

REGENERATION AND NEIGHBOURHOODS PORTFOLIO DECISION SCHEDULE



27 July 2012

at 10.00 a.m.

in Committee Room C, Civic Centre, Hartlepool

The Mayor, Stuart Drummond, Cabinet Member responsible for Regeneration and Neighbourhoods will consider the following items.

1. KEY DECISIONS

1.1 No Items

2. OTHER ITEMS REQUIRING DECISION

- 2.1 Blakelock Gardens Parking Controls – *Assistant Director (Transport and Engineering)*
- 2.2 Coast Protection Works – Update – *Assistant Director (Transport and Engineering)*
- 2.3 Easington Road / Throston Grange Lane Roundabout Highway Improvement Scheme – *Assistant Director (Transport and Engineering)*
- 2.4 Interim Changes to Local Authority Enforcement Powers: Household Waste Collections – *Assistant Director (Neighbourhood Services)*
- 2.5 Seaton Carew Park Master Plan – *Assistant Director (Neighbourhood Services)*

3. ITEMS FOR INFORMATION

- 3.1 Collaborative Working with Stockton Borough Council on the Vela Group Cleaning Tender Process – *Assistant Director (Neighbourhood Services)*

4. REPORTS FROM OVERVIEW OF SCRUTINY FORUMS

No items

REGENERATION AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
27th July 2012



Report of: Assistant Director (Transportation and Engineering)

Subject: BLAKELOCK GARDENS PARKING CONTROLS

1. TYPE OF DECISION / APPLICABLE CATEGORY

1.1 Non Key Decision.

2. PURPOSE OF REPORT

2.1 To seek approval for the introduction of double yellow lines and a limited waiting parking bay, in the section of Blakelock Gardens (to the east of the puffin crossing), as shown on the enclosed plan (**Appendix A**).

3. BACKGROUND

- 3.1 April 2010 – The installation of a puffin crossing at the original location (including the left turn ban out of Brinkburn Road), was approved by the Portfolio Holder, subject to a positive consultation outcome. From 42 letters sent out, 18 were returned (13 in favour, 5 against). This result indicated that 72% of those who replied were in favour (August 2010 consultation).
- 3.2 October 2010 – The Portfolio Holder gave approval for the scheme to proceed, based upon the consultation results (above).
- 3.3 December 2010 – Work started on the installation of the crossing, however, the new Portfolio Holder had received complaints regarding the proposed left turn ban. As a result, the Portfolio Holder asked that the possibility of moving the crossing further east on Blakelock Gardens be investigated and works were put on hold.
- 3.4 January 2011 – Letter received from the owners of the Dog Grooming

- Centre (via e-mail) – stating they had been “informed” that the crossing was to be moved (even though no further consultation had yet taken place), and wished to express their objections (**Appendix B**).
- 3.5 March 2011 – A further consultation was undertaken regarding the repositioning of the crossing approximately 15 metres further east, which would allow the left turn to remain in place from Brinkburn Road onto Blakelock Gardens.
- 3.6 From 43 letters sent out (this included 1 additional letter for the South Durham Social Club in Westbourne Road, as their delivery access entrance on Blakelock Gardens may be affected), only 21 responses were returned. There were 6 in favour of the crossing remaining at its original location, 9 in favour of the proposal to move it further east and 6 responses which were not in favour of either location. The re-location of the crossing was subsequently approved at Portfolio, and the works completed.
- 3.7 January 2012 – E-mails received from a Ward Councillor regarding parking issues, speeding vehicles and congestion in the vicinity of the crossing, all of which had been raised with him by Blakelock Gardens' residents who had attended a ward surgery on January 28th.
- 3.8 February 2012 - As per the Ward Councillor's request, a meeting was scheduled with residents to discuss their concerns, and attempt to resolve the issues which they had raised.
- 3.9 Prior to the meeting, a speed survey was conducted along the section of Blakelock Gardens, from the Burn Valley roundabout to the junction with Brinkburn Road (on February 6th). The results indicated:
- Westbound – 85th percentile speed was 33 mph, with an overall average speed of 30.4 mph
 - Eastbound – 85th percentile speed was 32 mph, with an overall average speed of 29.5 mph.
 - The speed limit along this road is 30 mph.
- 3.10 The meeting took place on February 29th, was attended by several residents, and also the owner of the Dog Grooming Centre. It became apparent that people's first preference was for the crossing to be re-locating elsewhere, away from their immediate area, or for it to be removed completely.
- 3.11 A number of issues were discussed, including the possibility of different types of parking controls to try and address them.

3.12 March 2012 - A letter, dated March 12th (**Appendix C**), was sent to HBC by the Grooming Centre owner, which was also signed by the other residents, confirming the issues they had raised at the recent meeting.

3.13 The two main issues were

- i) Vehicles parking outside of No's 43 to 47, which led to driveway accesses being obstructed, and also created visibility issues when residents attempted to manoeuvre their vehicles onto Blakelock Gardens from their own driveways. If they left their cars on the carriageway, rather than parking on their driveways, then they had also experienced damage to their vehicles - door mirrors damaged by passing traffic driving too close, etc.
- ii) The lack of customer parking for the Dog Grooming Centre.

3.14 A scheme was developed, which involved double yellow lines outside of No's 43 to 49 to prevent other vehicles causing visibility / obstruction issues, and also a limited waiting parking bay on the north side of Blakelock Gardens, to assist the Dog Grooming Centre customers. The specified waiting time could be tailored to suit the centre's requirements.

4. PROPOSALS

4.1 It is proposed that parking restrictions are implemented (as per 3.13), in order to address the main issues raised by the residents and the business owner (as outlined at 3.12)

5. CONSULTATION

5.1 A consultation letter was sent to the residents at numbers 43, 45, 47, 49 and the Dog Grooming Centre in March 2012, with a copy of the plan, indicating the locations of the proposed double yellow lines and the limited waiting parking bay. Copies of the letter & plan were also sent to the Ward councillors and the Neighbourhood Manager.

5.2 From the responses received – 2 were in favour of the proposals, 2 were against (**Appendix D (i) to (iv)**), and there was 1 non-reply (No. 49).

5.3 The Grooming Centre (who rejected the scheme) had responded with major concerns relating to parking facilities for their clients, stating that what we were proposing was completely inadequate.

5.4 Therefore, an additional letter was sent to the Grooming Centre on March 30th, stating that we could potentially provide additional limited parking space, along the length of the proposed bay, to accommodate their clients.

- 5.5 They did not favour this solution either (**Appendix E**), saying that “I do not support this proposal, as this will not solve the issues of which customer parking is only one.” This, however, had appeared to be their major issue in their previous (26th March) written objection.

6. FINANCIAL CONSIDERATIONS

- 6.1 Signing and lining costs will be met by existing traffic & transportation budgets.

7. RECOMMENDATIONS

- 7.1 That the proposed parking controls for Blakelock Gardens be approved.

8. REASONS FOR RECOMMENDATIONS

- 8.1 It is recognised that the preferred option, of the residents and business owner, would be for the crossing to be removed altogether, however, the crossing is a valuable road safety measure in the area, and was campaigned for by local people for some time.
- 8.2 The proposed parking controls address most of the issues raised, and are supported by some of the residents in question.

9. APPENDICES AVAILABLE ON REQUEST, IN THE MEMBERS LIBRARY AND ON-LINE

- i. **Appendix A** – Proposed Parking Plan
- ii. **Appendix B** – Letter - objection to Pedestrian Crossing
- iii. **Appendix C** – Letter – formal complaint re: Pedestrian Crossing
- iv. **Appendix D** – Consultation responses
- v. **Appendix E** – 2nd Consultation responses

10. BACKGROUND PAPERS

- 10.1 There are no background papers.

