

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO DECISION SCHEDULE



Tuesday, 16 February 2010

at 9.00 am

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

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

1. KEY DECISIONS

No items

2. OTHER ITEMS REQUIRING DECISION

- 2.1 Andrew Street – Changes to Parking Restrictions – *Assistant Director (Transportation and Engineering)*
- 2.2 Baden Street / Brinkburn Road – Raised Zebra Crossing - *Assistant Director (Transportation and Engineering)*
- 2.3 Burn Road Roundabout Highway Improvement Scheme - *Assistant Director (Transportation and Engineering)*
- 2.4 Neighbourhood Services Departmental Plan 2009/10 – Quarter 3 Monitoring Report – *Director of Regeneration and Neighbourhoods*

3. ITEMS FOR INFORMATION

- 3.1 Connecting Communities Programme – *Assistant Director (Housing & Regeneration) and Assistant Director (Neighbourhood Services)*
- 3.2 Winter Service – Operational Update - *Assistant Director (Transportation and Engineering)*

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
16 February 2010



Report of: Assistant Director (Transportation and Engineering)

Subject: ANDREW STREET – CHANGES TO PARKING RESTRICTIONS

SUMMARY

1. PURPOSE OF REPORT

To consider requests from businesses to amend the current parking restrictions in place on Andrew Street.

2. SUMMARY OF CONTENTS

The report outlines the 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: Assistant Director (Transportation and Engineering)

Subject: ANDREW STREET – CHANGES TO PARKING RESTRICTIONS

1. PURPOSE OF REPORT

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

2. BACKGROUND

- 2.1 Andrew Street has a number of parking restrictions in place which reflect the needs of the commercial businesses and assist with the parking requirements of the adjacent Hartlepool College of Further Education (HCFE). The existing restrictions are shown in **Appendix A** of this report.
- 2.2 The existing On Street parking controls limit parking to a maximum 2 hours and include a no return 2 hour restriction. This is aimed at encouraging vehicular turnover and ensuring the availability of customer parking spaces. The street is relatively narrow and to ensure access, a prohibition of parking order is in place adjacent to the parking bays and around the hammer head turning circle. Additional parking is also provided at the nearby 18 space Off Street Car Park.
- 2.3 The recent construction work at HCFE has exacerbated demand for the limited parking provision in the area to the point where short stay customer parking is often unavailable and this has had a detrimental impact on the two established businesses in the area. In addition the lack of available parking space is causing traffic congestion during peak periods.
- 2.4 Two companies [Sanderson's Furniture and Musde World Gym] are well established in the area whilst the third [formerly Cascades] is currently vacant, but subject to appropriate planning approval could soon be redeveloped. All three premises require available customer parking which can only be achieved by ensuring a regular vehicle turnover in both Andrew Street and the car park. In addition the lack of available parking spaces are affecting the operation of the businesses, restricting or preventing loading and making deliveries difficult.

- 2.5 Additional enforcement visits have encouraged compliance but the patrols are labour intensive and appear only beneficial whilst officers are present. The car park operates a long stay tariff and spaces are taken from early morning and occupied all day. This has reduced parking space availability which had previously been at the disposal of customers.

3. PROPOSALS

- 3.1 **Appendix B** shows the proposed parking restrictions.
- 3.2 The businesses have indicated a preference to reduce the permitted stay of vehicles to maximum stay of 90 minutes. This should encourage a higher turnover of vehicles and provide much needed customer parking space.
- 3.3 In order to provide a more efficient enforcement regime it is proposed that the current limited waiting restrictions should be replaced by On Street pay and display parking restrictions and that the car park should be re-tariffed to match the short stay On Street charge rates.
- 3.4 The businesses have indicated a need for a limited amount of long stay parking provision and in this respect it is proposed to allocate four parking bays within the car park as business permit spaces which will be offered at the current annual charge of £310.
- 3.5 In addition the current parking Prohibition Order would be extended to include a “no loading” restriction. This should allow for a more effective enforcement regime and ensure the carriageway remains uncongested and accessible.
- 3.6 The current occupiers of the Off Street Car Park are believed to be students / lecturers at HCFE. The site is occupied from early morning; however the proposed restrictive amendments would limit access and in effect discourage the current users parking at such a convenient location. Alternative long stay parking provision is however available in Tower Street and in the Multi Storey Car Park and the existing drivers would be encouraged to transfer to either site which operate a long stay tariff charge.
- 3.7 The proposals have been discussed in principle with each of the three business operators in Andrew Street who support the suggested changes.
- 3.8 Local ward councillors have also been consulted in relation to the proposed changes.

4. FINANCIAL CONSIDERATIONS

- 4.1 There is a cost associated with advertising the amendments to the legal orders, and remarking the carriageway. This 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 approves the amendments to the parking restrictions as shown in **Appendix B** of this report.

