

NEIGHBOURHOOD SERVICES SCRUTINY FORUM AGENDA



Tuesday 17th January 2006

at 1.00 pm

in Committee Room B

MEMBERS: NEIGHBOURHOOD SERVICES SCRUTINY FORUM:

Cambridge, Cook, Cranney, Fenwick, Flintoff, Hall, Lauderdale, J Marshall, Richardson, Rogan and Tumilty

Resident Representatives:

Allan Lloyd, Linda Shields and Steve Gibbon

1. APOLOGIES FOR ABSENCE

2. TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS

3. MINUTES

- 3.1 To confirm the minutes of the meetings held on 9th December (*to follow*) and 12th December 2005 (*attached*).

4. RESPONSES FROM THE COUNCIL, THE EXECUTIVE OR COMMITTEES OF THE COUNCIL TO FINAL REPORTS OF THIS FORUM

No Items

5. CONSIDERATION OF REQUEST FOR SCRUTINY REVIEWS REFERRED VIA SCRUTINY CO-ORDINATING COMMITTEE

No Items

ADDITIONAL MEETING – PLEASE NOTE

6. CONSIDERATION OF PROGRESS REPORTS/BUDGET AND POLICY FRAMEWORK DOCUMENTS

No Items

7. ITEMS FOR DISCUSSION

Scrutiny Investigation into the Local Bus Service Provision:-

7.1 Local Authority Comparison – Feedback from Visit to Darlington Borough Council held on 16th January 2006:-

- (a) Covering Report (*Scrutiny Manager/Research Assistant*); and
- (b) Verbal feedback/findings from Members of the Forum in attendance at the Site Visit.

Scrutiny Inquiry into 20 mph Speed Limit Zones Outside of Schools in Hartlepool:

7.2 Local Authority Comparison – Evidence from South Tyneside Council:-

- (a) Covering Report (*Scrutiny Manager/Research Assistant*); and
- (b) Presentation by a Representative from South Tyneside Council

8. ANY OTHER ITEMS WHICH THE CHAIRMAN CONSIDERS ARE URGENT

ITEMS FOR INFORMATION

a) Scrutiny Training and Development Programme 2005/06:

- i) **Cabinet/Scrutiny Joint Event – 24 January 2006, 12.30 pm to 4.00 pm, Municipal Buildings** – To ensure the event is a success it is important that everyone is able to attend.

Please confirm your attendance for this event with Lisa Woodward on 01429 (28) 4092 as soon as possible.

b) Date of Next Meeting Friday 27th January 2006, commencing at 1.00pm in Committee Room B

NEIGHBOURHOOD SERVICES SCRUTINY FORUM MINUTES

9th December 2005

Present:

Councillor Kevin Cranney (In the Chair)

Councillors: John Cambridge, Bob Flintoff and Victor Tumilty.

Resident

Reps: Allan Lloyd, Linda Shields and Steve Gibbon.

Officers: Mike Blair, Acting Transportation and Traffic Manager
Ian Jopling, Transportation Team Leader
John Lewer, Public Transport Co-ordinator
Charlotte Burnham, Scrutiny Manager
Rebecca Redman, Temporary Research Assistant (Scrutiny)
Joan Wilkins, Principal Democratic Services Officer

Also

Present: Iain Wright, MP
The Mayor, Stuart Drummond
Doug Elphee, Stagecoach
Paul Livesey, Stagecoach

29. Apologies for Absence

Apologies for absence were received from Councillors Rob Cook, Sandra Fenwick, Gerard Hall and Carl Richardson. In accordance with Council Procedure Rule 4.2 Councillor Sheila Griffin attended as substitute for Councillor Carl Richardson.

30. Declarations of interest by Members

None.

31. Minutes of the meeting held on 28th November 2005.

Confirmed.