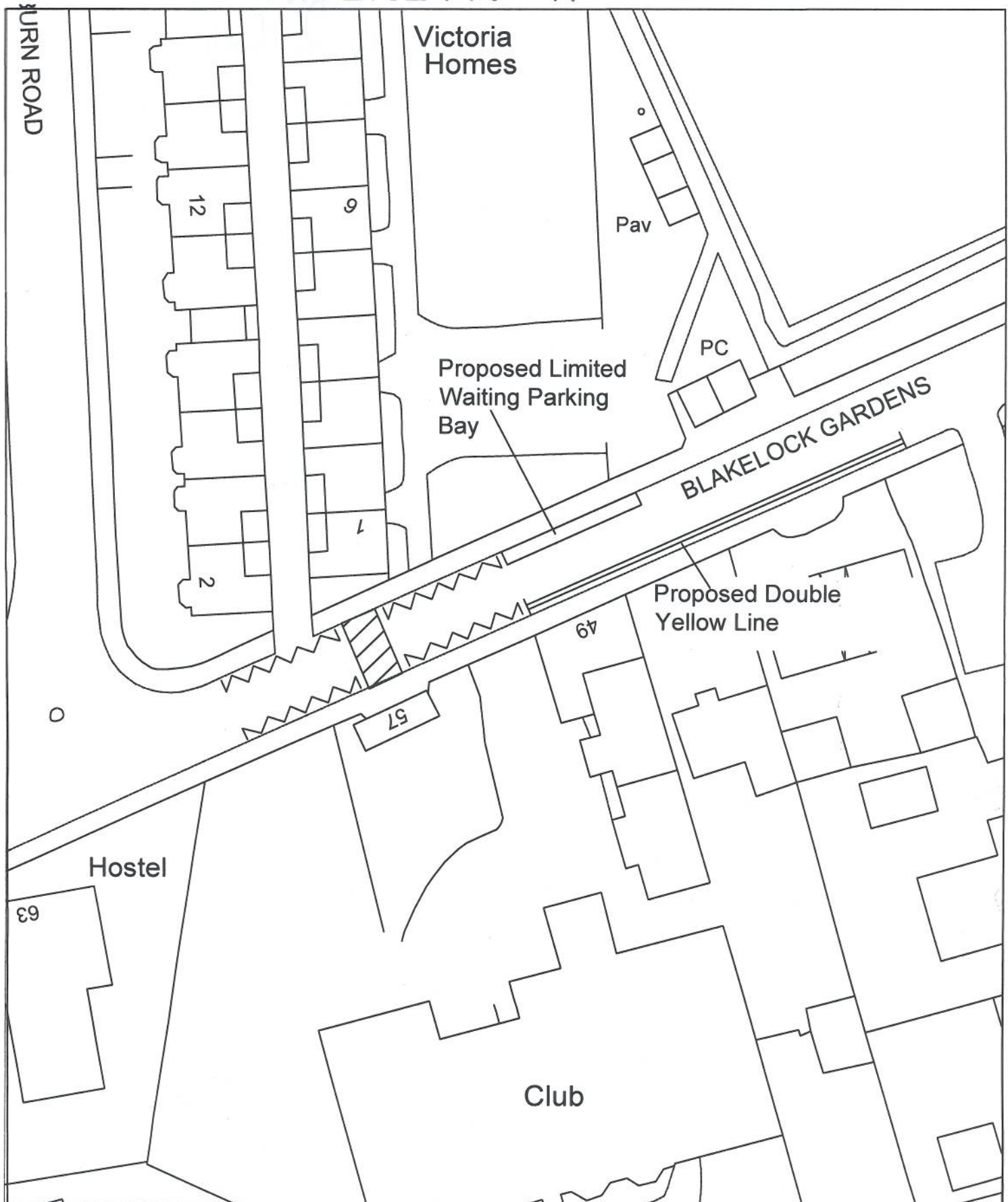
11. CONTACT OFFICER

Alastair Smith (Assistant Director)
Regeneration & Neighbourhoods (Transportation & Engineering)
Hartlepool Borough Council
Civic Centre
Hartlepool
TS24 8AY

Telephone: 01429 523802

E-mail: alastair.smith@hartlepool.gov.uk

APPENDIX 'A'



TITLE

Blakelock Gardens - Proposed Parking

HARTLEPOOL BOROUGH COUNCIL
Department of Regeneration and Neighbourhoods
 Assistant Director (Transportation and Engineering Services): Alastair Smith

DRAWN
SC

DATE
MAR 12

SCALE
1:500

DRG. NO.

REV.

APPENDIX 'B'

The Grooming Centre
57 Blakelock Gardens
Hartlepool
TS25 5QW
Tel: 01429 224225

Your Ref. PF/SJR/TS999

Date: 13th January 2011

Peter Frost
Hartlepool Borough Council
1 Church Street
Hartlepool
TS24 7DS

Dear Mr Frost

RE: BLAKELOCK GARDENS – PROPOSED PEDESTRIAN CROSSING

Further to your letter (received 13/1/2011) and our telephone conversation earlier today, I would like to reiterate my strongest of objections to the proposed re-siting of the yet to be completed Puffin Crossing and my utter disappointment, the work already completed at great cost to the taxpayers, would be a waste of resources and expense at such a time of council cut backs and financial austerity.

Although I had concerns, I did not object originally to the planned crossing, as the crossing and its subsequent road markings were shown to stop before my premises and would not affect my business too adversely. However, re-siting the crossing outside of my premises would have a severe detrimental effect to my business.

If this re-siting goes ahead, the noise and movement caused by people waiting and using the crossing, will severely distract the dogs in my care – the newly sited bus stop is already proving to be a major issue to me, with people using my premises to shelter from the weather whilst waiting for buses, causing noise and disruptive behaviour from waiting children -knocking on the door- distracting dogs and creating health & safety issues to me.

By positioning the crossing outside of my premises, my clients will be unable to park when dropping off, staying with and collecting their pets. Elderly and disabled clients will struggle, having to juggle walking sticks and dogs on leads.

The parking issues will also have a serious effect on us as an Exam centre.

I have spent many thousands of pounds, bringing this disused building back into use and have worked hard to gain exam centre status for City & Guilds qualifications, having satisfied them that we could offer all the required facilities (jumping through many hoops and even requesting help from the Mayor Stuart Drummond).

This exam centre status has cost me many thousands of pounds to gain and I will lose this without parking.

I am also in the process of becoming a groomer training centre for City & Guilds (again at high cost to me), making The Grooming Centre the only approved City & Guilds training centre in the North East, but again, we require access to parking facilities for this to go ahead.

In addition, The Grooming Centre is also being considered as a competition venue for the English Groomers Group regional heats and finals, but again, we require parking for this to be possible.

All of which, would bring in much needed income and exposure to the town.

We chose these premises, for the quietness and ease of parking (both vital in this profession), this will be destroyed in one go should the crossing be re-sited, with a severe and detrimental effect to both my current trading business and long term future plans.

I am available to discuss this matter further and I look forward to hearing your response.

Yours Faithfully

Coral Fincken LCGI
Director

APPENDIX 'C'

DATE: 12th March 2012

The Grooming Centre
57 Blakelock Gardens
Hartlepool
TS25 5QW
Tel: 01429 224225

Peter Frost
Hartlepool Borough Council
1 Church Street
Hartlepool
TS24 7D

Dear Mr Frost

RE: BLAKELOCK GARDENS - PEDESTRIAN CROSSING

Following the meeting we had on the 29/02/2012. We are formally complaining on behalf of ourselves and the residents of Blakelock Gardens.

Since the new crossing has been sited at its current location, the resulting lack of parking has created numerous traffic/parking problems, thus endangering people's lives and property. The following problems occur:

Cars forced to Double Park, block resident's driveways, creating access issues should an emergency arise.

The elderly residents of Victoria Homes now have even further to walk to reach the ambulance and taxis.

Wing mirrors hit (regularly).

Residents Car hit in an accident.

Narrow road is now creating congestion.

Dray deliveries restricted access to the club.

Customers complaining of parking issues.

Care workers & customers parking on zigzags, restricting visibility.

Loss of exam centre status and subsequent training centre ability.

These issues are before the new housing is completed, reducing parking further (as these houses do not seem to have enough parking for average family 2 car living.

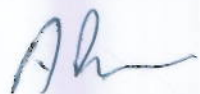
And before the grass bowling season starting (regularly a dozen cars requiring parking)

or the Upnorth combine pigeon lorry, who parks as close to the club rear entrance as possible regardless of road markings.

We are genuinely concerned that a more serious accident or loss of life will happen.

Could you please let us know how you propose to resolve the issues and concerns that have arisen?

Yours Faithfully



Mr Anthony Dickinson


Coral Finckley

M. S. Brown
Ch Brown
47 Blakelock GARDENS

G. Alexander
W. Alexander
P. Alexander

(Bm Pearson)
45 BLAKELOCK GARDENS

(P. E. E.)
43 BLAKELOCK GARDENS

Green
Jason B

APPENDIX D(i)



Blakelock Gardens Proposed yellow lining & limited waiting parking bay facility

Name: JAMES EGGLESTONE

Address: 43 Blackelock Gardens

I support the proposed inclusion of double yellow lines and a time restricted parking bay, adjacent to the Puffin Crossing, on Blakelock Gardens, as shown on the attached plan (Please tick the appropriate box).