7. REASONS FOR RECOMMENDATIONS

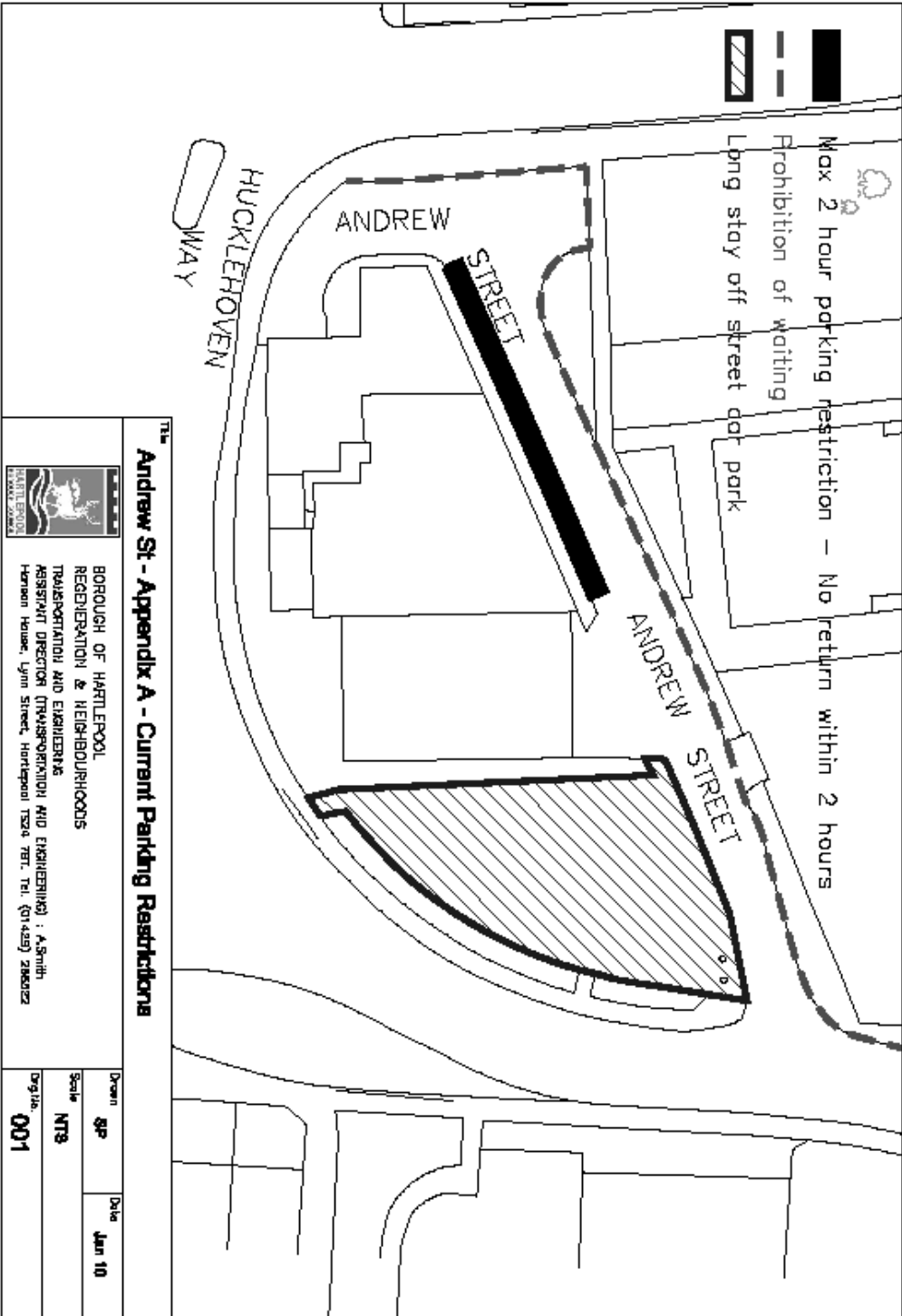
- 7.1 To assist the businesses on Andrew Street experiencing increasing parking and access difficulties.

8. CONTACT OFFICER

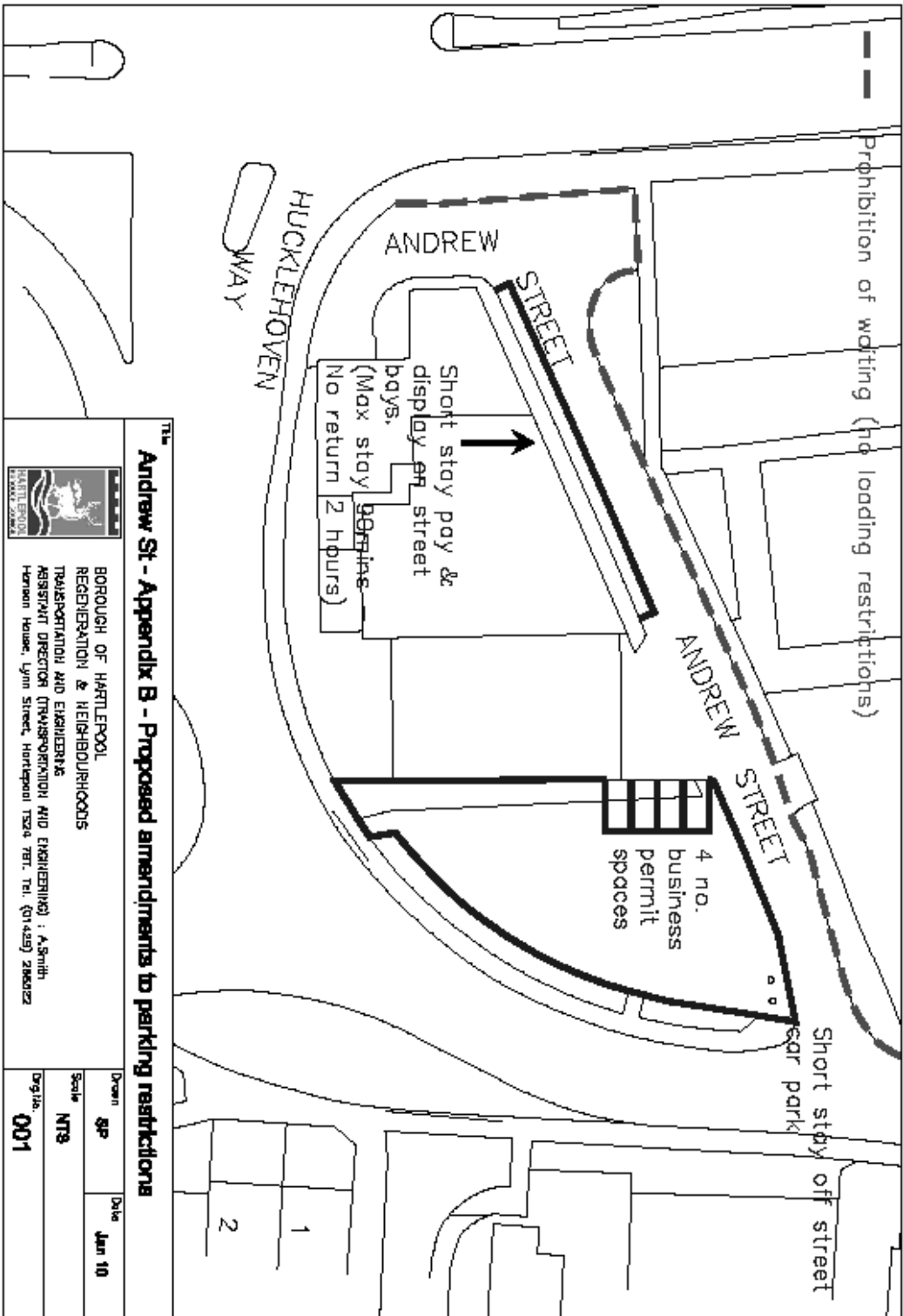
Philip Hepburn, Parking Services Manager
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Hartlepool Borough Council

