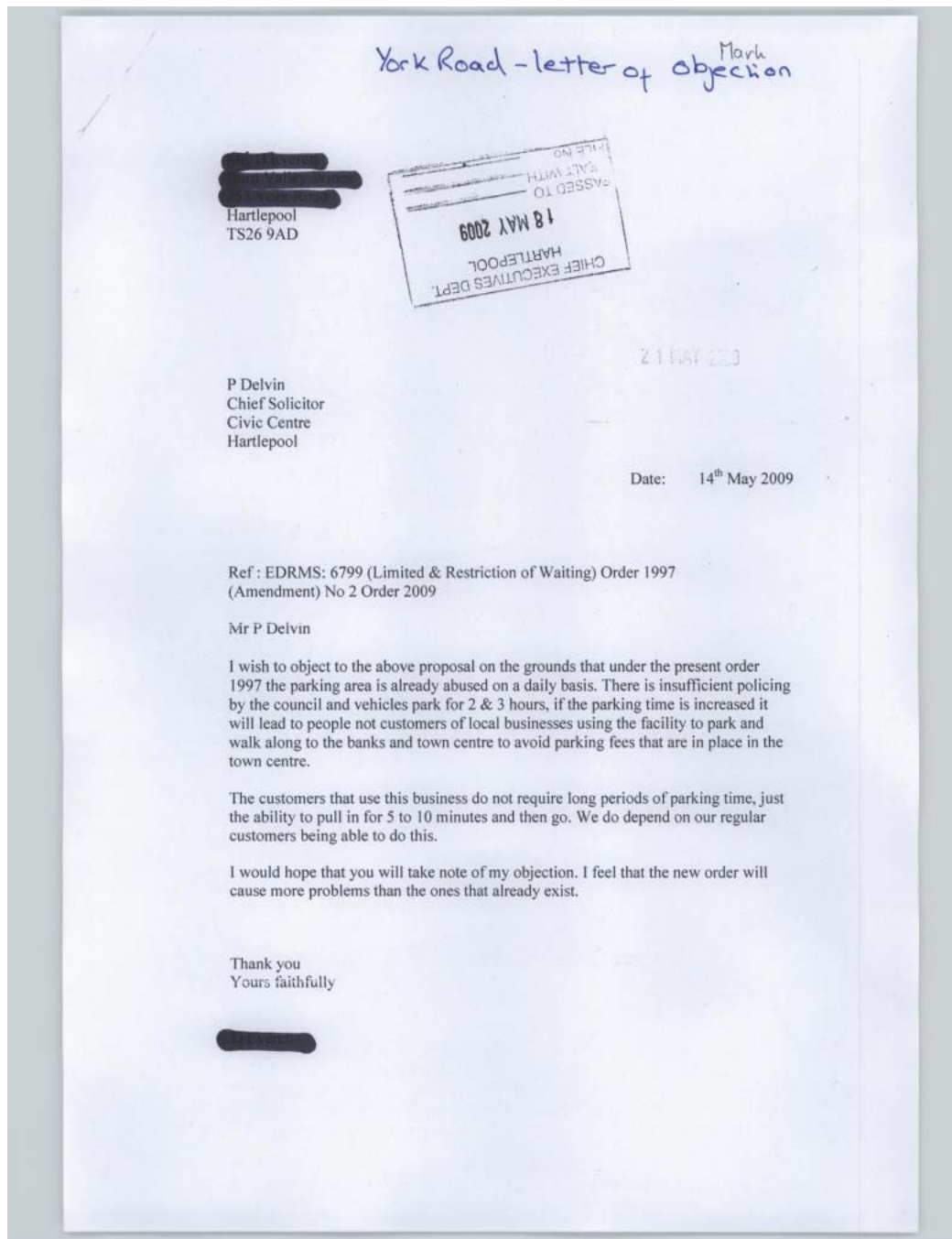
7. REASONS FOR RECOMMENDATIONS

- 7.1 To assist businesses operating from 223 -255 York Road, reflecting the majority of views expressed by those who completed and returned consultation responses.