Yes



No

Comments

BY DOING THIS IT WILL IN MY OPINION STOP THE BOTTLENECKS HAPPENING AS WITH PARKING ON ON SIDE ONLY TWO CARS WILL BE ABLE TO PASS EACH OTHER IN ONCOMING TRAFFIC SITUATIONS. IT WILL ENABLE ME TO REVERSE OF MY DRIVE SAFELY AS MY VIEW WILL NO LONGER BE RESTRICTED BY CARS PARKED ON THE EDGE OF THE DRIVE. THIS WAS A VERY NORRING THING FOR ME HAS I HAVE HAD SOME NEAR ACCIDENTS TRYING TO GET OF MY DRIVE. IT WILL ALSO STOP PEOPLE PARKING ACROSS MY DRIVE. PLEASE SEE PHOTO WITH THIS LETTER. THIS PARTICULAR INCIDENT IS HAPPENING TWO OR THREE TIMES A DAY. THIS PHOTO WAS TAKEN THE DAY BEFORE RECEIVING YOUR LETTER. NORMALLY IT IS A CAR OR VAN THIS BREWERY LORRY WAS PARKED THERE FOR 15 MINUTES. THE DRIVER WAS OBVIOUSLY IN THE SOCIAL CLUB A FEW DOORS AWAY. I REALISE THAT ITS NOT POSSIBLE TO MOVE THE CROSSING AGAIN, SO I THINK YOUR PROPOSALS ARE THE NEXT BEST THING.

Return to Neil Jeffery (LTP Co-ordinator)
Hartlepool Borough Council,
Regeneration & Neighbourhoods
1 Church Street, Hartlepool, TS24 7DS

Please return by Monday 26th March 2012

APPENDIX D(ii)



Blakelock Gardens Proposed yellow lining & limited waiting parking bay facility

Name: MR. P. MCPHERSON

Address: 45 Blackelock Gardens

I support the proposed inclusion of double yellow lines and a time restricted parking bay, adjacent to the Puffin Crossing, on Blakelock Gardens, as shown on the attached plan (Please tick the appropriate box).

☐ Yes

☒ No

Comments YOU OBVIOUSLY DON'T LISTEN, WE TOLD YOU
AT THE MEETING WE DID NOT WANT YELLOW LINES,
YET YOU STILL PRODUCE THEM. MY GRANDCHILDREN
ARE 3-6 WILL NOW HAVE TO CROSS, WHAT YOU HAVE
MADE THE MOST DANGEROUS ROAD IN HARTLEPOOL
TO VISIT, AND ONLY FOR 30-60 MINS,
YOU AND COUNCIL BRASH ARE GOING TO
HAVE TO SHOW SOME BRASS AND ADMIT YOU HAVE
PUT SOMETHING THERE THAT 99% OF THE RESIDENTS
DID NOT WANT AND IS NOW SO DANGEROUS
SOMEONE IS GOING TO BE KILLED SOONER RATHER
THAN LATER, THE ONLY REASON IN MY OPINION
IS THROUGH SOMEONE'S IDIOT OR STUPIDITY THAT
THE CROSSING IS THERE, MUST BE BEFORE
SOMEONE IS KILLED

Return to Neil Jeffery (LTP Co-ordinator)
Hartlepool Borough Council,
Regeneration & Neighbourhoods
1 Church Street, Hartlepool, TS24 7DS

Please return by Monday 26th March 2012

APPENDIX D(iii)



Blakelock Gardens Proposed yellow lining & limited waiting parking bay facility

Name: M. J. Brown

Address: 47 Blackelock Gardens

I support the proposed inclusion of double yellow lines and a time restricted parking bay, adjacent to the Puffin Crossing, on Blakelock Gardens, as shown on the attached plan (Please tick the appropriate box).



Yes



No

Comments

Whilst we are agreeing to this proposal it is with great reluctance and only because the problem of people parking across our drive has increased.

The crossing has been the cause of all the congestion and has increased the danger to traffic and pedestrians. We have witnessed so many near collisions and fear that a serious incident could occur.

Return to

Neil Jeffery (LTP Co-ordinator)
Hartlepool Borough Council,
Regeneration & Neighbourhoods
1 Church Street, Hartlepool, TS24 7DS

Please return by Monday 26th March 2012

APPENDIX D (iv) - 1 of 2



Blakelock Gardens Proposed yellow lining & limited waiting parking bay facility

Name: Coral Tucker - The Grooming Centre

Address: 57 Blackelock Gardens

I support the proposed inclusion of double yellow lines and a time restricted parking bay, adjacent to the Puffin Crossing, on Blackelock Gardens, as shown on the attached plan (Please tick the appropriate box).

☐

Yes

☒

No

Comments: We do not support the proposal, as what you propose, will effectively reduce the availability of parking to two small spaces serving the whole top section of Blackelock Gardens, thus creating more parking problems, as there will be insufficient parking for the cars currently using the street.
The proposed limited waiting bay(s) will be inadequate and useless, with only enough space for two cars (bumper to bumper), only one car if people park as they do now, and with cars in the parking bay and yellow lines on the other side, deliveries/workmen will be unable to get anywhere near my business premises, not alone my visitors to residents of the street.

P.T.O.

Return to Neil Jeffery (LTP Co-ordinator)
Hartlepool Borough Council,
Regeneration & Neighbourhoods
1 Church Street, Hartlepool, TS24 7DS

Please return by Monday 26th March 2012

APPENDIX D (iv) - 2 of 2

Then there is the issue of where we park our own vehicle (necessary to get to work).

We are already receiving verbal abuse from home owners for parking in Sunkbarn Road, whilst trying to keep parking free near to our premises for our clients. So this proposal will also exacerbate that situation too!

We have already lost clients due to the lack of parking and also our gym centre status and thus our ability to function as a training centre (at a considerable financial loss to us). and by reducing the parking even more, this will lose us even more customers, effectively ruining our business altogether.

As we own this property, we are effectively stuck with a devalued white Elephant of a building that has no vehicular access to it for alternative uses either!

This crossing is totally in the wrong place and I feel that the council is just trying to do the cheapest solution, not necessarily the correct solution to solve the issues, which is removing / relocating the crossing altogether.



Hand Delivered 4/4/12

5/4/12

APPENDIX E



**Blakelock Gardens
Proposed yellow lining
& limited waiting
parking bay facility**

Name: Coral Ancker - The Grooming Centre

Address: 57 Blackelock Gardens

I support the proposed inclusion of double yellow lines and a time restricted parking bay (extended to accommodate additional vehicles), adjacent to the Puffin Crossing, on Blakelock Gardens.

(Please tick the appropriate box).

☐

Yes

☒

No

Comments: I refer you back to my last correspondence on 26th March 2012.

I do not support this proposal, as this will NOT solve the issues, of which customer parking is only one!

Return to Neil Jeffery (LTP Co-ordinator)
Hartlepool Borough Council,
Regeneration & Neighbourhoods
1 Church Street, Hartlepool, TS24 7DS

Please return by Tuesday 10th April 2012

REGENERATION AND NEIGHBOURHOODS PORTFOLIO

Report To Portfolio Holder
27th July 2012



Report of: Assistant Director (Transportation and Engineering).

Subject: COAST PROTECTION WORKS - UPDATE

1. TYPE OF DECISION/APPLICABLE CATEGORY

- 1.1 To note progress made on the implementation of coastal schemes for the Town Wall and Seaton Carew and approve capital works to be carried out.

2. PURPOSE OF REPORT

- 2.1 To update the Portfolio Holder on progress made with implementation of the two coastal schemes.