32. Scrutiny Investigation into the Local Bus Service Provision: Evidence from Hartlepool's Member of Parliament (*Scrutiny Manager/Research Assistant*)

The Scrutiny Manager reported that, further to minute no.3 of the meeting held on the 19th August 2005, the town's Member of Parliament, Iain Wright had accepted the Forums invitation to provide evidence of the local perspective in relation to bus service provision.

The Chairman welcomed Iain Wright (MP) and obtained approval for the process to be followed during the course of the meeting. The MP thanked the Forum for the opportunity to attend and during the course of his presentation highlighted:

- The importance of the provision of an effective bus service in Hartlepool
- The capacity within Hartlepool for the provision of a high performance service in the future.
- The failure of de-regulation and the need for the introduction of effective regulation.
- The need to attract, rather than force, car users onto public transport.
- The importance of effective public transport in the facilitation of social inclusion.
- The importance of partnership working.
- The environmental importance of the provision of public transport and its position on the Governments agenda as a priority issue.
- His vision for the future of bus services in the town whereby buses form the heart of public transport provision and the Local Authority plays a greater part in the transport partnership ensuring that all residents have proper access to public transport.

Following the MP's short presentation the meeting was opened up for questions from the floor. The following issues were discussed:-

i) The success of the integrated bus service in London. The MP drew attention to the success of integrated transport systems in London and highlighted the role which effective regulation had played in it.

Stagecoach representatives acknowledged the success of the integrated transport system in London. It was, however, highlighted that:

- The improvements had been costly and that a contributing factor to the 30% increase in bus use had been the introduction of congestion charging.
- To improve services in Hartlepool additional resources would be needed and the question was raised as to whether the Local Authority was prepared to pay the extra necessary.

ii) Partnerships and funding. The MP reiterated the importance of partnership working and recognised the company's responsibility to its shareholders. A view was, however, expressed that consideration needed to be given to how resources are allocated and used. It was suggested that resources should not be used to provide bus services and that rather than through subsidies resources should be allocated as bus priority funding with a responsibility for Stagecoach to provide a greater number of social routes and the Local Authority the infrastructure. The logic of this was that £1 of bus priority money funding was worth £3 in bus subsidies.

Stagecoach representatives agreed that partnership working was important, however, Stagecoach was at the end of the day private company. Attention was drawn to the drastic reduction in funding since de-regulation and the need to obtain funding from elsewhere for any shortfall should income from passengers not cover cost. This had either to come from price increases, additional Local Authority contributions or the cessation of services.

The MP highlighted that in addition to the sources of income identified other company's also generated resources through cost control, i.e. cuts or reduced re-investment in the business. This method of identifying resources was, however, a vicious cycle with reduced investment and cuts impacting on service provision and income generated from passengers in the longer term. On the other hand the provision of a quality service would attract individuals out of their cars and emphasis was placed upon the importance of investing in new buses in order to increase revenue, passenger growth and profitability. Two extra passengers on each bus would result in a 13% increase in profit.

iii) The provision of buses with disabled access. Members were advised that 40% of the Stagecoach fleet now had low level platforms and that the aim was for this to be extended across the whole of the fleet by 2015. It was, however, noted that whilst the age of buses in Hartlepool was about the national average a reduction in passenger numbers would make it difficult to justify further investment in the fleet.

Attention was drawn to the problem for disabled residents in that they could not anticipate if a bus equipped for disabled passengers would be on their route. Members queried if it would be possible as part of the agreement with the bus company for funding that they ensure facilities were provided for the wheelchair users and the elderly on all their routed.

iv) The introduction of the Free Pass Service. In relation to the funding for the service it was confirmed that resources were to be provided by the Chancellor, although it was probable that there would be a shortfall which would need to be met by the Local Authority.

v) Cancellation of bus service (No.5 service). Attention was drawn to the affects of the removal of the service and the problems this created for residents following the closure of the West View Doctors Surgery. The MP highlighted that one of the problems with de-regulation was that changes to services could be made with very little consultation, however, improved partnerships backed with quality partnerships, and greater regulation, would help to address this. Issues around the removal of the No. 5 service were to be looked into.

vi) Use of smaller buses – A resident provided a summary of the various issues identified by the Forum during the course of its investigation so far. One of the issues identified related to capacity. The MP agreed that capacity and access in certain areas of the town was an issue. Some buses were empty during the day and others such as those trying to access Arncliffe Gardens had access problems. The MP expressed his support for the use of smaller, more streamlined buses.

