

NEIGHBOURHOOD SERVICES SCRUTINY FORUM AGENDA



Wednesday 1st August 2012

at 1 pm

in Committee Room B

MEMBERS: NEIGHBOURHOOD SERVICES SCRUTINY FORUM:

Councillors: Beck, Cook, Gibbon, Jackson, Loynes, Payne and Tempest

- 1. APOLOGIES FOR ABSENCE**
- 2. TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS**
- 3. MINUTES**
 - 3.1 Minutes of the meeting held on 28 March 2012.
- 4. RESPONSES FROM THE COUNCIL, THE EXECUTIVE OR COMMITTEES OF THE COUNCIL TO FINAL REPORTS OF THIS FORUM**
 - 4.1 Portfolio Holder's Response to the investigation into 'Private Sector Housing Schemes' – *Joint Report of the Director of Regeneration and Neighbourhoods and the Portfolio Holder for Regeneration and Neighbourhoods*
- 5. CONSIDERATION OF REQUEST FOR SCRUTINY REVIEWS REFERRED VIA SCRUTINY CO-ORDINATING COMMITTEE**

No items

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

No items

7. ITEMS FOR DISCUSSION

- 7.1 The Role of the Neighbourhood Services Scrutiny Forum – *Scrutiny Support Officer*
- 7.2 Neighbourhood Services Scrutiny Forum – Work Programme for 2012/13 – *Scrutiny Support Officer*

YOUNG PEOPLE'S TRAVEL IN HARTLEPOOL

- 7.3 Young People's Access to Transport and Low Cost Travel
 - (a) Covering Report – *Scrutiny Support Officer*
 - (b) Report – *Young People's Representatives from Children's Services Scrutiny Forum*
 - (c) Presentation – *Integrated Transport Unit Manager*

INVESTIGATION INTO THE ENVIRONMENT

- 7.4 Environment Investigation – Scoping Report – *Scrutiny Support Officer (To Follow)*

8. ISSUES IDENTIFIED FROM FORWARD PLAN

- 8.1 The Executive's Forward Plan - *Scrutiny Support Officer*

9. ANY OTHER ITEMS WHICH THE CHAIRMAN CONSIDERS ARE URGENT

ITEMS FOR INFORMATION

- i) **Date of Next Meeting Wednesday 19 September 2012, commencing at 1p.m. in the Civic Centre, Hartlepool.**

NEIGHBOURHOOD SERVICES SCRUTINY FORUM MINUTES

28 March 2012

The meeting commenced at 4.30 pm in the Civic Centre, Hartlepool

Present:

Councillor: Stephen Thomas (In the Chair)

Councillors: Rob Cook, Mick Fenwick, Brenda Loynes and Sylvia Tempest

Resident Representatives: John Cambridge and Iris Ryder

Also Present: John Lynch

Sue Thompson, Teesside Landlords Association

Officers: Damien Wilson, Assistant Director, Regeneration and Planning
Louise Wallace, Assistant Director, Health Improvement
Elaine Hind, Scrutiny Support Officer
Denise Wimpenny, Principal Democratic Services Officer

96. Apologies for Absence

None.

97. Declarations of interest by Members

None.

98. Minutes of the meeting held on 29 February 2012

Confirmed.

99. Responses from the Council, the Executive or Committees of the Council to Final Reports of this Forum

None.

100. Consideration of request for scrutiny reviews referred via Scrutiny Co-ordinating Committee

None.

101. Consideration of progress reports/budget and policy framework documents

None.

102. Scrutiny Investigation into Private Sector Housing Schemes – Consideration of Draft Final Report *(Chair of the Neighbourhood Services Scrutiny Forum)*

The Chair referred Members to the draft final report following the Forum's investigation into Private Sector Housing.

The report included the terms of reference, methods of investigation, key findings, sources of evidence as well as details of the effectiveness of current private sector housing schemes in achieving desired outcomes.