3. BACKGROUND

TOWN WALL COASTAL SCHEME

- 3.1 Following a previous report dated 30th April 2007, approval was given by Cabinet to progress the various policies, strategies and schemes for the Hartlepool frontage promoted within the Shoreline Management Plan (SMP2) Action Plan, subject to appropriate finance being made available.
- 3.2 One of the major schemes identified in the report was the Town Wall Coast Protection Scheme and following a report to the Neighbourhoods and Communities Portfolio Holder dated 20th December 2007 a firm of Consulting Engineers (Scott Wilson) was procured to carry out the necessary specialist modeling and outline scheme design in accordance with Environment Agency procedures.
- 3.3 The points below summarise the work and consultation carried out:-
- November 2008 – commencement of the study;
 - January 2009 - press release, letters and questionnaires sent out and article in the Hartlepool Mail promoting the start of the study;

- July 2009 – 1st public consultation held in the Borough Hall which presented information from the various investigations carried out into the structural integrity and predicted long term performance of the Town Wall as a coastal and flood defence;
- August 2010 – following the technical and environmental assessment of a range of possible options considered to combat the erosion and flood risk identified, the preferred option was presented to the North Forum and a 2nd public consultation meeting was held in the Borough Hall;
- November 2010 – further details of the preferred option presented in an article in the Headland Neighbourhood Action Plan;
- December 2010 – due to limited attendance at the 2nd public consultation event and a neutral view expressed at the event regarding the preferred option, further feedback was sought by distributing a letter, questionnaire and scheme description to 204 individual organisations, Council Members and hand delivered to 1572 households on the Headland; a copy of this consultation material is included in the appendix;
- September 2011 – individual letters forwarded to Town Wall residents and meetings held to discuss the scheme proposals;
- October 2011 – business case application for £1.3M approved by the Environment Agency;
- November 2011 – public meeting held in the Borough Hall to discuss proposals further;
- January 2012 – further discussions held with residents;
- February 2012 – confirmation of funding for 2012/13 by the Environment Agency, detailed design of the preferred option commenced;

SEATON CAREW NORTHERN MANAGEMENT UNIT PHASE 2

- 3.4 Following a report to the Finance and Procurement Portfolio dated 6th January 2011, the urgent phase 1 works were carried out during 2011. Cabinet, following a report dated 9th May 2011 adopted the Seaton Carew Coastal Strategy which contained details of the Phase 2 works.
- 3.5 The points below summarise the work carried out:-

- May 2011 – commencement of preparation of the business case for the works prepared by the Council's Engineering Design and Management Section;
- June 2011 – commencement of preparation of the Environmental impact Assessment to support the planning application for the works, prepared by the Council's Engineering Design and Management Section, Planning Services, Parks and Countryside, Building Consultancy, Archaeological Services and Public Protection;
- February 2012 – confirmation of funding for 2012/13 and 2013/14 by the Environment Agency;
- March 2012 – commencement of detailed design;
- May 2012 – business case application for scheme costs of £4.3M approved by the Environment Agency;

4. PROPOSALS

TOWN WALL COASTAL SCHEME

- 4.1 The preferred option (see drawing in the appendix) involves construction of concrete protection to the base of the wall (toe protection) to prevent erosion, continued maintenance of the wall itself to prevent deterioration and construction of a set back flood defence rear wall to prevent flooding. Following discussions with residents, reconstruction of the dilapidated concrete/blockwork groyne's will also be carried out.
- 4.2 Relevant approvals have been gained for the toe protection and groynes reconstruction and it is anticipated that this work will commence in July 2012 for approximately 12 weeks.
- 4.3 In relation to the set back flood defence wall, detailed design is still ongoing with proposals in relation to drainage, access and foundation design still to be firmed up.
- 4.4 Some residents of the Town Wall have particular concerns regarding drainage and this is therefore being considered in great detail. Once this detail is finalised, relevant consultation will be carried out and approvals will be sought. This will be presented in a further report to the Portfolio Holder.
- 4.5 It is anticipated at this stage, that subject to satisfactory resolution of the drainage and gaining relevant approvals, work will commence on construction of the set-back wall in January 2013.

SEATON CAREW NORTHERN MANAGEMENT UNIT PHASE 2

- 4.6 The preferred option (see drawing in the appendix) involves construction of a new seawall and promenade from Seaton Lane Access Ramp down to the Northumbrian Water Headworks building (circa 700m).
- 4.7 The planning application for the scheme was submitted in April 2012 and it is expected that this will be presented to Planning Committee in July 2012.
- 4.8 All other necessary approvals and consents are currently being sought and it is anticipated that work will be undertaken August to October 2012 and April to October 2013.

5. RISK IMPLICATIONS

TOWN WALL COASTAL SCHEME

- 5.1 The Town Wall is subjected to the effects of coastal erosion and ongoing deterioration. Failure to undertake the toe protection and ongoing maintenance (carried out currently by PD ports and HBC) would place the Town Wall itself at risk of damage and collapse which will ultimately impact on the adjoining highway and residential properties.
- 5.2 Risk implications in respect to the failure to construct the set back wall will be discussed in a future report to the Portfolio Holder.

SEATON CAREW NORTHERN MANAGEMENT UNIT PHASE 2

- 5.2 The existing seawall is in a poor condition, although it is protected by a wide beach crest this may become drawn down during storms leaving the seawall vulnerable to wave attack. Implementation of the scheme will eliminate health and safety concerns associated with the current condition of the seawall and will ensure that 206 residential households, promenade, road infrastructure and other commercial assets are protected from coastal erosion. Furthermore the option will enhance access for amenity, tourism and recreation and is critical toward achieving regeneration aims.

6. FINANCIAL CONSIDERATIONS

TOWN WALL COASTAL SCHEME

- 6.1 The proposed capital works are to be fully funded by the Environment Agency under their Flood and Coastal Resilience Partnership funding (FCRPF) programme.

SEATON CAREW NORTHERN MANAGEMENT UNIT PHASE 2

- 6.2 A budget package has been confirmed for the scheme with £3.5M to be provided by the Environment Agency under their FCRPF programme and £300k to be provided by Northumbrian Water

- 6.3 Following a report to Cabinet of 12th February 2012, the predicted shortfall of approximately £500k was agreed to be funded by the Council from Prudential Borrowing. At present discussions are ongoing with the preferred developer for Seaton Carew Regeneration (Esh Group) to recoup this money.

7. EQUALITY AND DIVERSITY CONSIDERATIONS

- 7.1 New beach access will be created as part of the Seaton Carew Northern Management Unit Phase 2 works which will be compliant with DDA standards.

8. RECOMMENDATIONS

- 8.1 It is recommended that the Portfolio Holder
- notes the progress made on the two schemes;
 - approves the capital works encompassing the toe protection and groynes refurbishment to the Town Wall;
 - approves the capital works for the construction of the new seawall in Seaton Carew; and
 - notes that a further report will be presented once the detailed design of the set-back wall is complete.

9. REASONS FOR RECOMMENDATIONS

- 9.1 To ensure that robust long term protection is in place to protect against coastal erosion and flooding.

10. APPENDICES AVAILABLE ON REQUEST, IN THE MEMBERS LIBRARY AND ON-LINE

- 10.1 **Appendix 1** - Scheme layout drawings for both schemes.