StageCoach representatives indicated that out of the 50 buses running in Hartlepool only 4 had two decks, the remainder were single deck similar to those used as part of the York park and ride scheme. In relation to the use of mini buses it was noted that there was not a lot between the cost of them and larger buses and that mini buses tended to need to be replaced more frequently. It was also highlighted that:

- Economically it would be better to have a fleet of single deck buses against mini buses.
- Environmentally StageCoach received an 80% fuel tax reduction and used bio diesel.

vii) The provision of a transport interchange and bus station in Hartlepool. The MP highlighted that this was an area where the Local Authority should be taking responsibility for the provision of a bus station. It was, however, noted that people require door to door service these days and that with an ageing population the problem with the proposed railway interchange was that it was not in the town centre. The MP was of the view that a facility was needed in the town centre or perhaps on the Barlow site (at the lower end of Park Road). Other possible sites suggested by Members included the area at the rear of Church Street and the Mill House Leisure Centre site (following the completion of the H2O centre). It was recognised that the provision of a facility to get passengers from the bus station to the rail interchange would be a huge challenge for the Local Authority

The Mayor indicated that work on the interchange was to start in the Spring, following 4 years of planning and an extended consultation process. The Mayor felt that with the influx of residents to the Marine the interchange would be in just the right place and highlighted the problems that a town centre bus station would create in relation to traffic flow.

Following consideration of the information provided the Chairman expressed the Forums thanks to the MP for his attendance.

Decision

The report and the issues discussed were noted for consideration during formulation of the Forums final report.

33. Scrutiny Investigation into the Local Bus Service Provision: Evidence from Hartlepool's Elected Mayor (*Scrutiny Manager/Research Assistant*)

The Scrutiny Manager reported that, further to minute no.3 of the meeting held on the 19th August 2005, the Mayor, Stuart Drummond had accepted the Forums invitation to provide evidence of the local perspective in relation to bus service provision.

The Chairman welcomed the Mayor and invited him to add comment on the issues so far discussed. The Mayor indicated that a lot of worthwhile issues had been raised and made the following comments were made:

i) The transport interchange. The Mayor reiterated his comments regarding the considerable amount of work undertaken on the transport interchange scheme and was of the view that one of the greatest challenges facing the Local Authority was getting people back onto buses. A contributing factor to this was the abundance of cheap taxis in the town.

ii) Local Authority priorities. The Mayor highlighted that one of the Authorities priorities was to get people to exercise more and queried where activities to encourage bus use fitted in with this. It was also queried whether:

- The use of thousands of pounds of public money on the interchange could be justified when there was a continuing reduction in bus usage.
- It would not be better to use the resources available to devise innovative ways of encouraging people back onto buses. Possible schemes could include the provision of night buses to accommodate the town's new licensing arrangements. The Mayor was of the view that the identification of innovative services should be looked into and indicated that any suggestions would be welcomed. It was also suggested that an examination of schemes in other areas should be looked into.

iii) Encouraging bus use. Attention was drawn to the success in other areas such as York, through the Park and Ride scheme, and the

contributing factor which issues such as difficulties in using cars in the town had played. Whilst it was possible to make it less attractive for drivers to bring their cars into the town centre, i.e. through increased parking charges, concern was expressed that this could deter shoppers and have a detrimental affect on the economy of the town centre.

iii) Illegal parking outside schools. The Mayor confirmed that he also received considerable correspondence regarding illegal parking outside schools and reiterated plans for and enforcement crackdown in the New Year.

iv) The infrastructure. In response to discussions earlier in the meeting officers highlighted problems associated with the location of facilities such as bus stops and outlined the ongoing work to improve the infrastructure. Particular attention was drawn to the introduction of a real time information service on Arriva routes by early March.