8. CONTACT OFFICER

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APPENDIX A



TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report To Portfolio Holder
20 July 2009



Report of: Head of Community Strategy

SUBJECT: DYKE HOUSE / STRANTON / GRANGE
NEIGHBOURHOOD ACTION PLAN (NAP) REFRESH

SUMMARY

1.0 PURPOSE OF REPORT

To seek Portfolio approval that the Dyke House / Stranton / Grange (DHSG) NAP should be the next NAP to be updated.

2.0 SUMMARY OF CONTENTS

The report sets out the need to update the Dyke House Stranton Grange NAP

3.0 RELEVANCE TO PORTFOLIO MEMBER

Neighbourhood Renewal and NAPs are within the remit of the Regeneration & Liveability Portfolio.

4.0 TYPE OF DECISION

Non-Key.

5.0 DECISION MAKING ROUTE

Hartlepool Partnership meeting 26 June 2009
Community Safety and Housing Portfolio – 17 July 2009

6.0 DECISION(S) REQUIRED

To note the progress made to date against the action plan.

Report of: Head of Community Strategy

Subject: DYKE HOUSE / STRANTON / GRANGE
NEIGHBOURHOOD ACTION PLAN (NAP) REFRESH

1. PURPOSE OF REPORT

- 1.1 To seek Portfolio approval that the Dyke House / Stranton / Grange (DHSG) NAP should be the next NAP to be updated.

2. BACKGROUND

- 2.1 The first Neighbourhood Renewal Strategy for Hartlepool was agreed in 2002 and from that Neighbourhood Action Plans (NAPs) were developed for the 7 identified priority neighbourhoods. The DHSG NAP was the first to be produced in 2002 and was last updated in 2006.

3. PROPOSED TIMESCALE FOR NAP REFRESH

- 3.1 Consultation with service providers has been carried out and there has been a general consensus that the DHSG requires refresh given the time since the last revision in 2006 and the significant changes to the area since then, particularly in terms of Housing Market Renewal (HMR). An updated NAP would recognise this and also the new challenges of stabilising those areas adjoining HMR sites. Consultation work with residents and service providers in developing the updated NAP will commence in September 2009 with the new NAP completed in spring 2010 should the Portfolio holder approve this approach.

4.0 RECOMMENDATION

- 4.1 The Portfolio Holder is requested to approve that the DHSG NAP be the next NAP to be updated.

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report To Portfolio Holder
20 July 2009



Report of: Head of Community Strategy

Subject: NEIGHBOURHOOD ACTION PLANS – THE WAY
FORWARD ACTION PLAN

SUMMARY

1.0 PURPOSE OF REPORT

The purpose of this report is to update the Portfolio Holder on the progress made to date on the NAP Way Forward Action Plan

2.0 SUMMARY OF CONTENTS

The report sets out the progress made against the actions set out in the action plan

3.0 RELEVANCE TO PORTFOLIO MEMBER

Neighbourhood Renewal and NAPs are within the remit of the Regeneration & Liveability Portfolio.

4.0 TYPE OF DECISION

Non-Key.

5.0 DECISION MAKING ROUTE

Hartlepool Partnership meeting 26 June 2009
Community Safety and Housing Portfolio – 17 July 2009

6.0 DECISION(S) REQUIRED

To note the progress made to date against the action plan.

Report of: Head of Community Strategy

Subject: NEIGHBOURHOOD ACTION PLANS – THE WAY FORWARD ACTION PLAN

1.0 PURPOSE OF REPORT

- 1.1 The purpose of this report is to update the Portfolio Holder on the progress made to date on the NAP Way Forward Action Plan

2.0 BACKGROUND

- 2.1 The first Neighbourhood Renewal Strategy for Hartlepool was agreed in 2002 and from that Neighbourhood Action Plans (NAPs) were developed for the 7 identified priority neighbourhoods. The Neighbourhood Action Plan (NAP) process was reviewed in October 2006 and again in late 2007 when the Portfolio Holder considered a NAP Way Forward discussion paper. This discussion paper was the first step in agreeing the future for NAPs and there was clear support from partners for the majority of proposals set out in the discussion paper. In May 2008 the Portfolio Holder agreed a number of changes to the NAP process and in order to take forward those changes a NAP Way Forward Action Plan was also agreed

3.0 NAP WAY FORWARD ACTION PLAN PROGRESS – MAY 2009

- 3.1 **Appendix 1** sets out the progress made on the action plan to the end of May 2009. The majority of actions have now been completed and there are only 3 that are outstanding. Action 6 is to be further evaluated within a NAP delivery review to take place this year. The outstanding actions 8 and 9 will be completed by the end of July 2009. The scope of the NAP delivery review will be reported to a future meeting.