The Forum had taken evidence from a wide range of sources to assist in the formulation of a balanced range of recommendations. The Forum's key recommendations to Cabinet were as outlined below:-

- (a) That the ring-fencing of selective licensing income should continue, to secure the provision of the scheme in the future;
- (b) That representations are made to the Hartlepool MP to lobby for legislation relating to the theft of metal to be strengthened and fines increased;
- (c) That the Housing Services Team undertake awareness raising activities with Hartlepool Borough Council Staff, Elected Members and service users to ensure that the impact of changes to housing benefit legislation are communicated and factored in to advice provided to potential claimants;
- (d) That Hartlepool Borough Council explore methods to introduce and fund a Healthy Homes Scheme in conjunction with NHS Hartlepool;
- (e) That communication with the public is improved to highlight the regeneration benefits that result from the provision of loans and grants to private landlords to renovate properties in specific areas of the town;
- (f) That additional ways to enable landlords to leave feedback for

the Good Tenant Scheme, including online methods be explored;

- (g) That the link between poor housing and poor health is recognised in the Joint Strategic Needs Assessment;
- (h) That the feasibility of including details of the Good Tenant Scheme within housing benefit application packs is assessed;
- (i) That publicity is undertaken to inform private rented tenants of their rights in relation to the condition of their homes and the powers the authority has to ensure landlords maintain properties to a decent standard;
- (j) That Hartlepool Borough Council works with the Probation Service to explore the use of Probation Service risk assessments and information regarding support packages in place for ex-offenders, as part of the Good Tenant Scheme assessment;
- (k) That an invitation is extended to the Probation Service to attend the Landlord Steering Group to further develop the relationship and information sharing practices between the Probation Service, landlords and the Council.

In the discussion that followed a number of issues were raised which included:-

- (i) A Member reiterated comments expressed at a recent Adult and Community Services Scrutiny Forum that the photographs utilised on the front cover of final reports were out of date and should be amended. The Scrutiny Support Officer highlighted that the covers were printed in advance and indicated that this issue would be considered at the next Scrutiny Chair's meeting.
- (ii) A representative from the Teesside Landlords Association referred to paragraph 7.8 of the report in relation to selective licensing scheme statistics and sought clarification as to whether details of the number of applications refused and reasons for refusal was available and could be included in the report. The Assistant Director indicated that selective licensing data had been presented at the last meeting of this Forum, details of which were included in paragraph 9.24 of the final report. In terms of the number and reasons for refusal, information in this regard was reported to the last meeting of the Steering Group and arrangements would be made for the information to be included in the final report following the meeting.
- (iii) In response to a query as to the reasons why all accredited properties referred to in 7.14 of the report had not been inspected, the Assistant Director agreed to provide clarification to the representative from the Landlord Steering Group following the meeting.
- (iv) The Assistant Director provided clarification in response to a

number of further queries from the Landlord Association Representative with regard to selective licensing, progress made to date in relation to private sector housing operations, licensing tools available, enforcement activity and the empty property acquisition scheme.

- (v) Following further discussion in relation to the challenges ahead, whilst the previous problems in this area were acknowledged, the Chair expressed his thanks on behalf of the Forum to officers for their valid contribution to this investigation and efforts in achieving such positive results in the last 12 months and, in particular, since the commencement of the scrutiny investigation.
- (vi) In relation to comments regarding the potential benefits of extending the selective licensing scheme, it was reported that various issues including legislative processes would need to be considered prior to any extension of the scheme.

The Assistant Director, Regeneration and Planning provided the Forum with a verbal update of enforcement activity from April 2011 in relation to empty homes, housing market renewal, housing standards/nuisance and selective licensing as detailed in 9.24 of the report.

The Forum was advised of the positive feedback that the been received as a result of measures that had been introduced in relation to the selective licensing scheme which included compliments from a representative from the National Landlords Association, who was in attendance at the last meeting of the Selective Licensing Steering Group, regarding the work of the group and input and support from landlords as well as positive feedback from a recent audit report.

The Assistant Director of Health Improvement, who was in attendance at the meeting, provided an update on progress made to date following her attendance at previous meetings where evidence was presented in relation to the links between poor housing standards and poor health. Work was currently ongoing in relation to pursuing joint working with the NHS with a view to improving housing stock in the town and identifying those most vulnerable in terms of health via a pilot scheme. Various models were being explored around the country and the recommendations of the Forum had been taken on board and would be actively pursued.

In conclusion the Chair reiterated his thanks to all participants in the scrutiny investigation and welcomed the progress made to date.

Recommended

- (i) That the draft final report be agreed and submitted to Cabinet together with the inclusion of information on the number of licences refused, as detailed above.
- (ii) That the comments of the Forum, be noted.

The meeting concluded at 5.05 pm.