Following completion of discussions the Chairman thanked the Mayor and all those present for their participation in the meeting and asked that the issues raised be noted for consideration during formulation of the Forums final report.

Decision

The report and the issues discussed were noted for consideration during formulation of the Forums final report.

34. Scrutiny Investigation into 20mph Speed Limit Zones Outside of Schools in Hartlepool: Written Evidence from Cleveland Casualty Reduction Group *(Scrutiny Manager/Research Assistant)*

The Scrutiny Manger sought consideration of written evidence from the Cleveland Casualty Reduction Group in relation to the Forums ongoing Inquiry into 20 mph Speed Limit Zones Outside of Schools in Hartlepool. During consideration of the report the following issues were raised:-

i) Traffic calming – The Mayor expressed his support for the introduction of traffic calming measures outside schools and highlighted that a number of different measures were necessary at each site for them to be affective. With appropriate measures differing from school to school each site was assessed individually.

ii) Illegal parking and enforcement – The Mayor reiterated the issues raised regarding illegal parking outside schools and was advised by Members of the Forums recent site visit to schools in Hartlepool to observe the problem in person. Regarding enforcement the Mayor

reiterates the plans for an enforcement crackdown in the New Year and drew attention to activities already undertaken. Attention was also drawn to the restrictions in relation to enforcement, in that wardens could only be taken against those parking on double yellow lines.

iii) Designated traffic wardens – Members queried the possibility of the introduction of designated traffic wardens around schools and were advised that there was already a team of wardens with this responsibility. The problem was that with the number of schools in the town it was not possible to have a warden outside every school at home times. It was, however, recognised that there was a real problem with illegal parking outside schools and as previously indicated increased enforcement action was to be taken.

Decision

The report and the issues discussed during the course of the meeting were noted for consideration during formulation of the Forums final report.

KEVIN CRANNEY

CHAIRMAN

NEIGHBOURHOOD SERVICES SCRUTINY FORUM

MINUTES

12th December 2005

Present:

Councillor Kevin Cranney (In the Chair)

Councillors: John Cambridge, Rob Cook, Bob Flintoff, John Marshall, Carl Richardson and Victor Tumilty

Resident Representatives:

Allan Lloyd and Steve Gibbon

Also Present: In accordance with Paragraph 4.2 (ii) of the Council's Procedure Rules Councillor Sheila Griffin attended as a substitute for Councillor Hall.

Officers: Dave Stubbs, Head of Environmental Management
Ralph Harrison, Head of Public Protection and Housing
Peter Frost, Traffic Team Leader
Paul Watson, Road Safety Team Leader
Pam Robertson, School Crossing Warden
Bev Wood, Crossing Patrol Warden
Jonathan Wistow, Scrutiny Support Officer
Rebecca Redman, Temporary Research Assistant (Scrutiny)
Pat Watson, Democratic Services Officer
Jo Wilson, Democratic Services Officer

Also Present: Councillor Geoff Lilley

Prior to the commencement of business the Chair made reference in terms of deep regret to the death of Frank Rogers, former Hartlepool Mayor and long-standing Councillor.

29. Apologies for Absence

Apologies for absence were received from Councillors Gerard Hall and John Lauderdale.

30. Declarations of interest by Members

None.

31. Minutes of the meeting held on 9th December 2005

Deferred until the next meeting.

32. Food Law Enforcement Service Plan 2005/06 (*Head of Public Protection and Housing*)

The Head of Public Protection and Housing sought Members views on the draft Food Law Enforcement Plan for 2005/06, as required under the Budget and Policy Framework.