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APPENDIX A



APPENDIX B



TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
16 February 2010



Report of: Assistant Director (Transportation and Engineering)

Subject: BADEN STREET / BRINKBURN ROAD –
RAISED ZEBRA CROSSING

1. PURPOSE OF REPORT

To seek approval to introduce a raised zebra crossing on Baden Street / Brinkburn Road.

2. SUMMARY OF CONTENTS

The report details the background to the scheme, the consultation undertaken and the proposals 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 outlined in section 3 of the report.

Report of: Assistant Director (Transportation and Engineering)

Subject: BADEN STREET / BRINKBURN ROAD –
RAISED ZEBRA CROSSING

1. PURPOSE OF REPORT

- 1.1 To seek approval to introduce a raised zebra crossing on Baden Street / Brinkburn Road.

2. BACKGROUND

- 2.1 Complaints have been received about the speed and volume of traffic along Baden Street / Brinkburn Road, and it is considered that the traffic situation may have contributed in the perceived decline of the area.
- 2.2 Baden Street / Brinkburn Road connects Elwick Road with Blakelock Gardens, and some motorists tend to use this route to avoid the traffic signals at the York Road / Elwick Road junction. It has a 30 mph speed limit and is used as a bus route. The Burn Valley park cuts between the two streets, and as a consequence large numbers of pedestrians cross the road in this location.
- 2.3 During the 4 year period January 2006 to December 2009 there were 4 reported slight injury accidents, two of the accidents involved vulnerable road users - 1 pedestrian and 1 cyclist.

3. PROPOSALS (see appendix A)

- 3.1 It is proposed to introduce a zebra crossing on this stretch of road in the vicinity of the Burn Valley Park. The zebra crossing will be sited upon a raised platform, with the platform being set at the same height as the footway in order to assist less able bodied pedestrians wishing to cross the road. It will also give more prominence to the crossing and help slow approaching traffic. The presence of the crossing may also deter motorists from using this as a through route.

4. FINANCIAL CONSIDERATIONS

- 4.1 The scheme is estimated to cost £25,000, and will be funded by contributions from New Deals for Communities (£10,000), the Central

Area Neighbourhood Forum (£9,000) and Local Transport Plan (£6,000).

5. CONSULTATION

- 5.1 Residents and ward councillors have been consulted via letter containing a plan outlining the above proposals. 11 responses have been received; of which 1 resident objected on the grounds that the problem was the volume of traffic. They suggested that the road should be physically closed to all through traffic.
- 5.3 The Police and other emergency services have been consulted with regards to these proposals and have no objections.

6. RECOMMENDATION

- 6.1 The Portfolio Holder approves the implementation of the scheme as detailed in section 3 of the report.