CHAIR

NEIGHBOURHOOD SERVICES SCRUTINY FORUM

1 August 2012



Report of: Joint Report of Director of Regeneration and Neighbourhood and the Portfolio Holder for Regeneration and Neighbourhoods.

Subject: PORTFOLIO HOLDERS RESPONSE - PRIVATE SECTOR HOUSING SCHEMES

1. PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to provide Members of the Neighbourhood Services Scrutiny Forum with feedback on the recommendations from the investigation into the Private Sector Housing Schemes, which was reported to Cabinet on 30 April 2012.

2. BACKGROUND INFORMATION

- 2.1 The investigation into Private Sector Housing Schemes conducted by this Forum falls under the remit of the Regeneration and Neighbourhoods Department and is, under the Executive Delegation Scheme, within the service area covered by the Regeneration and Neighbourhoods Portfolio Holder.
- 2.2 On 30 April 2012, Cabinet considered the Final Report of the Neighbourhood Services Scrutiny Forum into Private Sector Housing Schemes. This report provides feedback from the Portfolio Holder following the Cabinet's consideration of, and decisions in relation to this Forum's recommendations.
- 2.3 Following on from this report, progress towards completion of the actions contained within the Action Plan will be monitored through Covalent; the Council's Performance Management System; with standardised six monthly monitoring reports to be presented to the Forum.

3. SCRUTINY RECOMMENDATIONS AND EXECUTIVE DECISION

- 3.1 Following consideration of the Final Report, Cabinet approved the recommendations in their entirety. Details of each recommendation and

proposed actions to be taken following approval by Cabinet are provided in the Action Plan attached at **Appendix A**.

4. RECOMMENDATIONS

- 4.1 That Members note the proposed actions detailed within the Action Plan, appended to this report (**Appendix A**) and seek clarification on its content where felt appropriate.

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BACKGROUND PAPERS

The following background papers were used in the preparation of this report:-

- (i) Scrutiny Forum's Final Report 'Private Sector Housing Schemes' considered by Cabinet on 30 April 2012.
- (ii) Decision Record of Council/Cabinet held on 30 April 2012.

OVERVIEW AND SCRUTINY ENQUIRY ACTION PLAN

NAME OF FORUM: Neighbourhood Services Scrutiny Forum

NAME OF SCRUTINY ENQUIRY: Private Sector Housing Schemes

DECISION MAKING DATE OF FINAL REPORT: 30 April 2012

RECOMMENDATION	EXECUTIVE RESPONSE / PROPOSED ACTION	FINANCIAL IMPLICATIONS	LEAD OFFICER	DELIVERY TIMESCALE
(a) That the ring-fencing of selective licensing income should continue, to secure the provision of the scheme in the future	The selective licensing budget was always going to be ringfenced and this will remain the case following the Scrutiny Inquiry.	None	Nigel Johnson	30 April 2012
(b) That representations are made to the Hartlepool MP to lobby for legislation relating to the theft of metal to be strengthened and fines increased	This has been done through Neighbourhood Services Department working in partnership with Hartlepool Police. Proposed legislation changes are impending.	None	Denise Ogden	30 April 2012
(c) That the Housing Services Team undertake awareness raising activities with Hartlepool Borough Council Staff, Elected Members and service users to ensure that the impact of changes to housing benefit legislation are communicated and factored in to advice provided to potential claimants	A workshop is being arranged for members in May 2012 and the matter will be raised through the appropriate channels to keep staff informed of the changes and potential impacts for residents.	None	Damien Wilson	31 May 2012
(d) That Hartlepool Borough	A pilot project has been developed	£50,000 (funded by	Damien	31 March 2013