The Food Standards Agency has a key role in overseeing local authority enforcement activities and on the 4th October 2000 issued the 'Framework Agreement on Local Authority Food Law Enforcement'. Guidance provided information on how plans should be structured, what they should contain, and ensures that all key enforcement are covered in local service plans, whilst allowing for the inclusion of locally defined objectives.

The 2004/05 service plan had been updated to reflect last year's performance and had been to Cabinet for consideration on 9th December 2005. Further details were also provided of the various issues considered during formulation of the updated plan.

Following consideration of the report Members expressed their support for the updated plan.

Decision

That the Food Law Enforcement Service Plan for 2005/06 be recommended with no amendments.

33. Sustainability – Environmental Maintenance (*Head of Neighbourhood Management*)

The Head of Neighbourhood Management informed members on the progress of the alternate weekly collection pilot operating in the South Forum area.

In the Autumn of 2004 the Environment and Regeneration Scrutiny Forum had begun the sustainability enquiry covering Environmental Maintenance and Asset Management. The first phase covered the recycling and composting of household waste and it was recognised that work would be required to reach the 2010 government targets in these areas.

An appraisal of various methods to increase recycling was carried out during the summer of 2005 and officers recommended alternate weekly collections as the most economical. In July 2005 a pilot scheme began covering the Fens Ward, Greatham, Rossmere and parts of Rift House and Owton Manor.

6,800 residents received an additional brown bin, blue box and bag and a poly bag for the recycling/composting of garden waste, cans, glass, paper, plastic bottles and cardboard.

Details of the consultation programme carried out prior to implementation were given to members, along with the arrangements for the disposal of the various forms of waste.

The Head of Neighbourhood Management reported that the scheme had been well received by the vast majority of residents. The results of a questionnaire showed that on average residents were satisfied or very satisfied with the scheme. Problems had been experienced with Wynyard Mews but notices of prosecution had been served on these premises and the Environment Action Team was monitoring the situation.

Following consideration of the report the following issues were raised

1. Could batteries be recycled? The Head of Environmental Management explained these were not included in the scheme. It was felt that they should be included as it was dangerous for them to be thrown out with the regular household rubbish. Particularly as people were being fined for not recycling less dangerous products.
2. As there were only four bins for six flats at Wynyard Mews how did officers know which residents were not recycling? The Head of Environmental Management informed members that there was a bin for each residence but only four would fit in the bin stall. To find out those residents who were at fault officers would examine the contents of the bins for addresses and other identification. The scheme was carried out with sympathy and empathy for people's problems and no one would be forced to do something they were unable to do but the Government were getting tough on this issue and this had to be considered. Members also queried why there were brown bins at Wynyard Mews when there was no grass but the Head of Environmental Management explained that there were some grassy areas and the older residents had asked for the brown bins to remain.
3. Would assistance be given to residents who were unable to perform the necessary recycling tasks? The Head of Environmental Management confirmed it would provided they contact the officers concerned.
4. How could people not adhering to a voluntary scheme be prosecuted? The Head of Environmental Management explained it had previously been a voluntary scheme but was now mandatory. People who did not put their rubbish in the appropriate receptacle could and would be fined.
5. Could the binmen be prosecuted? They would often leave bags of rubbish that had fallen off the lorry. The Head of Environmental Management felt this was unfair given the tight timescales they worked to. They were supposed to clean up after themselves.

6. What was being done about the more flimsy containers which tended to be knocked or blown over? The Head of Environmental Management reported a more robust version had been developed for future use.
7. What was the policy on side waste? Would rubbish outside of the designated containers be collected? The Head of Environmental Management said side waste would generally not be collected apart from during Bank Holiday periods. If residents had any side waste they could phone to make arrangements for its removal. The scheme was intended for waste minimisation and included various items but not everything was covered. Attention was also drawn to the Council's free bulky waste collection service which currently had a three week waiting list.

