

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

DECISION RECORD

26th April 2010

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

Present:

Councillor Peter Jackson (Transport and Neighbourhoods Portfolio Holder)

Officers: Alastair Smith, Assistant Director (Transport and Engineering)
Kate Ainger, Pride in Hartlepool Officer
Jo Wilson, Democratic Services Officer

Also Present:

Councillors Caroline Barker, Jonathan Brash and Edna Wright

R Banks, W Bland, Mr and Mrs Clark and J Walton

64. Proposed New Bus Shelter in Easington Road (Southbound) *(Assistant Director (Transportation and Engineering Services))*

Purpose of Report

To seek approval for the installation of a new bus shelter in Easington Road southbound at the "Parkstone Grove" Stand 2 bus stop.

Type of Decision

Non-key

Issues for consideration

The installation of a bus shelter in Easington Road southbound at the "Parkstone Grove" Stand 2 bus stop had been requested by an elderly resident. There had previously been a shelter at this stop however this had been removed over 14 years ago. Any new shelter would have seating, lighting and real time display information when available.

Consultation had taken place with local residents and ward councillors. Of the 14 respondents 8 were initially in favour of the proposal while 6 were against. Replies were also received from 2

councillors, both objecting to the proposals. However further responses received from residents had left an almost even split for and against. The primary reason for objection was a concern that the bus shelter would be a gathering point for teenagers and generate anti-social behaviour.

A number of residents objecting to the proposal were in attendance. Resident Mrs Clark spoke on their behalf, detailing their reasons for objecting to the installation of the bus shelter. These included anti-social behaviour, damage to property, devaluation of property and distraction to drivers of illumination. She queried whether the Council would reimburse home owners for any damage to, or devaluation of, property caused by a bus shelter. The current bus stop was hardly used and the monies needed to install a new shelter would be better spent in other areas.

The Portfolio Holder advised that he had personally driven to the site and the bus stop had not appeared to be busy. He did not feel that there was a danger of drivers being dazzled by an illuminated shelter and confirmed that there would be no reimbursement to residents for any monetary loss should a bus shelter be installed. However given the even split of opinion on this issue and the number of letters which had been received objecting to the proposal he felt the funding would be better spent on a bus shelter elsewhere in Hartlepool.

Decision

That the installation of a bus shelter at the existing stop on Easington Road, at Parkstone Grove, be refused.

65. Pride in Hartlepool Proposals *(Assistant Director (Neighbourhood Services))*

Purpose of Report

To consider the recommendations of the Pride in Hartlepool Steering Group in respect of proposals for community projects.

Type of Decision

Non key.

Issues for Consideration

The Pride in Hartlepool Steering Group recommended the following projects for approval:-

- Hart Village Front Street Beautification Scheme - Owton Rossmere Resource Centre – a contribution of £1,000 towards

the purchase of 3 two-tiered planters for installation on the main street

- Newton Bewley Parish Council – a contribution of £1,975 to install hanging baskets and flower tubs along the main road (A689) throughout the village

The Portfolio Holder indicated support for the proposals. He queried whether consideration had been given to amending the criteria as he had previously suggested. The Pride in Hartlepool Officer advised that a Service Delivery Options review was currently ongoing, included in which would be the Pride in Hartlepool criteria. When this was completed the results would be brought back to the Portfolio Holder.

Decision

That the recommendations of the Pride in Hartlepool Steering Group be approved.

66. Smart Ticketing for the North East Initiative (NESTI) *(Assistant Director (Transportation and Engineering Services))*

Purpose of Report

To seek approval for Local Transport Plan funding to be allocated to the development and implementation of Smart Ticketing infrastructure for the North East region.

Type of Decision

Key – tests 1 and 2 apply

Issues for Consideration

NESTI is an informal collaborative programme of work between Nexus, Tees Valley Joint Strategy Unit, Durham County Council, Northumberland County Council and key transport operators. Its aim is to develop Smart Ticketing across the North East. This would allow the use of a single smart card to make a public transport journey using any combination of participating operators across the North East. Customers would be able to load their regular travel products onto a card and a “pay as you go” system would be accepted by transport operators across the region as an alternative to cash payment. Smartcards could also be available for wider use such as accessing library books or paying for school meals.

Following discussions the Leaders and Elected Mayors of the North

East Councils had agreed to the NESTI project going forward with the Tyne and Wear Transport Authority acting as lead authority with Nexus acting as programme manager. £10 million of capital funding in total had been top-sliced from the North East Regional Funding Allocation and fed into each Local Authority's Integrated Transport Block. Hartlepool Borough Council's contribution was calculated at £303,850, received through the Integrated Transport Block allocation in October 2009.

In response to queries from the Portfolio Holder the Assistant Director confirmed that all bus companies currently operating in Hartlepool would be included in the project and the funding had been ring fenced.

Decision

That the allocation of Local Transport Plan funding transferred from the Regional Funding Allocation towards the development and implementation of a Smart Ticketing Infrastructure for the North East region be approved.

67. Blakelock Gardens – Puffin Crossing *(Assistant Director (Transportation and Engineering Services))*

Purpose of Report

To seek approval in principle, subject to funding, for the installation of a puffin crossing at Blakelock Gardens.