OVERVIEW AND SCRUTINY ENQUIRY ACTION PLAN

NAME OF FORUM: Neighbourhood Services Scrutiny Forum

NAME OF SCRUTINY ENQUIRY: Private Sector Housing Schemes

DECISION MAKING DATE OF FINAL REPORT: 30 April 2012

RECOMMENDATION		EXECUTIVE RESPONSE / PROPOSED ACTION	FINANCIAL IMPLICATIONS	LEAD OFFICER	DELIVERY TIMESCALE
	Council explore methods to introduce and fund a Healthy Homes Scheme in conjunction with NHS Hartlepool	between the Council and the NHS focussing on 3 elements, <ul style="list-style-type: none"> • PV installation related to addressing fuel poverty • Identifying people with chronic illnesses linked to poor housing and raising standards to reduce overall cost burden • Project aimed at homelessness 	NHS Hartlepool)	Wilson/Karen Kelly	
(e)	That communication with the public is improved to highlight the regeneration benefits that result from the provision of loans and grants to private landlords to renovate properties in specific areas of the town	Communications and publicity will be made available to promote existing schemes alongside the launch of new schemes to bring empty homes back into use.	None	Amy Waller	31 December 2012
(f)	That additional ways to enable landlords to leave feedback for the Good Tenant Scheme, including online	Has been raised through the Selective Licensing Steering Group and a template developed to ensure better sharing of information on tenants.	None	Damien Wilson/Lynda Igoe	30 April 2012

OVERVIEW AND SCRUTINY ENQUIRY ACTION PLAN

NAME OF FORUM: Neighbourhood Services Scrutiny Forum

NAME OF SCRUTINY ENQUIRY: Private Sector Housing Schemes

DECISION MAKING DATE OF FINAL REPORT: 30 April 2012

	RECOMMENDATION	EXECUTIVE RESPONSE / PROPOSED ACTION	FINANCIAL IMPLICATIONS	LEAD OFFICER	DELIVERY TIMESCALE
	methods be explored				
(g)	That the link between poor housing and poor health is recognised in the Joint Strategic Needs Assessment	This will be picked up in the JSNA	None	Nigel Johnson	30 April 2012
(h)	That the feasibility of including details of the Good Tenant Scheme within housing benefit application packs is assessed	This will be picked up through the Housing Advice Team and the Council's Benefits team.	TBC	Lynda Igoe	31 May 2012
(i)	That publicity is undertaken to inform private rented tenants of their rights in relation to the condition of their homes and the powers the authority has to ensure landlords maintain properties to a decent standard	This will be picked up through the Housing Advice Team and the Council's Benefits team.	TBC	Lynda Igoe	31 July 2012
(j)	That Hartlepool Borough Council works with the Probation Service to explore the use of Probation Service	To be picked up by the Housing Advice team alongside the Probation Service	None	Lynda Igoe	31 December 2012

OVERVIEW AND SCRUTINY ENQUIRY ACTION PLAN

NAME OF FORUM: Neighbourhood Services Scrutiny Forum

NAME OF SCRUTINY ENQUIRY: Private Sector Housing Schemes

DECISION MAKING DATE OF FINAL REPORT: 30 April 2012

RECOMMENDATION		EXECUTIVE RESPONSE / PROPOSED ACTION	FINANCIAL IMPLICATIONS	LEAD OFFICER	DELIVERY TIMESCALE
	risk assessments and information regarding support packages in place for ex-offenders, as part of the Good Tenant Scheme assessment				
(k)	That an invitation is extended to the Probation Service to attend the Landlord Steering Group to further develop the relationship and information sharing practices between the Probation Service, landlords and the Council	Agreed, an invitation will be extended to the Probation Service to attend the Landlord Steering Group.	None	Lynda Igoe	31 July 2012

NEIGHBOURHOOD SERVICES SCRUTINY FORUM

1 August 2012



Report of: Scrutiny Support Officer

Subject: THE ROLE OF THE NEIGHBOURHOOD SERVICES
SCRUTINY FORUM

1. PURPOSE OF REPORT

- 1.1 To give an overview of the role and functions of the Neighbourhood Services Scrutiny Forum.

2. BACKGROUND INFORMATION

- 2.1 The Council's approach to Overview and Scrutiny has been informed by government guidance, best practice nationally and experience of what works locally to ensure that the Scrutiny Forum's operate in an optimum scrutiny structure that will enable the Forums to add value and improve services for the residents of Hartlepool.
- 2.2 The role of the Scrutiny Co-ordinating Committee is briefly discussed in the following section. Following this in section 4, there is a more detailed description of the roles and functions of this forum.