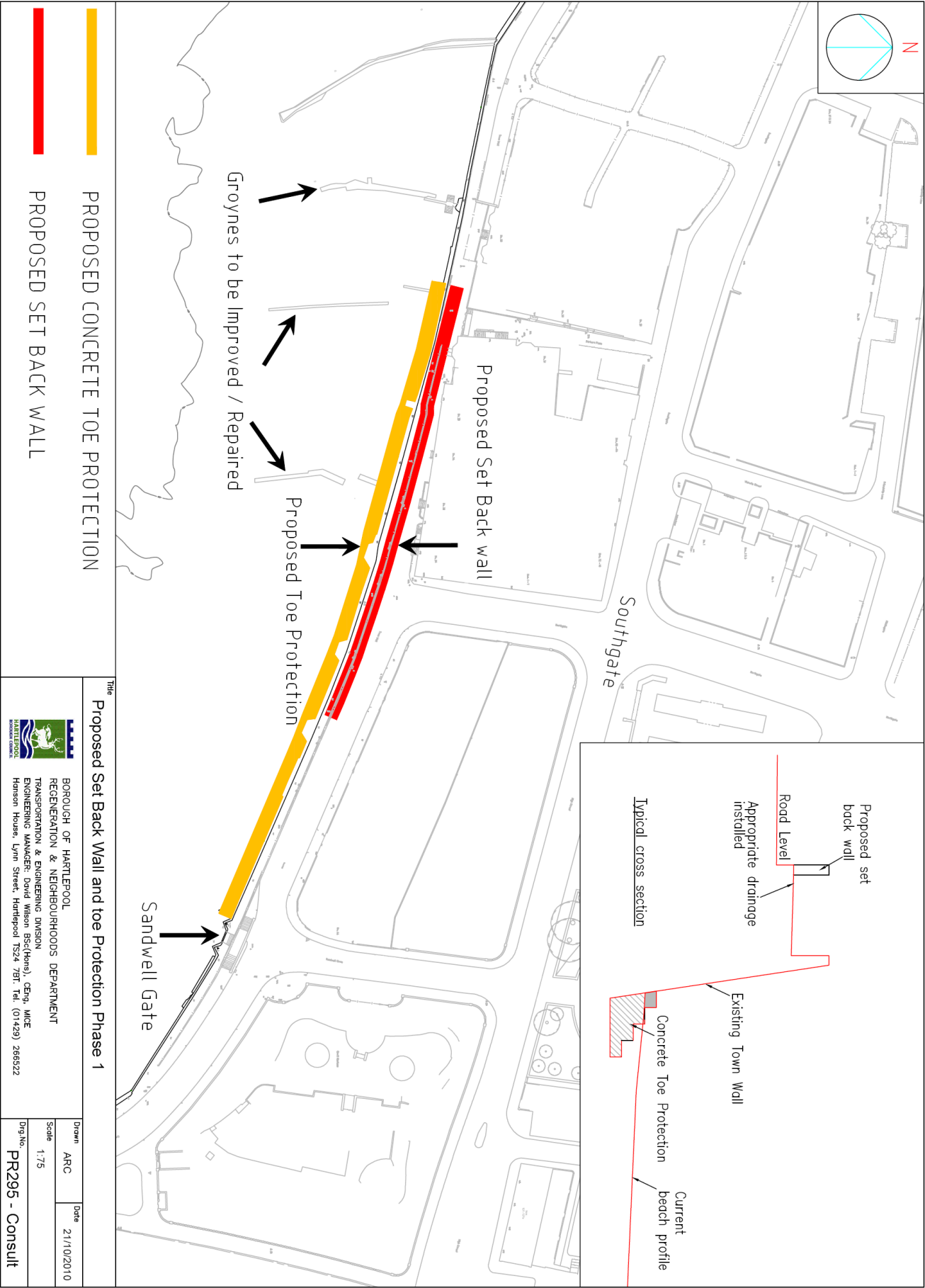
11. BACKGROUND PAPERS

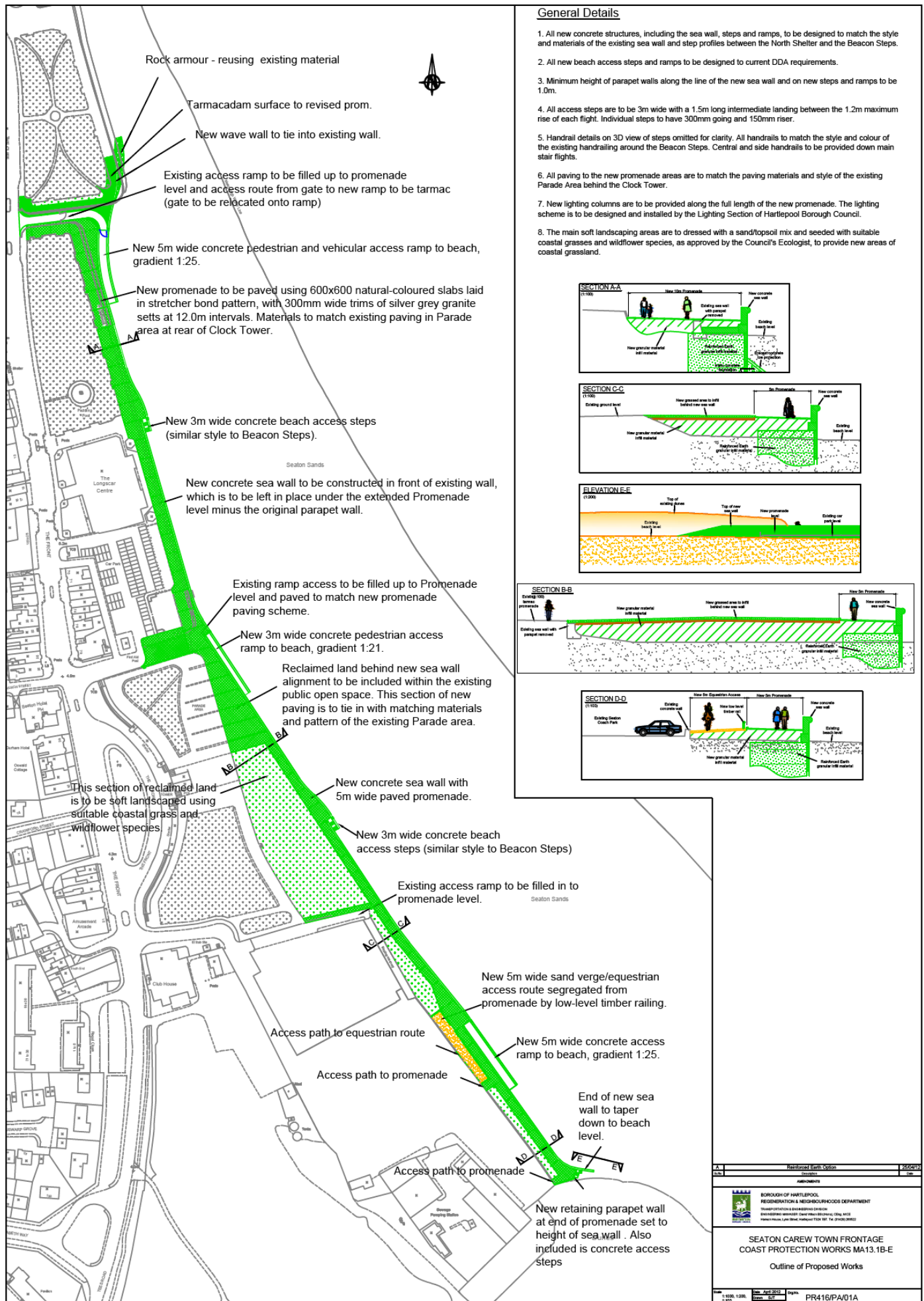
- 11.1 Background papers are as follows:-
- Cabinet Report dated 30th April 2007;
 - Neighbourhoods and Communities Portfolio Report dated 20th December 2007;

- Finance and Procurement Portfolio Report dated 6th January 2011;
- Cabinet Report dated 9th May 2011;
- Cabinet Report dated 12th February 2012;
- Town Wall Project Appraisal Report
- Seaton Carew Coastal Strategy Study
- Seaton Carew Northern Management Unit Phase 2 Project Appraisal Report

12. CONTACT OFFICER

Alastair Smith
Assistant Director (Transportation and Engineering)
Regeneration and Neighbourhoods
Civic Centre
HARTLEPOOL
Tel: 01429 523211
E-mail : alastair.smith@hartlepool.gov.uk





REGENERATION AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
27th July 2012



Report of: Assistant Director (Transportation and Engineering)

Subject: EASINGTON ROAD/ THROSTON GRANGE LANE
ROUNDAABOUT HIGHWAY IMPROVEMENT
SCHEME

1. TYPE OF DECISION

Non key decision.

2. PURPOSE OF REPORT

To seek approval for the highway improvement scheme at Easington Road/ Throston Grange Lane roundabout, as shown in **Appendix 1**.

3. BACKGROUND

- 3.1 A scheme was identified for Throston Grange Lane several years ago, as part of the Tees Valley Bus Network Improvements project. This was envisaged to be parking lay-bys to remove parked cars from the main carriageway, thus making it easier for buses to travel along it.
- 3.2 Due to the time taken for the project to receive full approval, and the fact that Throston Grange Lane was identified as a Year 3 scheme (2012/13), lay-bys have already been installed wherever feasible along the road. This was achieved through working in partnership with the North Neighbourhood Consultative Forum, as the lack of parking provision was becoming a major issue for residents.
- 3.3 As a result, an alternative scheme has been developed for Throston Grange Lane, at its junction with Easington Road.

4. PROPOSALS

- 4.1 The scheme involves re-modelling of Throston Grange Lane/ Easington Road roundabout and its approaches. The current roundabout is an odd shape, and prohibits two vehicles travelling around it side by side at certain points, due to the restricted width.

The re-modelling scheme will enable this to take place, which will give increased capacity on all approaches, leading to much greater benefits to the Stagecoach Service 1 corridor, Arriva services which link to Durham and the collieries, and the Go North East X35 service.

The scheme will also include improvements to the radii at the entrance to the Holdforth Road approach, and pedestrian island enhancements at Throston Grange Lane.