Type of Decision

Non key.

Issues for Consideration

The provision of some form of pedestrian crossing on Blakelock Gardens had been requested by local residents and via the Central Neighbourhood Consultative Forum. Speed surveys on the road had shown an average speed of 39mph indicating that a light controlled or "puffin" crossing would be appropriate. This would aid elderly people in crossing the road to gain access to bus stops and the Post Office and provide a safe crossing point for children using the Blakelock Gardens playground. It was proposed that a crossing be sited to the east of Brinkburn Road and that a build out be included in order to prevent left turning traffic into Blakelock Gardens. Costs had been estimated at approximately £45,000, £20,000 of which would come from the Local Transport Plan. Full consultation would be undertaken with nearby residents, businesses and ward councillors should the required funding be forthcoming.

Decision

That the implementation of the scheme be approved in principle, subject to funding and positive public consultation.

68. Leyburn Street and Penrhyn Street – Residents Only Permit Parking Controls *(Assistant Director (Transportation and Engineering Services))*

Purpose of Report

To consider the removal of permit controlled parking restrictions in Leyburn Street and Penrhyn Street and provide an update on further consultation carried out with residents.

Type of Decision

Non key.

Issues for Consideration

Leyburn and Penrhyn Streets are currently within zone 1 of the Hartlepool resident controlled parking zone. A report was submitted to the Portfolio holder in January 2010 setting out the results of a consultation with residents into the removal of both locations from the permit controlled scheme. The majority of residents had requested the removal of restrictions in Leyburn Street but their retention in Penrhyn Street however due to the lack of returned responses the Portfolio Holder had asked that further consultation take place with those residents that had previously failed to respond. Further consultation had subsequently been undertaken giving a response rate of 66% for Leyburn Street residents and 58% for Penrhyn Street residents. The results showed 62% of respondents opposed to the retention of permit parking controls in Leyburn Street while 65% of Penrhyn Street residents were in favour of their retention.

Decision

That the residents only permit controlled scheme be retained in Penrhyn Street and removed from Leyburn Street.

69. Arriva Fares Increase *(Assistant Director (Transportation and Engineering Services))*

Purpose of Report

To seek approval to apply increased fare scales on bus services operated by Arriva, on behalf of Hartlepool Borough Council.

Type of Decision

Non key.

Issues for Consideration

Fares on Arriva's commercial services in Hartlepool were increased from 28th March 2010. Usual practice in these cases was to implement the same fare scales on those Arriva contracts supported by Hartlepool Borough Council, in order to avoid passenger confusion. Details were given of the revised fare scales.

Decision

That revised fare scales on supported bus services operated by Arriva be applied with immediate effect.

70. Burbank Street – Residential Permit Controlled Parking Scheme *(Assistant Director (Transportation and Engineering Services))*

Purpose of Report

To consider the introduction of permit controlled resident only parking restrictions in Burbank Street.

Type of Decision

Non key.

Issue(s) for consideration by Portfolio Holder

Burbank Street is within the Stranton Ward and on the fringe of the current residential permit parking control restrictions. Residents had noticed a considerable increase in vehicular traffic and long stay parking congestion. This had led to requests for the introduction of permit controlled parking to provide residents with some available convenient accessible parking spaces. New Traffic Regulation Orders were recently introduced in Clark Street and consultation carried out with residents prior to this showed 88% of respondents in favour of a resident permit controlled scheme. Since then there had been a noticeable increase in the number of parked cars and requests from residents for assistance meaning support for the scheme had significantly increased since the original consultation. The location would fall within the discounted town centre permit area and be charged at £5 per annum.

The Portfolio Holder indicated he would support the overwhelming wishes of residents.

Decision

That the creation of a residents only permit controlled parking scheme at Burbank Street be approved.

71. Furness Street – Residential Permit Controlled Parking Scheme *(Assistant Director (Transportation and Engineering Services))*

Purpose of Report

To consider the removal of permit controlled parking restrictions in Furness Street.

Type of Decision

Non key.

Issues for Consideration

Furness Street was currently within Zone H of the residential controlled permit parking scheme. This was originally introduced at the request of residents to overcome parking congestion particularly on match days, however a petition had been received from residents asking for the current controls to be removed. A consultation process was duly begun with Furness Street residents during which a further petition was received from the local Resident Association requesting that controls be retained. The subsequent results of the consultation showed 73% of residents opposed to the removal of parking restrictions.

The Portfolio Holder queried whether it would be possible to implement parking controls only on match days. The Assistant Director advised that this would be possible but might have to be revisited at a later date and could complicate matters for residents and drivers. The Portfolio Holder acknowledged this and asked that current controls be maintained in line with the wishes of residents.

Decision

That the residents only permit controlled scheme be retained and the petition for their removal rejected.

72. H1 Service Alterations *(Assistant Director (Transportation and Engineering Services))*

Purpose of Report

To seek approval to change the route of service H1, a Hartlepool Borough Council Supported Service operated by Compass Royston.

Type of Decision

Non key.