3. ROLE AND FUNCTIONS OF THE SCRUTINY CO-ORDINATING COMMITTEE

- 3.1 The membership of the Scrutiny Co-ordinating Committee reflects both the Council's political make-up and the five standing Scrutiny Forums (which are equally represented on the Committee). A total of sixteen Elected Members serve on the Committee, consisting of the Chair (appointed by Council), Vice-Chair and one other Member from each of the five standing Forums.
- 3.2 This approach enables the Scrutiny Co-ordinating Committee to draw on the experience of a variety of Members, represent a cross-section of political views and equally represent each of the five standing Forums. The Scrutiny Co-ordinating Committee is responsible for the overall management of Overview and Scrutiny within the Authority. Other authorities' experience of scrutiny appears to have benefited from the establishment of such a body. Given the increasing importance of the scrutiny role under the new arrangements and the likely increase in workload of the scrutiny function the

role of the Scrutiny Co-ordinating Committee is invaluable. The main roles and functions of the committee are as follows:-

- (i) To work with the five Forums to decide an annual Overview and Scrutiny Work Programme, including the programme of any ad-hoc Forum that it appoints, to ensure that there is efficient use of the Forums and that the potential for duplication of effort is minimised;
- (ii) To lead the involvement of Overview and Scrutiny in the development of the budget and the plans and strategies that make up the policy framework and to delegate issues for consideration to the Forums;
- (iii) Where matters fall within the remit of more than one Overview and Scrutiny Forum, to determine which of them will assume responsibility for any particular issue and to resolve any issues of dispute between overview and scrutiny Forums;
- (iv) To receive requests from Members, the executive and/or the full council for items (including those referred via the Councillor Call for Action mechanism) to be considered by overview and scrutiny forums and to allocate them, if appropriate to one or more overview and scrutiny forum;
- (v) To put in place and maintain a system to ensure reports from Overview and Scrutiny to the Executive are managed efficiently and do not exceed any limits set out in the Constitution (this includes making decisions about the priority of reports, if the volume of such reports creates difficulty for the management of Executive business or jeopardises the efficient running of the Council business);
- (vi) To exercise the power of call-in in relation to Executive decisions made as set out in Section 21 (3) of the Local Government Act 2000, or allocate them to the appropriate overview and scrutiny Forum for consideration; and
- (vii) Assessing, monitoring and advising on the role of the Council's central support services in supporting the Council's progress towards the Community Strategy's priority aims, including:-
 - General policies of the Council relating to the efficient use of resources (people, money, property, information technology); and
 - District Auditor performance reports, the District Auditor's Annual Audit Letter, Performance Indicators and health and safety issues.
- (viii) To undertake the functions of the Councils Crime and Disorder Committee – holding the local Crime and Disorder Reduction

Partnership to account (as required by the Crime and Disorder (Overview and Scrutiny) Regulations 2009).

4. FUNCTIONS OF OVERVIEW AND SCRUTINY FORUMS

4.1 The five standing Overview and Scrutiny Forums have three main functions and these are set out in the following paragraphs:-

(a) Policy Development and Review

Overview and Scrutiny Forums may:

- (i) Assist the Council and the Executive in the development of the budget and policy framework by in-depth analysis of policy issues;
- (ii) Conduct research, community and other consultation in the analysis of policy issues and possible options;
- (iii) Consider and implement mechanisms to encourage and enhance community participation in the development of policy options;
- (iv) Question members of the Executive and Chief Officers about their views on issues and proposals affecting the area; and
- (v) Liaise with other external organisations operating in the area, whether national, regional or local, to ensure that the interests of local people are enhanced by collaborative working.

(b) Scrutiny

Overview and Scrutiny Forums may:

- (i) Review and scrutinise the decisions of the Executive and Chief Officers both in relation to individual decisions and their overall strategic direction;
- (ii) Review and scrutinise the work of the Council in relation to its policy objectives, performance targets and/or particular service areas;
- (iii) Question members of the Executive and Chief Officers about their decisions, whether generally in comparison with the service plans and targets over a period of time, or in relation to particular decisions, initiatives or projects;
- (iv) Review and scrutinise the performance of other public bodies in the area, requesting them to attend and address relevant scrutiny forums to speak about their activities and performance;

- (v) Investigate other issues of local concern, outside the control of the Council and other public bodies in the area, and make recommendations to the Council, the Executive and / or other organisations arising from the outcome of the scrutiny process;
 - (vi) Question and gather evidence from any person (with their consent); and
 - (vii) Make recommendations to the executive and / or the council arising from the outcome of the scrutiny process.
- (c) Finance

Overview and Scrutiny Committees may exercise overall responsibility for the finances made available to them. This presently consists of a dedicated overview and scrutiny budget of 50k. Applications for funding must be made through Scrutiny Co-ordinating Committee.