5. CONSULTATION

- 5.1 Consultation has taken place with Ward Councillors and other stakeholders in the area – residents, the Hospital, the Merry Go Round pub, the petrol station, the nursery and the Lidl store.
- 5.2 No concerns have been raised by any of the consultees.

6. FINANCIAL CONSIDERATIONS

- 6.1 The TVBNI project is funded jointly between the Department for Transport and Hartlepool Borough Council's Local Transport Plan, with a 65%/35% split respectively. The scheme has been approved in principle by the TVBNI Project Board, subject to Portfolio approval.

7. RECOMMENDATIONS

- 7.1 That the highway improvement scheme be approved.

8. REASONS FOR RECOMMENDATIONS

- 8.1 To improve traffic flows around the roundabout, and increase bus journey time efficiency.

9. APPENDICES AVAILABLE ON REQUEST, IN THE MEMBERS LIBRARY AND ON-LINE

9.1 **Appendix 1** – existing and proposed layout

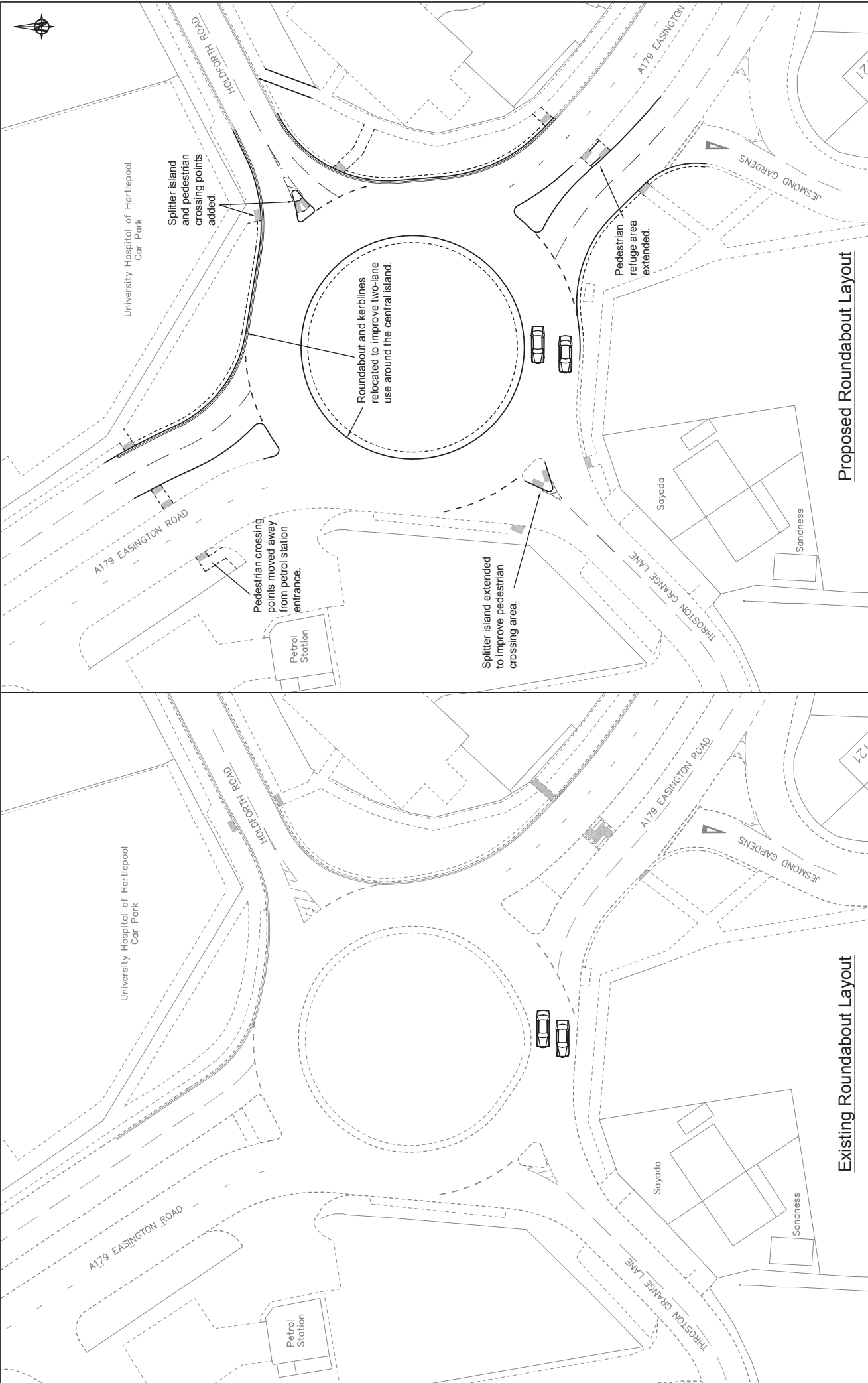
10. BACKGROUND PAPERS

10.1 There are no background papers.

11. CONTACT OFFICER

Alastair Smith (Assistant Director)
Regeneration & Neighbourhoods (Transportation & Engineering)
Hartlepool Borough Council
Civic Centre
Hartlepool
TS24 8AY

Telephone: 01429 523802
E-mail: alastair.smith@hartlepool.gov.uk



| | | | |
|--|--|---|--------------------------|
| Title | | THROSTON GRANGE LANE ROUNDABOUT: Existing & Proposed Scheme | |
| Borough of Hartlepool Regeneration & Neighbourhoods Department Transportation & Engineering Division Engineering Manager: David Wilson BSc(Hons), CEng, MICE Hanson House, Lynn Street, Hartlepool TS24 7BT. Tel. (01429) 266522 | | Drawn SJT | Date June 2012 |
| Key | | Scale Not to scale | Dwg No. PR289/H19/SK9 |
| Tactile paving at pedestrian crossing area | | | |

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
27th July 2012



Report of: Assistant Director (Neighbourhood Services)

Subject: INTERIM CHANGES TO LOCAL AUTHORITY
ENFORCEMENT POWERS: HOUSEHOLD
WASTE COLLECTIONS

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non Key Decision.

2. PURPOSE OF REPORT

2.1 To inform the Portfolio Holder of interim changes to Local Authority enforcement powers associated with domestic household waste collections.

2.2 To seek approval to set the level of fixed penalty associated with the interim changes to Section 46 EPA.

3. BACKGROUND

3.1 Section 46 of the Environmental Protection Act (EPA) 1990 allows Local Authorities to specify how residents must present their waste for collection. For example, a notice served by an Authority under section 46 of the EPA may specify the days and times that receptacles must be presented; it may also specify the types of wastes that are to be placed in them.

3.2 Householders could face a criminal conviction and a fine of up to £1,000 for failure to adhere to the notice; however, as an alternative, Local Authorities have the option to issue a fixed penalty notice of a lower level, which is set by each respective Authority at a range between £75 and £110. The level set by Hartlepool Borough Council is £100. An early payment opportunity is provided if the fixed penalty is paid within 7 days, which is set at £60.

- 3.3 The Government feels that the powers available to Local Authorities under Section 46 of the EPA are inappropriate for dealing with what it considers are 'relatively trivial matters', and that the penalties are disproportionate and unnecessary. Accordingly, in 2011, it published its 'Review of Waste Policy in England', which included proposals to amend the penalties Local Authorities may apply to householders who present their waste for collection incorrectly. The review proposed to remove the prospect of criminal sanctions and replace these with civil sanctions; it also proposed to reduce the range of the level of fixed penalty applying in relation to section 46 EPA from £75 - £110 to £60 to £80; the default amount for the fixed penalty is £60 and minimum early payment amount is £40.
- 3.4 In March 2012, the Government published a timetable for the delivery of commitments from its Review of Waste Policy in England (2011), which detailed the progressive introduction of the various aspects. As primary legislation is required, it will take time for some of the proposed changes to be made to Section 46 EPA; however, as an 'interim' measure, effective from 30th May 2012, the levels of fixed penalties applying under Section 46 EPA have been reduced.

4. PROPOSALS

- 4.1 Until the Government gives notice of further changes to Section 46 EPA, Hartlepool Borough Council will continue to use the powers available under this section to combat the problems caused by residents who fail to adhere to rules associated with domestic household waste. This will include the issuing of fixed penalties where appropriate, along with the prospect of criminal sanctions.
- 4.2 Where fixed penalty notices are issued, these will be of the default level of £60 with the provision of an early discount settlement of £40.