7. REASON FOR RECOMMENDATION

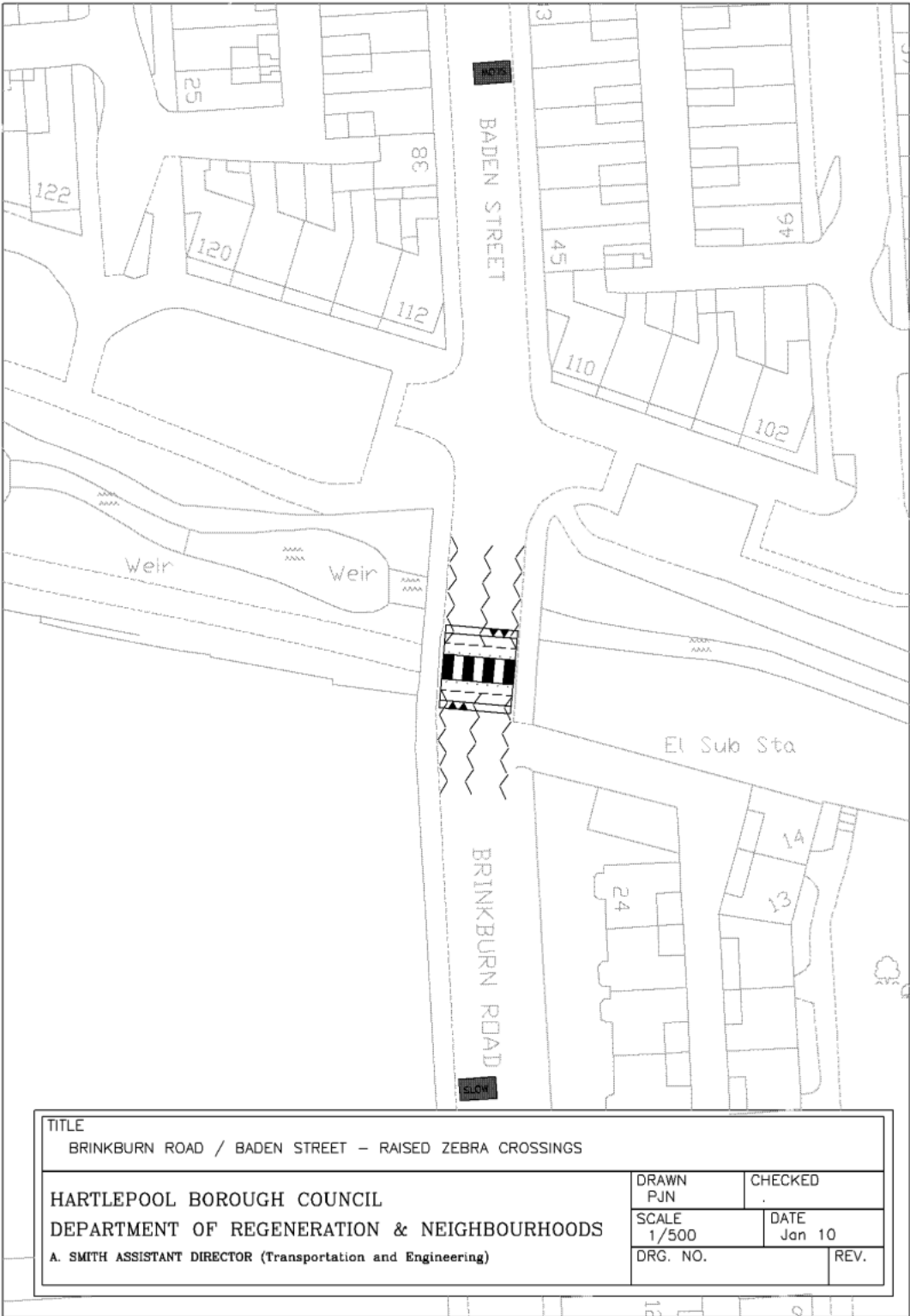
- 7.1 To improve road safety in the areas outlined in section 3 by reducing vehicular speeds and providing a facility for pedestrians wishing to cross the road.

8. CONTACT OFFICER

Peter Nixon (Senior Traffic Technician)
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APPENDIX A



TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

REPORT TO PORTFOLIO HOLDER
16 February 2010



Report of: Assistant Director (Transportation and Engineering)

Subject: BURN ROAD ROUNDABOUT HIGHWAY IMPROVEMENT SCHEME

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To seek approval for a highway improvement scheme at the Burn Road/ A689 roundabout, involving removal of the roundabout and installation of traffic signals.

2. SUMMARY OF CONTENTS

- 2.1 The report details the background to the scheme, the consultation to be undertaken prior to the meeting and the proposals put forward.

3. RELEVANCE TO PORTFOLIO HOLDER

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

4. TYPE OF DECISION

- 4.1 Non key decision.

5. DECISION MAKING ROUTE

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

6. DECISION(S) REQUIRED

- 6.1 The Portfolio Holder approves the implementation of the scheme.

Report of: Assistant Director (Transportation and Engineering)

Subject: BURN ROAD ROUNDABOUT HIGHWAY IMPROVEMENT SCHEME

1. PURPOSE OF REPORT

- 1.1 To seek approval for a highway improvement scheme at the Burn Road/ A689 roundabout, involving removal of the roundabout and installation of traffic signals.

2. BACKGROUND

- 2.1 Incremental traffic growth has seen congestion increase gradually throughout the town for a number of years. The A689 / Burn Road roundabout is a key location that can suffer from high traffic volumes at certain times of the day.
- 2.2 The Transport Assessment undertaken in relation to the proposed Victoria Harbour development showed that with further increases in traffic volume, the roundabout would be over capacity at peak times, leading to significant congestion.
- 2.3 Whilst it is anticipated that Victoria Harbour is expected to be changing emphasis towards more port related activities, the principle of increased traffic at this location and its effect on congestion and queue lengths is still relevant. To do nothing would still lead to the roundabout becoming over capacity in the future, due to other developments and general traffic growth.
- 2.4 As part of the recent Tesco re-development, a financial contribution was secured from Tesco towards replacing the existing roundabout with a traffic signalised junction. Under the terms of the Section 106 Agreement, however, this contribution must be utilised no later than August 2010, or it will be returned to Tesco.

3. PROPOSALS

- 3.1 The scheme will involve the removal of the existing roundabout, and the installation of traffic signals (See **Appendix A**).
- 3.2 The signals will incorporate:-

- Pedestrian phases on all four legs of the junction.
 - The northbound approach is to be widened to include a designated right turn lane, to give increased capacity.
 - The southbound approach is to be widened to include a designated right turn lane and also a left filter lane into Burn Road, to further increase capacity through the junction.
 - The eastbound approach is to be widened to give a two lane approach over a longer section of road, which again will increase capacity.
- 3.3 The junction will be placed onto the Council's "SCOOT" system which links different traffic signal junctions throughout the town centre, and, based on the demand in different areas, will give greater control over traffic flows than is currently possible with the roundabout.
- 3.4 Difficulties experienced by some motorists when using the existing left slip road from Burn Road, southbound onto the A689, will also be resolved. At present visibility can be restricted, as vehicles coming around the roundabout are required to "arc behind" motorists waiting to exit the slip road and can briefly disappear from view, whereas with a signalised junction they will continue in a straight line across from the Stranton leg of the junction.

4. FINANCIAL CONSIDERATIONS

- 4.1 The scheme is estimated to cost £700,000, with a £300,000 contribution outstanding from Tesco following the first phase of their access improvements, and £400,000 coming from the Council's Local Transport Plan.