5. THE REMIT OF THIS FORUM

- 5.1 The strategic direction of the Scrutiny Forums will be to assess, monitor and advise on the Council's progress towards the 7 priority aims of the Community Strategy whilst the operational direction of the individual Scrutiny Forums will be governed by the remits outlined in the Constitution.

The remit of the Neighbourhood Services Scrutiny Forum is as follows:-

'To consider issues relating to property, technical services, environmental services, emergency planning, allotments and public protection.'

- 5.2 There will be, however, from time to time, issues that could be considered by more than one Forum and it will be for the Scrutiny Co-ordinating Committee to determine which forum should examine a particular issue. It is also open to the Scrutiny Co-ordinating Committee to appoint ad hoc forums. For example, where an issue comes within the remit of two scrutiny forums, the Scrutiny Co-ordinating Committee could decide to establish an ad hoc forum made up of four Members from each of those two Forums.

6. SCHEDULE OF FORUM DATES FOR 2012/13

- 6.1 Detailed below, for Members information, are the meeting dates scheduled for the Neighbourhood Services Scrutiny Forum in 2012/13. Please note that all scheduled meetings will commence at 1.00pm, in the Civic Centre, with the capacity for additional meetings to be arranged where required to accommodate the needs of individual inquiries.

19 September 2012
17 October 2012
14 November 2012

12 December 2012
16 January 2013
13 February 2013
20 March 2013
17 April 2013

7. CONCLUSIONS

- 7.1 No specific action is required as a result of this report, however Members may have questions about the role of the Forum.

BACKGROUND PAPERS

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

- i) Hartlepool Borough Council Constitution.

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NEIGHBOURHOOD SERVICES SCRUTINY FORUM

1 August 2012



Report of: Scrutiny Support Officer

Subject: NEIGHBOURHOOD SERVICES SCRUTINY
FORUM'S WORK PROGRAMME FOR 2012/13

1. PURPOSE OF REPORT

- 1.1 To confirm the Neighbourhood Services Scrutiny Forum's work programme for 2012/13.

2. BACKGROUND INFORMATION

- 2.1 At the meeting of Scrutiny Co-ordinating Committee on 15 June 2012 (to which all Members of the Neighbourhood Scrutiny Forum were invited), Members were asked to consider potential topics for inclusion in the Neighbourhood Services Scrutiny Forum's work programme for the 2012/13 Municipal Year.
- 2.2 Members of the Scrutiny Co-ordinating Committee, at their meeting of 15 June 2012, delegated responsibility to the Chairs of the Scrutiny Forums to finalise Work Programmes for their respective Forums, identifying specific elements of the Joint Strategic Needs Assessment (JSNA) and budget / collaboration programme. The Chair of the Neighbourhood Services Scrutiny Forum agreed that the Forum would focus on the following items for the 2012/13 Municipal Year:-

JSNA Work Programme Item

- i) Environment

Budget and Policy Framework Items

- i) Corporate and Departmental Plans 2013/14
ii) Budget Consultation

Budget / Collaboration Item for 2013/14

- i) Neighbourhood Management (including Community Safety and Street cleansing) – Review of structure and working arrangements (to be considered as part of the Forum investigation into Environment (JSNA topic))
- ii) Facilities Management – Revision of working arrangements and income generation (only to be considered should timescales & capacity allow).

3. RECOMMENDATIONS

- 3.1 The Neighbourhood Services Scrutiny Forum is requested to note the work programme as outlined in paragraph 2.2.

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BACKGROUND PAPERS

The following background papers were used in the preparation of this report:-

- (i) Minutes of Scrutiny Co-ordinating Committee of 15 June 2012.

NEIGHBOURHOOD SERVICES SCRUTINY FORUM

1 August 2012



Report of: Scrutiny Support Officer

Subject: YOUNG PEOPLE'S ACCESS TO TRANSPORT AND
LOW COST TRAVEL THROUGH CONCESSIONARY
FARES IN HARTLEPOOL - COVERING REPORT

1. PURPOSE OF REPORT

- 1.1 To inform Members that the Integrated Transport Manager has been invited to attend the meeting to provide Members with a presentation detailing the progress of the areas identified as requiring further work during the meeting of the Neighbourhood Services Scrutiny Forum on 18 January 2012.
- 1.2 In addition, Young People's representatives from the Children's Services Scrutiny Forum have been invited to attend this meeting to present their report into 'Young People's Access to Transport' to the Neighbourhood Services Scrutiny Forum.