5. RISK IMPLICATIONS

- 5.1 There are no risk implications associated with the 'interim' changes, which reduce the level of fixed penalty for an offence under Section 46 EPA. It is envisaged the reduced amount, along with the prospect of criminal sanctions will remain an effective deterrent.

6. FINANCIAL CONSIDERATIONS

- 6.1 Whilst the interim changes introduced by the Government have reduced the level of fixed penalty, this will have no significant impact on the monies generated from notices issued under Section 46 EPA – essentially, Hartlepool Borough Council uses Section 46 EPA as a deterrent to those committing environmental crimes.

7. LEGAL CONSIDERATIONS

- 7.1 Hartlepool Borough Council has a duty to adhere to the interim changes to Section 46 EPA, introduced by the Government on May 30th 2012.

8. EQUALITY AND DIVERSITY CONSIDERATIONS

- 8.1 There are no equality or diversity issues associated with the introduction of interim changes to Section 46 EPA.

9. STAFF CONSIDERATIONS

- 9.1 There are no staffing issues associated with the introduction of interim changes to Section 46 EPA.

10. ASSET MANAGEMENT CONSIDERATIONS

- 10.1 There are no asset management issues associated with the introduction of interim changes to Section 46 EPA.

11. SECTION 17 CONSIDERATIONS

- 11.1 The use of Section 46 EPA in recent years has had a significant positive impact for communities across Hartlepool, particularly those areas, which are predominantly made up of back streets. In these situations, domestic household waste issues have not only brought down the visual amenity of the area, they have also contributed to an increase in crimes such as burglary and arson. Without Section 46 EPA, the Council would not have been able to effectively combat the issues caused by domestic household waste abuse.
- 11.2 Whilst the interim changes to Section 46 EPA is unlikely to affect the Council's ability to address domestic household waste issues, concerns remain over the further changes proposed by the Government, which are likely to be phased in over the coming year. These further changes are likely to weaken the powers available to local authorities under Section 46 EPA.

11. RECOMMENDATIONS

- 11.1 That the Portfolio Holder notes the interim changes to Section 46 EPA and approves the level of fixed penalty as detailed in section 3 of this report.

- 11.2 That the Portfolio Holder notes the content of the report, and particularly the concerns highlighted in section 10.2 above.

12. REASONS FOR RECOMMENDATIONS

- 12.1 Hartlepool Borough Council has a duty to adhere to the interim changes to Section 46 EPA, introduced by the Government on May 30th 2012; however, setting the revised level of fixed penalty requires the approval of the executive portfolio holder.
- 12.2 Section 46 EPA has been used effectively and responsibly over the years to combat the nuisance caused by householders who clearly have no regard for the environment or other people. Not only do these issues have a negative visual impact on local communities, they also contribute to an increase in crime and disorder. The use of Section 46 EPA is therefore considered proportionate to the problems in the community and any weakening of the powers available to the Council is likely to have a negative impact on our ability to provide a safer, cleaner place for the people of Hartlepool.

13. BACKGROUND PAPERS

- 13.1 Copy letter from Lord Taylor of Holbeach, Parliamentary Under Secretary, regarding Interim Changes to Local Authority Enforcement Powers: Waste Collection, dated 23rd May 2012.

14. CONTACT OFFICER

Denise Ogden
Assistant Director (Neighbourhood Services)
Department of Regeneration and Neighbourhoods
Hartlepool Borough Council
Civic Centre
Victoria Road
Hartlepool
TS24 8AY

Telephone: (01429) 523800
E-mail: denise.ogden@hartlepool.gov.uk

**REGENERATION & NEIGHBOURHOODS
PORTFOLIO
27th July 2012**



Report of: Assistant Director (Neighbourhood Services)

Subject: SEATON CAREW PARK MASTER PLAN

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non – Key Decision

2. PURPOSE OF REPORT

- 2.1 The purpose of the report is to inform Portfolio Holder of the consultation and work undertaken in relation to the Seaton Carew Park master plan, seek approval for the plan developed in partnership with the local community and get approval for officers to progress with the proposals.
- 2.2 The report details the development process of the master plan, information around the consultation and the main proposals for the future development of the park.

3. BACKGROUND

- 3.1 Seaton Carew Park was created in the 1960's. It is located off Station Lane, in close proximity to the sea front. In recent years, the main improvements to the park have been the investment into the play provision through the Playbuilder scheme in 2010. In the summer of 2010 after discussions with the Parks and Countryside department, Groundwork North East began to investigate the desire to bring improvements to Seaton Park. Groundwork North East supported the establishment of the 'Friends of Seaton Park' group in October 2010.
- 3.2 In April 2011 Groundwork North East was commissioned by the 'Friends of Seaton Park' to produce a master plan for the future development of Seaton Park, with funding they had secured from the South Consultative Forum. The aims of the master plan were to;
- Engage with user groups and other key stakeholders to input into the future plans for the park

- Develop a plan that identifies the constraints and opportunities of the park to ensure that it meets the needs of the local community
- Identify potential funding streams that could support the implementation of the key proposals.

3.3 Throughout 2011 a master plan has been developed through consultation with the 'Friends of Seaton Park' group, local residents and various different HBC departments. The consultation process included;

- Initial phase of consultation (over 50 people engaged with the initial consultation).
- Consultation with Friends of Seaton Park group.
- Discussions with Parks and Countryside, Regeneration, Sports and Recreation and other departments of HBC
- Consultation material displayed at event in the park in April 2011.
- Mail out to surrounding residents and an article in the Hartlepool Mail informing people of the consultation exercise and encouraging input.

Second phase of consultation (over 60 comments were received during the second stage consultation.)

- Consultation with the Friends of Seaton Park group
- A public display of consultation material at Seaton Library and online at the 'Friends of Seaton Park' website.
- Letters to residents informing them on the consultation exercise and encouraging input.
- Letters sent to Holy Trinity School, Seaton Cricket Club, key football contacts, Teesmouth Bird Club and youth club to encourage input.
- Emails circulation to all HBC staff informing them of the consultation and directing them to information
- Discussions with the southern area youth forum
- Plans submitted to the One Stop Shop on the 10/8/11 for consideration.

Following the consultation and discussion with HBC officers the proposal was adjusted according to feedback. This adjusted version, as presented in **Appendix 1**, was agreed by the Friends of Seaton Park group at their meeting on the 2.11.11 as a true representation of their aspirations for the park.

The master plan sets out an overall direction and vision for the park, however individual aspects of the plan would need to be designed in detail and receive the relevant permissions before implementation.

The existence of an agreed master plan will allow the Friends of Seaton Park and other voluntary groups, in partnership with the Council (in particular the Parks and Countryside department) to begin fund raising efforts to implement some of the desired improvements.

3.4 The proposals for the park also complement the wider plans that have been developed through the Seaton Carew Masterplan. This wider plan will bring

forward residential development on other HBC owned sites in Seaton Carew to create the funding to address key priorities including community facilities, Longscar Hall, The Front, and sea defences. The aim of this work is to improve Seaton Carew for residents, visitors and local businesses.

- 3.5 Subject to the preparation of a suitable business case, funding released through this exercise therefore will help to deliver key aspects of the park plan including the multi-use building/pavilion that could be used by different groups within the community. The first phase of public consultation for the Seaton Carew Masterplan indicated that the majority of people consulted, thought that Seaton Park would be a good location for improved community facilities, and further public consultation regarding this approach will be carried out as detailed proposals come forward.
- 3.6 The delivery of the plans for the park, through this complementary approach, will result in the improvement of another important asset, adding to the attractiveness of Seaton Carew for residents and visitors.

4. PROPOSALS

- 4.1 A master plan has been produced (Appendix 1) which sets of the overall vision for future improvements to the park. The main features include:
- A new multi functional park pavilion. This is to incorporate the core services/ facilities already provided within the park (football changing provision, facilities for bowling green users and grounds maintenance storage and welfare). In addition there may be the potential to host a range of other services within the multi use building, for example library provision, a café, community rooms that could be used by groups/ youth clubs etc.
 - A new access road for service / deliveries and accessible parking
 - An improved and extended footpath network providing circular routes around the park.
 - A fitness trail and wildlife margin on the under used football field margins
 - An activity area which could include attractions such as a pump track, mini skate park, outdoor table tennis provision.
 - A canopy which would encourage outdoor activity such as 'boot camps', tai chi, fitness classes.
 - Planting structures
 - Improvements to the main park entrance and boundary along Station Lane.
 - Open space which could accommodate events, and the potential of an overspill car park.
 - An open park with street lighting along the main routes.

