

# **TRANSPORT AND NEIGHBOURHOODS PORTFOLIO DECISION RECORD**

16 February 2010

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

**Present:**

Councillor Peter Jackson (Transport and Neighbourhoods Portfolio Holder)

Officers: Dave Stubbs, Director of Regeneration and Neighbourhoods  
Mike Blair, Traffic and Transport Planning Manager  
Gemma Clough, Principal Regeneration Officer  
Jo Wilson, Democratic Services Officer

**57. Connecting Communities Programme** – *Assistant Director (Housing and Regeneration) and Assistant Director (Neighbourhood Services)*

**Type of Decision**

Non-key

**Purpose of Report**

To note the recent approval of £42,000 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.

**Issues for Consideration by Portfolio Holder**

The report detailed how the funding from the Connecting Communities programme would be used within the Dyke House / Stranton / Grange (DHSG) Neighbourhood Action (NAP) review process. Connecting Communities was designed to reinvigorate and reconnect communities suffering most from the recession. Funding would enable projects to be worked up around a number of topics including community development, crime and anti-social behaviour, unemployment, worklessness and training. Project development was being undertaken with key organisations including the NAP Forum and other groups and service providers – an overview of this work was provided. It was noted that it is a requirement of the funding to preferably deliver projects by the end of March 2010 however, it has been since been clarified that it is acceptable for funding to be committed by this time with expenditure in 2010/11. The Portfolio

Holder was further advised that the development of the DHSG NAP had been delayed to allow effective links between the two.

The Portfolio Holder thanked the team for their hard work in securing the funding. Connecting Communities would be extremely helpful and underpin work already ongoing in the communities.

### **Decision**

That the funding received through the Connecting Communities programme, and the timescale implications this has for the development of the DHSG NAP review, be noted.

## **58 Andrew Street – Changes to Parking Restrictions** *Assistant Director (Transportation and Engineering)*

### **Type of Decision**

Non key

### **Purpose of Report**

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

### **Issues for Consideration**

Parking restrictions are currently in place on Andrew Street limiting parking to a maximum of 2 hours with a no return 2 hour restriction. Additional long stay parking is also provided at the nearby Off Street Car Park. However recent construction work at Hartlepool College of Further Education had exacerbated demand for parking provision in the area to the point where short stay parking is often unavailable. This had had a detrimental impact on the two established businesses in the area and is causing traffic congestion during peak periods. The businesses had subsequently requested a reduction in the maximum stay of vehicles to 90 minutes. In addition to this it was proposed that current limited waiting restrictions be replaced by On Street pay and display meters and that the car park be re-tariffed to match the short stay On Street charge rates. Four parking bays would be provided within the car park as business permit spaces for the businesses at the current annual charge of £310. Finally the Prohibition Order would be amended to include a “no loading” restriction, thereby ensuring the carriageway would remain uncongested and accessible. Appendices showing the current restrictions and proposed restrictions were attached to the report.

These proposals had been discussed with the businesses and local ward councillors. There had been no objections. All costs would be met through the parking services operational budget.

The Portfolio Holder queried whether the no loading restriction would cause problems for the removals / auction business. The Director of Regeneration and Neighbourhoods advised that it would not as they had an existing area which could be utilised for this purpose. In terms of the business bays the Portfolio Holder requested that it be highlighted that these could be paid for over the year rather than as a one-off payment.

### **Decision**

That the amendments to the parking restrictions be approved.

## **59. Baden Street / Brinkburn Road – Raised Zebra Crossing** – *Assistant Director (Transportation and Engineering)*

### **Type of Decision**

Non key.

### **Purpose of Report**

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

### **Issues for Consideration**

Between January 2006 and December 2009 there had been four slight injury accidents along Baden Street and Brinkburn Road. Given this and following complaints about the speed and volume of traffic along that stretch of road it was proposed to introduce a zebra crossing in the vicinity of the Burn Valley Park. The crossing would be sited on a raised platform at the same height as the pavement in order to assist less able bodied pedestrians in crossing the road. The scheme would cost £25,000, to be funded through contributions from New Deals for Communities, the Central Neighbourhood Forum and the Local Transport Plan. Residents and ward councillors had been consulted and only one objection received, suggesting that the road should be closed to all through traffic. In terms of this the Director of Regeneration and Neighbourhoods highlighted that a report would be brought to the Portfolio Holder in due course advocating the use of pinch points at each end of Baden Street / Brinkburn Road with a view to reducing the traffic flow even more.

The Traffic and Transport Planning Manager further advised that an unofficial agreement had been reached to take Baden Street / Brinkburn Road off existing bus routes. The Portfolio Holder requested that any work carried out in relation to this be carried out at the same time as the installation of the crossing to minimise disruption to

residents.

### **Decision**

That the implementation of the scheme outlined in Section 3 of the report be approved.