Issues for Consideration

The H1 bus service, supported by Hartlepool Borough Council, provides a link between the University Hospital of Hartlepool and North Tees Hospital. The Hartlepool Link “Hartlepool Transport Report November 2009” had raised a number of issues concerning transport links between the sites, including the limited route and times of the H1 service. Negotiation had taken place with the operator, Compass Royston, to increase the number of stops and Compass Royston had agreed to this in principle at no extra cost to the Council. Details of the proposed route and timetable were provided within the report. There would be no change in fees and free travel would still be provided to those passengers with a National Concessionary Bus Pass.

The Portfolio Holder queried whether the additional stops would have an impact on the frequency of the service. The Assistant Director advised that the change would be marginal and the benefits of an increase in the number of stops would outweigh the disadvantages. The Portfolio Holder asked that officers check the frequency of the service would not be unduly affected. He further requested that all efforts be made to publicise these changes in service.

Decision

That the change of route of Service H1, a Hartlepool Borough Council supported service operated by Compass Royston, be approved.

73. Minor Works Proposals – Neighbourhood Consultative Forums *(Assistant Director (Neighbourhood Services))*

Purpose of Report

To consider the recommendations of the Neighbourhood Consultative Forums in respect of Minor Works funding during 2009/2010.

Type of Decision

Non key.

Issues for Consideration

The report detailed the schemes put forward for consideration.

Central Neighbourhood Consultative Forum

Front Street Hart Village – safety railings renewal - £5,887
North Lane Elwick Village – timber fence renewal - £200
Greta Avenue – visual improvements - £1,000
Baden Street – traffic calming - £9,126
Macauley Road and Sinclair Road – fencing installation - £700
Maritime Avenue – crossed path construction - £500

South Neighbourhood Central Forum

Catcote Road and Spilsby Close – tree replacement - £400
Newark Road – lighting column installation - £1,500
Crowland Road – lighting column installation - £10,200
The Green Seaton – lighting column installation - £3,775

Decision

That the recommendations of the Neighbourhood Consultative Forums in respect of Minor Works proposals be approved.

74. Elected Members Transport Group *(Assistant Director (Transportation and Engineering Services))*

Purpose of Report

To advise the Portfolio Holder of the development relating to the Elected Members Transport Group, following an exceptional meeting 12 January 2010.

Type of Decision

Non key.

Issues for Consideration

The Elected Members Transport Group was established to consider findings and outcomes of officer working groups on issues relating to transport provision for Hartlepool residents. The group had made significant contributions to the development and awareness of a number of key initiatives including the introduction of a Health Bus Service and support for the development of the Integrated Transport Unit. However given the recent progress of matters in relation to this it was felt that the group need only meet as and when requested rather than monthly as per the previous arrangement. The Portfolio

Holder supported this move, indicating that any meeting requests should come directly from the Portfolio Holder and that any councillors wishing to raise items should approach the Portfolio Holder.

Decision

That the report be noted and that future meetings of the Elected Members Transport Group be held on an ad-hoc basis as and when required by members.

75. Tees Valley: Plugged In Places Initiative *(Assistant Director (Transportation and Engineering Services))*

Purpose of Report

To advise the Portfolio Holder of the development relating to the Plugged in Places Initiative following a successful funding application made through the Regional Development Agency One North East and the Office for Low Emission Vehicles.

Type of Decision

Non key.

Issues for Consideration

A fund to roll-out electric vehicle charging points across the UK was announced by the Regional Development Agency One North East and the Office for Low Emission Vehicles (OLEV). Funding of £2,978,000 had been confirmed and consequently 1,300 charging points would be installed across the region over the next 3 years. Hartlepool Borough Council's intention was to locate 4 charging points within the town, 2 at the Transport Interchange, 1 at the multi storey car park and 1 at the Westside Underground car park. Plugged-In Places would fund £2,500 of the £5,00 needed per charging point meaning the total cost to Hartlepool Borough Council would be £10,000.

The Portfolio Holder queried whether motorists would be able to charge vehicles for free. The Assistant Director confirmed that this was the case at the moment. The Portfolio Holder asked that his thanks be passed on to officers for their hard work in obtaining the funding.

Decision

That the details of the initiative be agreed and a further report with detail on progress be received in September 2010.

76. Throston Grange Lane – Petition For Crossing

(Assistant Director (Transportation and Engineering Services))

Purpose of Report

To inform the Portfolio Holder of a petition received requesting the implementation of some form of pedestrian crossing on Throston Grange Lane.

Type of Decision

Non key.

Issues for Consideration

A 25 page had been submitted by residents from Throston Grange, Bishop Cuthbert and the surrounding area asking that a crossing be introduced on Throston Grange Lane, specifically the area between Montgomery Grove and Pembroke Grove. Officers would undertake an investigation into the feasibility of providing a crossing at this location, assessing the speed and volume of traffic, accident records and the number of pedestrian users. The results would be reported to a future Portfolio meeting pending possible consultation.

The Portfolio Holder supported this course of action but asked that officers also investigate how the proposed location would affect the current school crossing patrol.

Decision

That the petition and proposed course of action be noted.

The meeting concluded at 9.50 am.

P J DEVLIN

CHIEF SOLICITOR

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