Members expressed their support of the recycling pilot scheme. Comments made included

- I live in the area and was not happy at the start but now feel it is excellent
- Officers need praise for this. We consume too much and waste energy and resources. There is not enough planet to sustain the way we live now. We all have a personal responsibility. I support this 1,000%
- It has been proven the system works. If we don't listen we will have mountains of rubbish. We need to start as we mean to go on and protect the future. It's time to wake up to the 21st century

A member requested that the circumstances surrounding any future prosecutions be reported to the Forum. This was agreed.

Decision

- i. That the Forum support the continuation of the pilot in the South area of the town
- ii. That the Forum recommend the further development and expansion of the scheme across the town

34. 20mph Zones Outside Of Schools Within Hartlepool: Verbal Evidence from the Road Safety Team Leader and School Crossing Wardens *(Scrutiny Manager/Research Assistant)*

The Scrutiny Manager reported that the Road Safety Team Leader and School Crossing Wardens were in attendance at the meeting to provide evidence in relation to the appropriateness of the enforcement of 20 mph Speed Limit Zones outside schools in Hartlepool.

The Road Safety Team Leader indicated that the Government's 10 year Road

Safety Plan required all local authorities to implement a strategy to reduce child injuries by 50%. As part of this Hartlepool Council conducted an annual investigation on all collision statistics to determine causes and come up with solutions. These included schemes on seatbelt wearing, speed, drunk driving and mobile phones. The most successful had been those that were self enforcing and regulating. Enforcement was used only when all other options had failed.

The Road Safety Team Leader said he was of the opinion that 20 mph Zones were a good idea but only where they would not have a detrimental effect on emergency services, bus companies and residential parking. It must also be ensured that traffic was not forced onto any nearby roads, thereby pushing the problem elsewhere. The issue of 20mph Zones should be considered in conjunction with all of the safety issues in and around schools as any solution needed to address them all.

The School Crossing Wardens informed members of the type of problems they encountered. These included speeding traffic, vehicles mounting the kerb, inconsiderate parking and blind corners on the roads. The Road Safety Team Leader explained that a number of calming measures were used in high-risk areas, such as anti-skid surfacing and bollards.

A member asked if Parking Enforcement Officers could be dispatched to schools to catch offending drivers. The Road Safety Team Leader reported that they had been to one of the schools in question and Fixed Penalty Notices would be issued if all other methods failed.

The Chair thanked the Road Safety Team Leader and Crossing Patrol Wardens for attending.

Decision

That the views of the Road Safety Team Leader and School Crossing Wardens be taken into consideration.

35. 20mph Zones Outside Of Schools Within Hartlepool: Verbal Evidence From Members of the Public *(Scrutiny Manager/Research Assistant)*

The Scrutiny Manager reported that various members of the public were in attendance at the meeting to provide evidence in relation to the appropriateness of the enforcement of 20 mph Speed Limit Zones outside schools in Hartlepool.

The following issues were then raised

- a) "The Council does not care about children or School Crossing Patrol Wardens" – The Chair assured everyone that this was not the case and

they were trying to implement the new safety measures as quickly as possible. However as always it was a question of financing.

- b) "People park on double yellow lines regardless of the legal position and Enforcement Officers are unable to issue tickets to them as the signs are wrong. Would it be possible to ban all parking outside schools during drop-off and pick-up times" – The Chair reported that there were already parking restrictions in place outside all schools so anyone parking in those areas would be committing an offence.
- c) "A 20 mph Zone would only be necessary for 3 hours 5 days a week. To introduce it on a permanent basis would be like cracking a walnut with a sledgehammer" – The Chair indicated that the extended use of schools meant they were often used more than 3 hours a day. Speed limits would be considered in conjunction with other traffic calming measures.
- d) "Could lights which indicate the speed of traffic be installed for particular times of the day?" – The Chair welcomed this idea but said it was a question of financing.