4.0 RECOMMENDATION

- 4.1 The Portfolio Holder is requested to note the progress made on the NAP Way Forward Action Plan.







hartlepoolpartnership

NAP WAY FORWARD ACTION PLAN 2008

Update May 2009



Key to traffic lights for Performance Indicators

	Action incomplete, little or no progress made
	Behind schedule
	On target
	Complete

Abbreviations :

HCN – Hartlepool Community Network
HBC – Hartlepool Borough Council
HH – Housing Hartlepool Resident Participation Team
HP – Hartlepool Partnership
NAP – Neighbourhood Action Plan
NDO – Neighbourhood Development Officer
NE – Neighbourhood Element
NM – Neighbourhood Management Team, Hartlepool Borough Council
NRA – Neighbourhood Renewal Area
NRS – Neighbourhood Renewal Strategy
PST – Partnership Support Team
REGEN – Regeneration Team, Hartlepool Borough Council
RPB – Resident's Priorities Budget

No.	Action	Responsibility for Action	Timescale	Milestones	Progress to date – May 2009	Status
1	Develop a theme based assessment process for NAP preparation and trial in the development of the Throston NAP.	PST with support from REGEN	October 2008	<p>Discussions with key partners – June 2008</p> <p>Assessment guidance prepared – July 2008</p> <p>Sign off of Throston assessments by Theme Partnerships – October 2008</p>	<p>First draft of theme assessments prepared for Throston – currently awaiting final versions.</p> <p>Preparation of the theme assessments has taken longer than anticipated but their findings were fed into the NAP Conference on 9th December.</p>	✓
2	Develop an extensive range of consultation methods to enable a greater number of residents to feed their views into the NAP development process.	REGEN with support from NM, HCN, HH & PST	July 2008	<p>Investigate the introduction of a NAP Resident Survey – June 2008</p> <p>Research best practice consultation methods – June 2008</p> <p>Prepare consultation timetable for Throston – July 2008</p>	<p>The preparation of the Throston NAP has involved the following consultation so far:</p> <ul style="list-style-type: none"> • Community Fun Day (including survey and other participatory appraisal methods) • Household Survey • Theme assessments • School visioning exercise • Walkabouts • Ongoing consultation with the Residents Association & the Boys Welfare Youth Project • Community Conferences <p>The consultation used in the preparation of the Throston NAP will be evaluated and used to inform the development of future NAPs.</p>	✓

No.	Action	Responsibility for Action	Timescale	Milestones	Progress to date – May 2009	Status
3	Introduce Annual Reports for NAPs including information on the progress made on priorities from the previous year and how NAP resources (RPB & NE) were used.	NM	June 2008	Annual Report Template agreed – May 2008 Annual reports taken to NAP Forums – June 2008	2007/8 reports taken to NAP Forums however no consistent template has been agreed. Template to be developed for 2008/9 annual reports.	✓
4	Investigate the opportunity to use the HBC Performance Management Database to monitor progress on NAP action plans.	PST	September 2008	Discuss potential with HBC Performance Management – May 2008 Ensure actions are included in the quarter 2 monitoring round – September 2008	NAP priorities for 2008/9 agreed & SMART actions prepared. All NAP actions on the Covalent Performance Management System. Quarter 3 updates due in early January before monitoring update can be presented to NAP Forums.	✓
5	Develop the role of the Hartlepool Partnership Performance Management Group in the monitoring of NAPs.	PST	October 2008	Discuss NAP Monitoring with PMG – September 2008	Performance Management Group have agreed to receive NAP monitoring every 6 months on a by exception basis and have invited the HBC Head of Neighbourhood Management to join the PMG.	✓