5 CONSULTATION

- 5.1 This is the biggest traffic management scheme undertaken for a number of years, and consultation is therefore a key element of the scheme.
- 5.2 A 2 day public consultation event is to take place on Monday 1 and Tuesday 2 February in the Central Library, and this will run from 9.00am until 7.00pm, to give greater opportunity for people to attend and give their views.
- 5.3 The event will be publicised in the Hartlepool Mail, while businesses close to the junction will be written to directly, along with all ward councillors.
- 5.4 The consultation results will be reported verbally at the Portfolio meeting.

6 RECOMMENDATIONS

- 6.1 The Portfolio Holder approves the implementation of the scheme.

7 REASONS FOR RECOMMENDATIONS

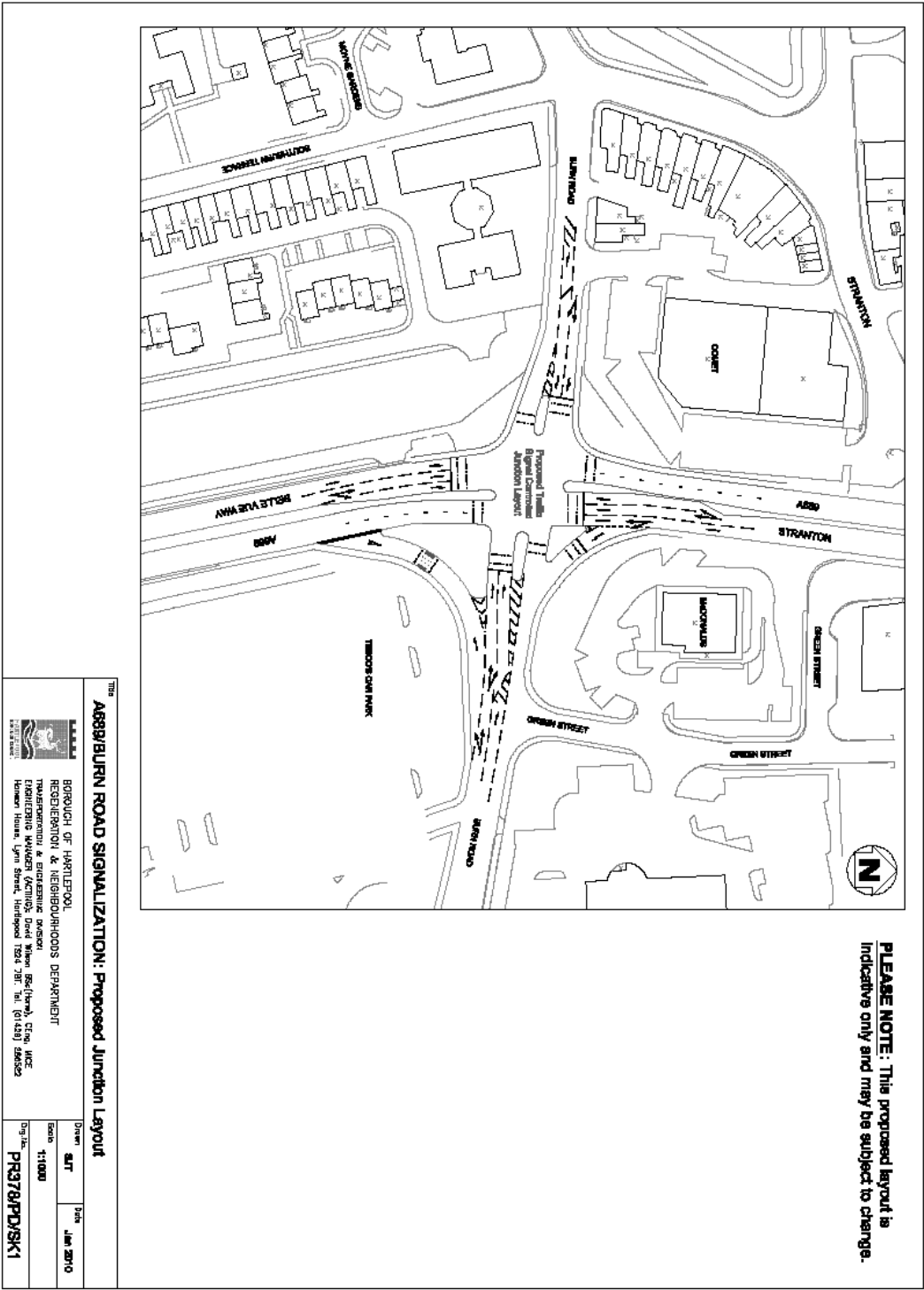
- 7.1 To give improved vehicular capacity at the A689 / Burn Road junction and to provide pedestrian crossing facilities.

8 CONTACT OFFICER

- 8.1 Peter Frost (Traffic Team Leader)
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APPENDIX A



TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
16th February 2010



Report of: Director of Regeneration & Neighbourhoods

Subject: NEIGHBOURHOOD SERVICES
DEPARTMENTAL PLAN 2009/10 – QUARTER
3 MONITORING REPORT

SUMMARY

1. PURPOSE OF REPORT

To inform the Portfolio Holder of the progress made against the Neighbourhood Services Departmental Plan 2009/10 to the end of the third quarter of the year.

2. SUMMARY OF CONTENTS

The progress against the actions and key performance indicators contained in the Neighbourhood Services Departmental Plan 2009/10.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Member has responsibility for Transport and Neighbourhoods issues.

4. TYPE OF DECISION

Non-key.

5. DECISION MAKING ROUTE

Portfolio Holder meeting 16th February 2010.

6. DECISION REQUIRED

The Portfolio Holder is requested to:

- a. Note the progress and achievements of key actions and indicators.
- b. Approve the change to the due date of one action.