Members felt physical measures were important but more important was the message the implementation of speed restrictions would send out. It would make drivers think and could produce a townwide culture change. It was felt the changes should be rolled out across the town then assessed after a few months. In order for this to be a success any rules would have to be strictly enforced.

The Chair thanked the members of the public for their attendance.

Decision

That the views of those members of the public in attendance at the meeting be taken into consideration.

36. 20mph Zones Outside Of Schools Within Hartlepool: Verbal Evidence from the Headteacher of Clavering Primary School *(Scrutiny Manager/Research Assistant)*

The Scrutiny Manager reported that the Head of Clavering Primary School was in attendance at the meeting to provide evidence in relation to the appropriateness of the enforcement of 20 mph Speed Limit Zones outside schools in Hartlepool.

The Chair welcomed the Head and sought his views on the following issues:

- a) What particular child road safety issues does your school face? The major safety issue was the possibility of a child being hit by a car. There had been several near misses but it would only take one car to make a

disaster. The actual geography of the school was also a problem as it was at the top of a hill on a bend and there was a tendency for the sun to blind drivers during the winter months. Inconsiderate parking was also a factor.

- b) What traffic calming measures are in place outside your school? Two sets of traffic lights and School Crossing Wardens.
- c) How effective have such measures been? The Head reported that the traffic lights had not been particularly effective. However the School Crossing Wardens had been.
- d) What are your views on implementing 20 mph Speed Limit Zones outside schools in Hartlepool? The Head was of the opinion that any publicity attached to such an implementation would be vital in encouraging drivers to take care outside schools.
- e) Do you feel your school would benefit from a 20 mph Speed Limit Zone? The Head felt a 20 mph Zone was essential in order to prevent any future accident from occurring.
- f) Do you have any other issues/information you wish to discuss to aid Members in forming their recommendations to Cabinet? The Head referred to the town of Livingston in Scotland where all the schools had a 20 mph light for certain times of the day. He felt this could be a solution to the safety problems. The Chair asked for more information on this.

A member and Ward Councillor for Clavering reported that he had been fighting for speed restrictions outside the school for 15 years as prevention was better than cure. One accident would be one too many and money should not be an issue here.

The Chair thanked the Head for his attendance.

Decision

That the views of the Head from Clavering Primary School be taken into consideration.

37. 20mph Zones Outside Of Schools Within Hartlepool: Verbal Feedback/Findings from Members of the Forum in attendance at the Site Visit held on 7th December 2005 *(Scrutiny Manager/Research Assistant)*

Members had undertaken a site visit to a handful of schools within Hartlepool and the surrounding areas on 7th December to enable a visual understanding of the issue together with the appropriateness or otherwise of implementing 20 mph Speed Limit Zones.

Members expressed their appreciation for the site visit. A member raised the issue of teachers parking outside their school despite parking facilities being provided. If they did it there was little chance of stopping parents from doing it.

The Road Safety Team Leader informed those present that if parking outside schools were banned completely then it would give drivers a free road to travel on and lead to increased speeds. Drivers needed to be physically slowed down through the use of road humps etc. Members called for more parking facilities to be made available near schools. Systems could be implemented to make life easier for parents in this regard.

The Chair said that child safety was paramount and cost was irrelevant. It was imperative the Forum push this issue.

Decision

That members discuss their findings from the site visit.

KEVIN CRANNEY

CHAIRMAN

NEIGHBOURHOOD SERVICES SCRUTINY FORUM

17 January 2006



Report of: Scrutiny Manager/Research Assistant

Subject: Scrutiny Investigation into the Local Bus Service Provision – Feedback from Site Visit to Darlington Borough Council

1. PURPOSE OF THE REPORT

- 1.1 To facilitate a discussion amongst Members of this Forum in relation to the Site Visit held on 16 January 2006 to Darlington Borough Council in connection with their ongoing investigation into Hartlepool's Bus Service Provision.