2. BACKGROUND INFORMATION

Low Cost Travel to Young People through Concessionary Fares Schemes

- 2.1 At its meeting of 18 January 2012, during consideration of the initial consultation proposals for the Medium Term Financial Strategy (MTFS) 2012/13 to 2014/15, Scrutiny Co-ordinating Committee referred the consideration of the provision of low cost travel to young people through a concessionary fare scheme, to the Neighbourhood Services Scrutiny Forum to consider as part of its budget consultation process.
- 2.2 It was suggested by Scrutiny Co-ordinating Committee that, as part of the Council's commitment to eradicating child poverty, those on free school meals should receive full support, with sliding levels of support to others, dependant on the level of household income. Scrutiny Co-ordinating Committee suggested that negotiations be undertaken with Stagecoach regarding the potential for such a scheme, and with schools regarding the potential use of a portion of the funding allocated for pupils in receipt of free school meals.

- 2.3 The potential of such a scheme was explored by the Neighbourhood Services Scrutiny Forum at the meeting on 18 January 2012. Following consideration of the information presented by the Assistant Director (Transport and Engineering) and the Integrated Transport Unit Manager, the Forum concluded that:-
- (i) Whilst the Forum supports the principle of the provision of concessionary bus passes to young people, given the current budget situation the Council finds itself in, the Forum could not support the introduction of such a scheme at the present time;
 - (ii) The Transport Team should continue to explore the options for the travel club, the yellow bus strategy and any other strategies aimed at reducing the impact transport issues have on people's lives within Hartlepool;
 - (iii) The Transport Team continues to explore all possible funding avenues in relation to bus transport;
 - (iv) Discussions between schools, service providers and the Council continue to explore all possible options available going forward, to benefit all service users;
 - (v) The Forum endorses that further work is undertaken by the Transport Team to encourage partners to participate in any such concessionary schemes that may arise in the future; and
 - (vi) That an update on the progress of areas identified for further work is presented to the Neighbourhood Services Scrutiny Forum in 6 months.
- 2.4 A response to the referral was provided through the Chair of the Neighbourhood Services Scrutiny Forum to Scrutiny Co-ordinating Committee at its meeting of 27 January 2012, full details of which are attached as **Appendix A** to this report.
- 2.5 When considering the response of the Neighbourhood Services Scrutiny Forum to the referral, Scrutiny Co-ordinating Committee was of the view that there continued to be real potential for the development of low cost travel arrangements for young people. On this basis, the Committee agreed that the issue should be referred back to the Neighbourhood Services Scrutiny Forum, to enable the continuation of its work, with the aim of:-
- i) Exploring potential ways of providing 'low cost' travel arrangements for young people in Hartlepool (within existing resources);
 - ii) Exploring how internal transport services could be made more effective / developed to contribute to the provision of these services.
 - iii) Presenting a report back to the Scrutiny Co-ordinating Committee in six months time.
- 2.6 Consequently, the Integrated Transport Unit Manager from Hartlepool Borough Council has agreed to attend to today's meeting to provide Members with a presentation detailing the progress made against the Forum's conclusions as outlined at section 2.3 and the recommendations of the Scrutiny Co-ordinating Committee as outlined at section 2.5.

Young People's Access to Transport

- 2.7 During the 2011/12 Municipal Year the Young People's representatives from the Children's Services Scrutiny Forum carried out an investigation into 'Young People's Access to Transport'. One of the resulting recommendations from the investigation was that:-

'The report is presented (by the young people's representatives) to the Neighbourhood Services Scrutiny Forum when the Forum further explores 'low cost travel to young people through concessionary fare schemes'.

- 2.8 The Young People's Representatives from the Children's Services Scrutiny Forum have been invited to today's meeting to share their report with the Forum and allow the Members to consider the views of young people when forming conclusions in relation to the Scrutiny Co-ordinating Committee referral of low cost travel arrangement to young people.
- 2.9 A copy of the young people's final report can be found at **7.3(b)**. For Members information, Cabinet's response to the Young People's Representatives report can be found at **7.3 (b) Appendix A**.