Report of: Director of Regeneration & Neighbourhoods

Subject: NEIGHBOURHOOD SERVICES
DEPARTMENTAL PLAN 2009/10 – 3RD
QUARTER MONITORING REPORT

1. PURPOSE OF REPORT

- 1.1 To inform the Portfolio Holder of the progress made against the Neighbourhood Services Departmental Plan 2009/10 to the end of the Third quarter of the year.






2. BACKGROUND

- 2.1 The Transport & Neighbourhoods Portfolio Holder agreed the Neighbourhood Services Departmental Plan in June 2009.
- 2.2 The Portfolio Holder for Transport & Neighbourhoods has responsibility for the Neighbourhood Services Departmental Plan.
- 2.3 The Neighbourhood Services Departmental Plan 2009/10 sets out the Department's priorities along with an action plan to show how the Department will achieve these over the coming year. It provides a framework for managing the competing priorities, communicating the purpose and challenges facing the department and monitoring progress against overall Council aims.
- 2.4 A number of performance indicators are also included within this plan showing how the Department is performing in relation to both national and local performance indicators.
- 2.5 Each division within the Department produces a Service Plan, detailing the key tasks and issues facing them in the coming year. Each plan contains actions, detailing how each individual section contributes to the key tasks and priorities contained within the Neighbourhood Services Departmental plan and ultimately those of the Corporate plan.

3. END OF YEAR PERFORMANCE

- 3.1 This section looks in detail at how the Neighbourhood Services Department has performed in relation to the key actions that were included in the Neighbourhood Services Departmental Plan 2009/10.






- 3.2 On a quarterly basis officers from across the department are requested, to provide an update on progress against every action contained in the performance plans.
- 3.4 Officers are asked to provide a short commentary explaining progress made to date, and asked to traffic light each action based on whether or not the action will be, or has been, completed by the target date set out in the plans. The traffic light system is: -

-  Completed
-  On track
-  Progress acceptable
-  Intervention required
-  Target not achieved

- 3.5 Within the Neighbourhood Services Departmental Plan there are a total of 66 Actions for which the Transport & Neighbourhoods Portfolio Holder has responsibility. Table 1, below, summarises the progress made, to the 31st December 2009, towards achieving these actions.

4. OVERVIEW OF PERFORMANCE

Table1 – Neighbourhood Services Departmental Plan progress summary

	Departmental Plan	
	Actions	PIs
	9	-
	47	10
	3	2
	7	2
	-	-
Annual	-	30
Total	66	44

- 4.1 It can be seen from the above table, 9 of the actions have now been completed within timescales and that 47 of the actions for which the Portfolio Holder has responsibility are progressing as planned, with a further 3 actions progressing within acceptable limits.
- 4.2 Seven actions have been identified within the plan as as 'Not expected to achieve target'. Work will continue on the completion of these actions and the Portfolio Holder is requested to approve, a revision to the Due Date, as detailed in the table below:

Action Code	Action Title	Due Date	Reasons for Date Change	Proposed New Date
CORP CS06.5	Review consultation and feedback mechanisms in relation to Neighbourhood Policing and community safety liaison	31 Aug 2009	Work continues on this action with a Strategic Review day arranged. Confidence plan being developed as a result of workshop to incorporate four strands, visibility with a purpose, good quality engagement, effective problem solving and communication and marketing.	31 Dec 2009
CORP EN09.1	Develop and implement a Corporate Carbon reduction strategy action plan	30 Sep 2009	Carbon Reduction Strategy and implementation plan are being developed through the LACPM to present to CMT and Cabinet in March 2010.	31 Mar 2010
CORP EN09.4	Develop Climate Change adaptation strategy and action plan	30 Nov 2009	Due to prioritisation of work on the local authority carbon management plan, it has not been possible to complete this within original timescales. This will be completed by year end.	01 Apr 2009
CORP EN09.5	Develop a sustainable construction strategy and action plan	31 Jul 2009	Following an initial consultation the draft sustainable construction strategy requires further consultation and development. It is expected that a draft will be available by the end of March with the final document available for approval in May 2010	30 June 2010
CORP SC01.1	Develop and implement a Neighbourhood Management Strategy	31 December 2009	A draft Neighbourhood Management & Empowerment strategy has now been produced. Consultation period extended until end of March, following comments from Portfolio	31 Mar 2010
CORP LLS13.4	Review the delivery of facilities management services	31 December 2009	The options analysis will be presented to portfolio during 2010/11 following consideration by Programme Board and Cabinet in March / April as part of the overall Business Transformation programme.	31 Mar 2010
CORP SC01.2	Implement the NCF Review Action Plan	31 October 2009	The NCF Review Plan was called into Scrutiny and subsequent new recommendations out forward. The action plan is to go to Cabinet late January 2010.	31 Mar 2010

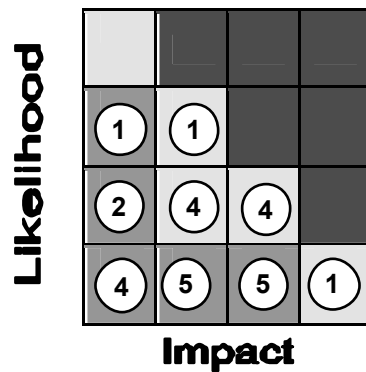
4.3 It can also be seen that 10 of the Performance Indicators have been highlighted as being 'on target' with 2 indicators highlighted as being within acceptable limits.

4.4 30 of the remaining performance indicators are reported on an annual basis and at this time it is not yet possible to give an indication of the expected performance.