No.	Action	Responsibility for Action	Timescale	Milestones	Progress to date – May 2009	Status
6	Review the role of NAP Champions and extend to partner organisations	PST	September 2008	NAP Champion Event – July 2008 Meet with partner organisations – August 2008	Role and appropriateness of designated NAP Champions discussed with Neighbourhood Management and incorporated into review of NAP delivery which will take place this year.	☹
7	Hold an event for Councillors from the NRA to update them on the progress of Neighbourhood Renewal in the Borough including NAPs and the NRS.	PST	July 2008	Arrange meeting & send out invites – June 2008	Presentations to Councillors undertaken in March at Members Seminars	✓
8	Prepare NAP Information Packs for all NAP Forums.	REGEN	September 2008	Draft NAP Information Pack prepared – July 2008	Folder for the Information Pack prepared. Text being finalised before printing. Action will be complete by end of June 2009	☹
9	Complete and distribute NAP Summary leaflets for all recently completed NAPs.	REGEN	September 2008	Draft NAP Summary Leaflet prepared – July 2008	Template agreed, action to be completed by end of June 2009	☹

No.	Action	Responsibility for Action	Timescale	Milestones	Progress to date – May 2009	Status
10	Develop & disseminate a summary list of the actions prioritised by NAP Forums for 2008/9 highlighting who is responsible for ensuring the action is taken forward.	NM Team	July 2008	NAP Forum agree 2008/9 priority actions – June 2008	A summary list of prioritised actions has been all prepared for all NAP Forums. NDC NAP/Panel continues to work on all original priorities identified in the two year plan. Responsible individuals have been identified to take forward actions.	✓
11	NAP Forums to consider the frequency of their meetings and agree their meeting schedules for 2008/9.	NM Team	May 2008		NAPs have discussed and decided/set dates times and venues of meetings to be held during 2008. Burbank, Rift House/Burn Valley, Owton & Rossmore Forums have considered a move to bi-monthly meetings and wish to keep this option open as a possibility in the future. The NDC Panel currently meets on a bi-monthly basis.	✓
12	Complete the transfer of the administration of NAP Forums from HCN to HBC.	HCN, PST, NM & REGEN	June 2008		Secretariat for all NAP Forums is now provided by HBC through the NM and REGEN Teams.	✓

No.	Action	Responsibility for Action	Timescale	Milestones	Progress to date – May 2009	Status
13	Prepare the NAP Skills & Learning Plan for 2008/9.	HCN, HH & PST	June 2008	Capacity Building planning event held – May 2008	<p>CN Skills and Learning Plan 2008/09 prepared to include a range of training opportunities for NAP members. Training on commissioning for NAP's took place at Forum meetings during March and April 08. Equality and Diversity was covered during July and Chairing of meetings being a success took place on 16th Sept.</p> <p>Diary sessions & MCVO Level 3 to be delivered by Skillshare during 2008/9.</p> <p>September Community Network bulletin has articles highlighting the work of the Central Correctors (youth forum for Central NAP) and the Throston NAP.</p>	✓
14	Investigate the current feedback mechanisms for residents involved in NAPs and develop opportunities to promote the work of NAP Forums to more residents.	NDOs with support from HCN & HH	October 2008	Survey of residents involved in NAPs undertaken – August 2008	<p>The third edition of the Headland NAP newsletter has been completed and distributed, promoting the work of the NAP Forum.</p> <p>Workshop held during NAP Christmas Lunch by CEN and NDOs around current feedback mechanisms for residents involved in NAPs. In the Central NAP area meetings provide feedback and progress on theme areas. NDOs developing a questionnaire for all NAP areas.</p> <p>The findings of the work carried out on 2008/09</p>	✓

No.	Action	Responsibility for Action	Timescale	Milestones	Progress to date – May 2009	Status
					will be incorporated into the delivery review to be undertaken in 2009/10.	
15	Develop the NAP section of the Hartlepool Partnership website to incorporate meeting papers, maps and other key information.	PST	August 2008	Structure of NAP section of the HP website finalised – July 2008	NAP section of Hartlepool Partnership website now completed and updated regularly.	✓