## **60. Burn Road Roundabout Highway Improvement Scheme – Assistant Director (Transportation and Engineering)**

### **Type of Decision**

Non-key

### **Purpose of Report**

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

### **Issues for Consideration by Portfolio Holder**

As part of the recent Tesco re-development a financial contribution had been secured from Tesco towards replacing the existing roundabout with a traffic signalised junction. Under the terms of the agreement this contribution must be utilised by August 2010 or it would revert back to Tesco. Incremental traffic growth had seen congestion increase gradually throughout Hartlepool for a number of years with the A689 / Burn Road roundabout suffering from high traffic volumes at certain times of the day. A Transport Assessment carried out in relation to the proposed Victoria Harbour development had shown that further increases in traffic volume would lead to over capacity at the roundabout at peak times and significant congestion. Despite alterations in the Victoria Harbour plans it was believed that to do nothing would still lead to over capacity in the future, due to other developments and general traffic growth.

It was proposed therefore to remove the existing roundabout and install traffic signals. This would include pedestrian phases and widening of the northbound, southbound and eastbound approaches. The junction would be linked with other traffic signal junctions throughout the town centre via the SCOOT system, enabling control over traffic flows. A 2 day consultation event had taken place in the Central Library at the beginning of February, during which there had been 37 responses with 32 in favour and 5 against. A further objection had subsequently been received. Local businesses and ward councillors had also been contacted.

The cost would be £700,000 with a £300,000 contribution from Tesco

and the rest coming from the Local Transport Plan. Owing to the need for significant unforeseen work the intended start date had been pushed back to August/September 2010 for completion by December 2010. The Portfolio Holder queried if this could lead to the loss of the Tesco contribution but was advised that those monies could be spent on procurement of traffic lights and utility works. The Portfolio Holder indicated he was grateful for the required delay in the start of the work as it would give officers more time to consider all the options. He was happy to agree the scheme in principle but wanted to defer agreement pending further information and supporting data confirming that the alterations would lead to a better flow of traffic. He suggested that consideration also be given to adding traffic lights to the current roundabout.

### **Decision**

That the implementation of the scheme be deferred for further information and supporting data.

## **61. Neighbourhood Services Departmental Plan 2009/10 – Quarter 3 Monitoring Report – *Director of Regeneration and Neighbourhoods***

### **Type of Decision**

Non-key

### **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.

### **Issues for Consideration by Portfolio Holder**

The report showed details of progress against actions and key performance indicators contained in the Neighbourhood Services Departmental Plan to the end of the third quarter of the year.

Within the Neighbourhood Services Departmental Plan there are a total of 66 Actions and 44 Performance Indicators identified for which the Portfolio Holder for Transport and Neighbourhoods has responsibility. 59 of these actions either had been or were expected to be completed. Seven actions were not expected to achieve target, the reasons for this were given within the report. The Director of Regeneration and Neighbourhoods highlighted an error within the report – the proposed new date for CORP EN09.4 should be 1<sup>st</sup> April 2010.

Ten of the Performance Indicators have been highlighted as expected to achieve target with a further 30 being collected on an annual basis. The remaining 2 indicators, while also reported on an annual basis, were not expected to be met. Both of these related to people killed or seriously injured in road traffic accidents. These issues would continue to be addressed through local safety schemes and the introduction of 20mph speed limits. Details were also given of key areas of progress.

The Portfolio Holder commented on the partnership working with Housing Hartlepool. He was happy to agree the changes in dates.

### **Decision**

That the progress and achievements of key actions and indicators be noted and the change to the due date of one action be approved.

## **62. Winter Service – Operational Update – Assistant Director (Transportation and Engineering)**

### **Type of Decision**

Non-key

### **Purpose of Report**

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

### **Issues for Consideration by Portfolio Holder**

Between 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 period of winter service operations. This had resulted in almost complete depletion of Local Authority salt stocks and as a consequence the Government activated its "Salt Cell" on 6<sup>th</sup> January to prioritise and manage salt delivery on the basis of strategic need. The Salt Cell also requested that all Highway Authorities reduce salt usage by 25% to conserve stocks. This was achieved through suspending gritting of secondary routes and filling of grit bins. Over the past 10 years records showed that HBC had used between 1500 and 2600 tonnes of salt per season. Between 18 December and 10 January 16 tonnes were used and while this had not caused a significant overspend in the Winter Service budget it was felt that given a significant part of the coldest period of winter was still to come there could be a budgetary problem before years end. £240 thousand of the current budget of £246 thousand had been spent providing the

service at the time the report was written, since then there had been an overspend.

The Portfolio Holder praised officers for their work saying the council had managed an extreme situation extremely well and would have continued to do so had it not been for the Salt Cell activation. He was unconcerned at the overspend as there had been an underspend in previous years to offset this. It would have been wrong to stop gritting because the money had run out. The decision to stop gritting secondary routes had been the right one given the legislative requirements. The Director of Regeneration and Neighbourhoods indicated that the bad weather would have added to previous problems with the state of the highways and potholes. The Portfolio Holder acknowledged this and requested that officers do all they could to make the necessary repairs throughout the summer months prior to winter 2010.

### **Decision**

That the report be noted.

The meeting concluded at 9:40am

**PETER DEVLIN**

**CHIEF SOLICITOR**

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