- 4.5 The remaining 2 indicators are also reported on an Annual Basis and although no final information is available for these it is felt by officers that the target for these will not be met this year. Both indicators relate to people Killed / seriously injured in road traffic accidents. Issues associated with accident hot spots will continue to be addressed through local safety schemes. In addition we are currently also considering where 20mph zones can be introduced.
- 4.6 Key areas of progress made in to date against the action identified within Neighbourhood Services Departmental Plan 2009/10, include:
- Partnership contract has been established with Housing Hartlepool for the delivery of CCTV monitoring, out of hours and Emergency Planning services
 - Pandemic Flu plan and associated risks have been revised and critical activities approved to ensure Hartlepool is well prepared to respond.

5. RISK MONITORING

- 5.1 It is the policy of Hartlepool Council to take an active and pragmatic approach to the management of risks that could prevent the achievement of corporate and departmental objectives. On a quarterly basis each division assesses the risks identified within the Neighbourhood Services Department Risk Register. The result of this quarterly update is reported to the Corporate Risk Management Group (CRMG) via each division's representative on the group. The Council's approach acknowledges that the purpose is not to remove all risks (this is neither possible nor, in many cases, desirable), rather it is to ensure that potential 'losses' are prevented or minimised and that 'rewards' are maximised.
- 5.2 This summary is reported to the Portfolio Holder within the quarterly monitoring report to provide an overview of risks being addressed by the Department.
- 5.3 The diagram below shows the distribution of risks according to their risk rating. Detail of the rating system is in **appendix A**. There are a total of 27 risks with none of these identified as being a 'RED' risk. 10 risks are on an 'AMBER' status with the remaining 17 being at a low level 'GREEN' status.



6. RECOMMENDATIONS

- 6.1 It is recommended that progress on key actions and PI's and current rating of risks are noted and that the changes to the due date of the actions listed under 4.2 are approved.

7. CONTACT OFFICER

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 Performance & Development Manager
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2.4 Appendix A

HARTLEPOOL BC RISK ASSESSMENT MATRIX AND VALUE GUIDES

		IMPACT			
LIKELIHOOD		1 Low	2 Medium	3 High	4 Extreme
Almost certain	4	AMBER 4	RED 8	RED 12	RED 16
Likely	3	GREEN 3	AMBER 6	RED 9	RED 12
Possible	2	GREEN 2	AMBER 4	AMBER 6	RED 8
Unlikely	1	GREEN 1	GREEN 2	GREEN 3	AMBER 4

Use the following suggested value guides to help rate the level of the **controlled risk**.

IMPACT

Extreme	Total service disruption / very significant financial impact / Government intervention / sustained adverse national media coverage / multiple fatalities.
High	Significant service disruption/ significant financial impact / significant adverse Government, Audit Commission etc report / adverse national media coverage / fatalities or serious disabling injuries.
Medium	Service disruption / noticeable financial impact / service user complaints or adverse local media coverage / major injuries
Low	Minor service disruption / low level financial loss / isolated complaints / minor injuries

LIKELIHOOD

Expectation of occurrence ***within the next 12 months*** -

- **Almost certain**
- **Likely**
- **Possible**
- **Unlikely**

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
16th February 2010



Report of: Assistant Director (Housing & Regeneration) and
Assistant Director (Neighbourhood Services)

Subject CONNECTING COMMUNITIES PROGRAMME

SUMMARY

1.0 PURPOSE OF REPORT

To note the recent approval of £42,200 funding from the Department for Communities and Local Government (DCLG) through the Connecting Communities programme and to highlight the details of the project that is to be delivered.

2.0 SUMMARY OF CONTENTS

The report details how the funding from the Connecting Communities programme will be used within the Dyke House / Stranton / Grange (DHSG) Neighbourhood Action Plan (NAP) review process, as well as detailing the timescales for the expenditure of the funding.

3.0 RELEVANCE TO PORTFOLIO MEMBER

The funding will be used to intensify the consultation process that will be undertaken as part of the DHSG NAP review. NAPs fall within the remit of the Transport and Neighbourhoods Portfolio Holder.

4.0 TYPE OF DECISION

Non key decision.

5.0 DECISION MAKING ROUTE

A report was taken to the Hartlepool Partnership on 29th January 2010 for information. The outcome of the bid has also been reported to the DHSG Neighbourhood Partnership.

6.0 RECOMMENDATION

The Transport and Neighbourhoods Portfolio Holder is requested to note the funding received through the Connecting Communities programme and, the timescale implications this has for the development of the DHSG NAP review.

Report of: Assistant Director (Housing & Regeneration) and
Assistant Director (Neighbourhood Services)

Subject: CONNECTING COMMUNITIES PROGRAMME

1.0 PURPOSE OF REPORT

- 1.1 To note the recent approval of £42,200 funding from the Department for Communities and Local Government (DCLG) through the Connecting Communities programme and to highlight the details of the project that is to be delivered.

2.0 BACKGROUND

- 2.1 In June 2008 the Hartlepool Partnership agreed to review the DHSG NAP. The DHSG area was the first in Hartlepool to have a NAP; this was developed in 2002 and reviewed in 2006.
- 2.2 It is recognised that whilst work has been ongoing in the DHSG since the development of the first NAP, the area has undergone significant change through recent years and although improvements have taken place in the area there are still evident deprivation gaps in particular themes, namely community safety, education and unemployment as well as service issues around levels of resident satisfaction. DHSG remains one of Hartlepool's most deprived neighbourhoods, with the Dyke House ward being in the top 2% of the most deprived wards nationally, moving from 100 in 2004 to 63 in 2007, (IMD 2004 and 2007).
- 2.3 The aim of the Connecting Communities programme is to reinvigorate and reconnect communities that are feeling the pressure from recession most acutely and ensure that they are well placed to share fully in future prosperity and emerge as stronger, more cohesive communities.
- 2.4 The DHSG review presented an opportunity to link in with the Connecting Communities programme. The successful bid was developed to complement the consultation process, which is to be used to review the DHSG Plan.