An indicative cost estimate for the implementation of the whole scheme have been given as £1.38 million, however detailed designs and costings would be needed to implement aspects of the scheme.

5. FINANCIAL CONSIDERATIONS

- 5.1 The existence of the master plan provides the Council with a clear mandate to work with partners to fundraising and, if successful in this, implement the various aspects of the project through a phased approach.
- 5.2 To date small scale external funding has been secured by the Parks and Countryside team to implement the pond/ wetland scrape element of the plan. In addition, friends of Seaton Park have recently secured a small amount of funding to implement a sensory area of the plan.
- 5.3 There is also the potential that elements of the scheme be included in some external funding applications, including the HBC application to Coastal Communities Fund, however no extensive funding has been applied for to date.

6. ASSET MANAGEMENT CONSIDERATIONS

- 6.1 The space, as a recreational green space is managed by the Parks and Countryside team and there are no plans to alter the asset management arrangements. Future implementation of elements of the master plan may results in new and improved assets within the park, which may generate asset management considerations.
- 6.2 The potential implementation of a multi use building would provide the opportunity for multiple facilities to be housed in one building, therefore pooling the resources that are allocated to the existing structures and buildings currently within the park. There is also the potential for other services to be incorporated into the design of the building, for example library facilities, a community café or community room/ meeting space. Further work will be required to investigate a business case for the incorporation of other services into the potential multi use building.

7. SECTION 17

- 7.1 Section 17 funding could potentially support the implementation of elements of the master plan.
- 7.2 Parks and Countryside department will continue to coordinate the project and will work in partnership with Groundwork North East and the 'Friends of Seaton Park' to fundraise and implement the aspirations of the master plan.

8. RECOMMENDATIONS

- 8.1 The Portfolio Holder is recommended to:

- i) Approve the master plan, that has resulted from extensive local community consultation, as a template for the future development of Seaton Carew Park.
- ii) Approve officers progressing with the phased implementation of the scheme, including the investigation of a business case to incorporate a range of community services within the building, subject to appropriate external funding being identified, and any relevant permissions, statutory notifications or similar being obtained as required

9. REASONS FOR RECOMMENDATIONS

- 9.1 To allow officers to work with partners to progress the development of Seaton Park.

10. BACKGROUND PAPERS

- 10.1 There are no background papers.

11. APPENDICES AVAILABLE ON REQUEST, IN THE MEMBERS LIBRARY AND ON-LINE

12. CONTACT OFFICER

Denise Ogden
Assistant Director (Neighbourhood Services)
Hartlepool Borough Council
Regeneration and Neighbourhoods
Civic Centre
Victoria Road
Hartlepool
TS24 8AY

Tel: 01429 523800
Email: denise.ogden@hartlepool.gov.uk

Seaton Park Masterplan

Groundwork North East 1:750 @A1

GROUNDWORK
CHANGING PLACES
CHANGING LIVES

This draft proposals plan shows an ambitious redevelopment of the park to compliment the proposed improvements to the sea front.

The existing out-dated 1960s bowling pavilion and changing cabins would be replaced by a single multi-purpose structure, housing all the current functions of the bowling pavilion, football changing and parks storage. This would also incorporate much-requested cafe and public toilets.

Principle Features:

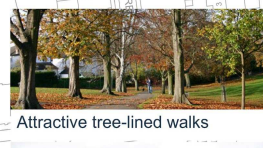
1. New multi-functional 'Park Pavilion'
2. New access road for service / deliveries and accessible parking
3. Improved and extended footpath network providing circular routes
4. Fitness trail and wildlife margin on under-used football field margins
5. Active area - table tennis / pump track / mini skatepark / crazy golf
6. Canopy / open pavilion providing covered space for outdoor activities (tai chi, fitness classes, dance, performance art and 'boot camps')
7. Planting structure: boundary hedge and tree planting, internal trees, Boundary treatment along Allendale Street and Farndale Road to include mounding and hedge as buffer to park activities
8. Main park entrance and boundary along Station Lane and The Cliff opened up and integrated with the town centre -
9. Events space and overspill car parking (organised events, markets, fetes, ice-skating, music events)
10. Open park with street lighting along the main routes

New Park Entrance

± 6.4m

PROPOSALS KEY:

- Park Pavilion
- Footpath in tarmac
- Woodland path in gravel surface
- Access road
- Screening mound
- Boundary railings
- Tree planting
- Wildflower meadow
- Outdoor gym equipment stations
- Car parking - tarmac
- Car parking - reinforced grass
- Pond
- Seasonal wetland
- Picnic tables
- Table tennis tables



Attractive tree-lined walks



Inviting Entrances



Canopied spaces



Organised Activity



Opportunities for active play and exercise

**REGENERATION & NEIGHBOURHOODS
PORTFOLIO
27th July 2012**



Report of: Assistant Director (Neighbourhood Services)

Subject: COLLABORATIVE WORKING WITH STOCKTON
BOROUGH COUNCIL ON THE VELA GROUP
CLEANING TENDER PROCESS

1. TYPE OF DECISION/APPLICABLE CATEGORY

No Key Decision.

2. PURPOSE OF REPORT

- 2.1 To inform the Portfolio Holder of Facilities Management recent collaborative working exercise with Stockton Borough Council in relation to the tender for provision of cleaning services to the Vela Group Organisation.

3. BACKGROUND

- 3.1 Hartlepool Borough Council currently has the contract to provide Building Cleaning and Associated Services to Housing Hartlepool until July 2012 and Stockton Borough Council has a similar cleaning contract for Tristar Homes.
- 3.2 Hartlepool Borough Council employs 30 cleaning staff with a combined 300 hours per week to clean the Housing Hartlepool properties which includes 12 sheltered / extra care schemes, 4 offices and 135 communal buildings. 13,981 Sq mtrs are cleaned each week.
- 3.3 Stockton Borough Council employs 22 cleaning staff with a combined 465 hours per week to clean Tristar Properties and include 9 large high rise communal buildings, 8 offices and 4 community buildings. 16,628 Sq mtrs are cleaned each week. district
- 3.4 In January 2012 the Vela Group decided to go out for one cleaning contract for both Hartlepool and Stockton.
- 3.5 Both Hartlepool Borough Council and Stockton Borough Council provided successful separate Pre-Qualification documents which resulted in going through to the next stage in the tender process.

- 3.6 Both Councils were invited to tender for the services. Given the size of the combined contract and the risk of the potential high level of competition it was felt that the risk might be reduced by Hartlepool and Stockton placing a joint bid.

4. COLLABORATIVE WORKING UPDATE

- 4.1 Hartlepool Borough Council's and Stockton Borough Council's respective Cleaning Sections joined together to produce a joint tender bid. As partners we were able to show an extensive range of experience in relation to providing quality building cleaning services over a number of years, and that the economies of scale would place both Councils in a stronger position in a very competitive market.
- 4.2 The joint tender bid was able to bring together the following benefits through economies of scale:
- Shared services
 - Shared good practice
 - Shared procurement initiatives
 - Shared risk
 - Shared management resources
- 4.3 The bid was formalised and submitted by Stockton Borough Council on behalf of the joint partnership. There were a total of 10 companies competing for the contract.
- 4.4 The Vela Group Organisation evaluated tenders W/C 1st May 2012 and issued invitations for interview with presentations to Vela Group Board members on the 21st May 2012.
- 4.5 Notification of results of evaluations and award of contract was 28th May 2012.
- 4.6 The Building Cleaning Services & Associated Services for the Vela Group Organisation was awarded to Stockton Borough Council on behalf of the Joint Partnership.
- 4.7 A mobilisation plan has been put in place with the governance for the Joint Partnership being provided by a Joint Contract Management Review Board.
- 4.8 Contract commences 1st August 2012 with a period of 3 years with a possible further 2 x 1 year tranches.

5. RECOMMENDATIONS

- 5.1 Portfolio Holder to note the report.

6. BACKGROUND PAPERS

- 6.1 There are no background papers with this report.

7. CONTACT OFFICER

Denise Ogden
Assistant Director (Neighbourhood Services)
Department of Regeneration and Neighbourhoods
Hartlepool Borough Council
Civic Centre
Victoria Road
Hartlepool
TS24 8AY

Telephone: (01429) 523800
Email: denise.ogden@hartlepool.gov.uk