2. BACKGROUND INFORMATION

- 2.1 Members will recall that at the meeting of this Forum on 19 August 2005, the Terms of Reference and Potential Areas of Inquiry/Sources of Evidence were approved by the Forum for this scrutiny investigation.
- 2.2 Consequently, a Site Visit to Darlington Borough Council was held on 16 January 2006 to enable Members to compare their local bus service provision and to establish what good practice exists in a neighbouring Local Authority.

3. RECOMMENDATION

- 3.1 That Members of the Forum discuss their findings from the Site Visit held on 16 January 2006 with particular focus on how Hartlepool Borough Council may benefit from the adoption of such practices in relation to developing and improving the bus service provision in Hartlepool.

Contact Officers: - Charlotte Burnham – Scrutiny Manager
Rebecca Redman – Temp Research Assistant (Scrutiny)
Chief Executive's Department - Corporate Strategy
Hartlepool Borough Council
Tel: 01429 523 087 / 523 647

Email: charlotte.burnham@hartlepool.gov.uk
rebecca.redman@hartlepool.gov.uk

BACKGROUND PAPERS

The following background paper was used in the preparation of this report:-

- (i) Joint Report of the Scrutiny Manager and Scrutiny Support Officer entitled 'Scrutiny Investigation into Hartlepool's Bus Service Provision –Scoping Report' presented to the Neighbourhood Services Scrutiny Forum on 19 August 2005.

NEIGHBOURHOOD SERVICES SCRUTINY FORUM

17 January 2006



Report of: Scrutiny Manager/Research Assistant

Subject: Scrutiny Inquiry into 20 mph Speed Limit Zones Outside of Schools in Hartlepool - Local Authority Comparison - Evidence from South Tyneside Council

1. PURPOSE OF THE REPORT

- 1.1 To inform Members of the Forum that a representative from South Tyneside Council will be in attendance at this meeting to provide evidence in relation to the ongoing scrutiny inquiry into 20 mph Speed Limit Zones outside of schools within Hartlepool.

2. BACKGROUND INFORMATION

- 2.1 Members will recall that at the meeting of this Forum on 11 November 2005, the Terms of Reference and Potential Areas of Inquiry/Sources of Evidence were approved by the Forum for this scrutiny investigation.
- 2.2 Consequently, arrangements have been finalised for a representative from South Tyneside Council to be in attendance at this meeting to compare another local authority's practice in relation to 20 mph Zones Outside of Schools.
- 2.3 During this evidence gathering session with the representative from South Tyneside Council, it is suggested that responses should be sought to the following key questions:-
- (a) What is your role within South Tyneside Council?
 - (b) What traffic calming/road safety measures are in place outside schools in South Tyneside?
 - (c) How effective have such measures been?
 - (d) Upon what criteria do you base your decision to implement 20 mph Speed Limit Zones outside of Schools?

- (e) What are the financial implications of implementing and enforcing 20 mph Speed Limit Zones?
 - (f) What role do you believe that education may play in decreasing the number of child casualties?
- 2.4 Members may wish to note that the representative from South Tyneside Council is also the Chair of the Northern Region Road Safety Engineering Group, and may therefore wish to ask the following additional questions:-
- (a) What is your role and responsibilities as Chair of the Northern Region Road Safety Engineering Group?
 - (b) Who is involved in the Northern Region Road Safety Engineering Group and are Hartlepool represented?

3. RECOMMENDATION

- 3.1 That Members of the Forum consider the views of the representative from South Tyneside Council in relation to the questions outlined in Section 2.2 of this report.

Contact Officers: - Charlotte Burnham – Scrutiny Manager
Rebecca Redman – Temp Research Assistant (Scrutiny)
Chief Executive's Department - Corporate Strategy
Hartlepool Borough Council
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rebecca.redman@hartlepool.gov.uk

BACKGROUND PAPERS

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