3.0 PROPOSALS

- 3.1 The funding from the Connecting Communities programme will be used to undertake intensive consultation, increase capacity to enable consultation to be tailored, focussing on particular issues identified by residents and providers and, explore possible solutions and engage with residents and seldom heard groups from across the area that

perhaps would not normally take part in the consultation process. This work will complement the initial consultation for the NAP review, which commenced in October 2009 with a Halloween event.

- 3.2 The funding will enable projects to be worked up around the following:
- i) Community Development and Facilitation
 - ii) Neighbourhood Management
 - iii) Crime and Anti-social Behaviour
 - iv) Youth Engagement and Training
 - v) Adult Worklessness and Training
 - vi) Housing, Environment and Public Spaces
 - vii) Media and Communication

Project development is being undertaken with key organisations including the NAP Forum and other groups / service providers representing and serving the DHSG area.

- 3.3 The funding will be split around projects that link to all sub-headings in the list above. Until projects are finalised it is difficult to determine the cost breakdown, however it is likely that the majority of the funding will be focused on Community Development and Facilitation and prioritise engaging with residents to investigate their issues and to increase participation.
- 3.4 The information collated through these projects will feed into the NAP review and help to inform the first draft of the DHSG NAP.

4.0 TIMESCALES

- 4.1 A requirement of the funding is delivery of the projects preferably by 31st March 2010 (although there may be some flexibility to carry funding over to the next financial year).
- 4.2 The timescales set out for the development of the DHSG NAP review have been delayed due to the bid submission to the Connecting Communities programme; this was to ensure the two can be effectively linked. Consequently a report to the Transport and Neighbourhoods Portfolio Holder on the first draft of the DHSG NAP is now expected later this quarter, with the final plan not being endorsed until Summer 2010 (instead of April / May 2010).

5.0 RECOMMENDATION

- 5.1 The Transport and Neighbourhoods Portfolio Holder is requested to note the funding received through the Connecting Communities programme and, the timescale implications this has for the development of the DHSG NAP review.

6.0. CONTACT OFFICER

6.1 For further information please contact

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Community Regeneration Manager
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Email: sylvia.burn@hartlepool.gov.uk

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
16 February 2010

Report of: Assistant Director (Transportation and Engineering)

Subject: WINTER SERVICE – OPERATIONAL UPDATE

SUMMARY

1. PURPOSE OF REPORT

To provide an operational update on the period of severe weather between 18 December 2009 and 12 January 2010.

2. SUMMARY OF CONTENTS

This report advises the Portfolio Holder of the initiation of the Salt Cell to control the movement of salt stocks to the various Highway Authorities and also provides a brief financial update.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has responsibility for Winter Service related issues.

4. TYPE OF DECISION

Non Key.

5. DECISION MAKING ROUTE

Transport and Neighbourhoods Portfolio on 16 February 2010.

6. DECISION(S) REQUIRED

That the Portfolio Holder notes the report.

Report of: Assistant Director (Transportation and Engineering)

Subject: WINTER SERVICE – OPERATIONAL UPDATE

1. PURPOSE OF REPORT

- 1.1 To provide an operational update on the period of severe weather between 18 December 2009 and 12 January 2010.

2. BACKGROUND

- 2.1 During the period 18 December 2009 and 12 January 2010 the UK experienced one of the most severe periods of continuous snowfall and sub zero temperatures in the past two to three decades resulting in an extended continual period of winter service operations.
- 2.2 This has resulted in a significant (almost complete) depletion of Local Authority salt stocks and has posed a major challenge to the salt suppliers in coping with demand for new stocks.
- 2.3 Consequently the Government activated its “Salt Cell” on 6 January 2010 to prioritise and manage the delivery of salt on the basis of strategic need, taking the control of delivery decisions away from the suppliers and taking the decisions themselves.
- 2.4 It has also had a significant effect on the operational budget due to the amount of resources required to respond to the weather event.

3. UPDATE ON THE ISSUES

- 3.1 Salt stock management has been challenging throughout the extreme weather period. Prior to the Christmas break the Salt Barn was fully replenished to provide an adequate level of resilience, but the Christmas period combined a period of very high usage with a period of very low salt deliveries resulting in a significant depletion of the stock level. The return to work on 4 January resulted in a significant improvement in salt deliveries until the Salt Cell stepped in and took control of deliveries on 6 January. This Council had not run out of salt prior to the salt cell activation, which was due to strategic considerations in other parts of the Country which were experiencing weather that was even worse than in Hartlepool.

- 3.2 In addition to taking control of salt deliveries, the Salt Cell also requested that all Highway Authorities reduce salt usage by 25% to conserve salt stocks. The salt cell has been providing Hartlepool with adequate deliveries to deliver a reduced service in accordance with their request.
- 3.3 As a consequence of the Salt Cell request, the 25% saving was achieved by implementing a temporary suspension of gritting of secondary routes and the filling of grit bins. This measure was publicised via a press release.
- 3.4 Salt Cell deliveries continue to be carried out in accordance with our need to treat a reduced network. The deliveries are adequate to meet need but to date are not yet adequate enough to build up salt reserves.
- 3.5 Over the past 10 years, records indicate that this Council has required between 1500 and 2600 tonnes of salt per season to grit the carriageway network, depending on the severity of winter. During the period 18 December 2009 to 10 January 2010, 1600 tonnes were used along with the required resources to spread the salt. This is not enough in itself to cause an overspend of the Winter Service budget, but with a significant part of the coldest period of winter to come it is indicative that a budgetary problem will occur before the end of the year.
- 3.6 The current budget is £246k and the position to date is that £240k has been spent providing the service.

4. RECOMMENDATION

- 4.1 That the Portfolio Holder notes the report.

5. CONTACT OFFICER

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