3. RECOMMENDATION

- 3.1 It is recommended that Members of the Neighbourhood Service Scrutiny Forum:-
- (a) Consider the information provided by the Integrated Transport Unit Manager and the report of the Young People's Representatives from the Children's Services Scrutiny Forum in relation to the referral from Scrutiny Co-ordinating Committee; and
 - (b) Formulate a response to the referral of 'low cost' travel arrangements for young people for consideration by the Scrutiny Co-ordinating Committee on 24 August 2012.

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BACKGROUND PAPERS

- (i) Report of the Assistant Director of Transport and Engineering entitled 'Scrutiny Co-ordinating Committee Referral of Low Cost Travel to Young People through Concessionary Fare Schemes' presented to the Neighbourhood Services Scrutiny Forum on 18 January 2012.

- (ii) Report of the Neighbourhood Services Scrutiny Forum entitled 'Referral of Low Cost Travel to Young People through Concessionary Fares Scheme' presented to Scrutiny Co-ordinating Committee on 27 January 2012.
- (iii) Minutes of Cabinet dated 30 April 2012.

SCRUTINY CO-ORDINATING COMMITTEE

27 January 2012



Report of: Neighbourhood Services Scrutiny Forum

Subject: REPORT – REFERRAL OF LOW COST TRAVEL TO
YOUNG PEOPLE THROUGH CONCESSIONARY
FARE SCHEMES

1. PURPOSE OF REPORT

- 1.1 To report the outcome of the Neighbourhood Services Scrutiny Forum's consideration of the referral of low cost travel to young people through concessionary fare schemes to Scrutiny Co-ordinating Committee.

2. BACKGROUND INFORMATION

- 2.1 At its meeting of 14 October 2011, during consideration of the initial consultation proposals for the Medium Term Financial Strategy (MTFS) 2012/13 to 2014/15, Scrutiny Co-ordinating Committee referred the consideration of the provision of low cost travel to young people through a concessionary fare scheme, to the Neighbourhood Services Scrutiny Forum to consider as part of its budget consultation process.
- 2.2 It was suggested by Scrutiny Co-ordinating Committee that, as part of the Council's commitment to eradicating child poverty, those on free school meals should receive full support, with sliding levels of support to others, dependant on the level of household income. Scrutiny Co-ordinating Committee suggested that negotiations be undertaken with Stagecoach regarding the potential for such a scheme, and with schools regarding the potential use of a portion of the funding allocated for pupils in receipt of free school meals.
- 2.3 The potential of such a scheme was explored by the Neighbourhood Services Scrutiny Forum at its meeting of 18 January 2012, details of the Forum's views and recommendations are contained within this report and will be presented at today's meeting by the Chair of the Neighbourhood Services Scrutiny Forum.

3. ISSUES CONSIDERED BY THE NEIGHBOURHOOD SERVICES SCRUTINY FORUM

- 3.1 During the meeting of the Neighbourhood Services Scrutiny Forum on 18 January 2012, Members considered a report and presentation by the Assistant Director (Transport and Engineering) and the Integrated Transport Unit Manager, which detailed the costs associated with providing the proposed concessionary scheme, discussions held with local transport providers in relation to the scheme, current transport provision for young people (in relation to home to school transport) and also other transport issues currently under review.

CURRENT SCHOOL TRANSPORT PROVISION

- 3.2 Members were advised that Hartlepool Borough Council currently provide free transport for a significant number of young people, which is administered under statutory mainstream guidance. Currently pupils attending schools who fall into the following groups are receiving free transport:-

- Secondary pupils who live more than 3 miles away from their chosen school
- Primary pupils who live more than 2 miles away from their chosen school
- Secondary pupils attending schools on grounds of faith (non-statutory)
- Pupils attending special primary and secondary schools within the borough (Distance does not apply)
- Pupils attending special primary and secondary schools outside the borough
- Secondary pupils eligible to free transport on low income who live within 2 miles

- 3.3 In addition turnaround (rechargeable works) are provided and transport for swimming lessons is provided through a service level agreement with schools.

RESULTS OF NEGOTIATIONS WITH TRANSPORT PROVIDERS AND LOCAL SCHOOLS

- 3.4 Members heard that the negotiations with transport providers in relation to the proposed scheme confirmed that the current ticketing options could not be transferred to alternative groups of young people. Stagecoach confirmed that the Uni-rider rate would not be available to pupils under the age of 16 as there is a need to show a student union card as pre qualification to the discounted travel permit. Ticketing schemes currently charge:

- Uni Rider £235pa or £100 per term
- In Town Mega Rider £362 pa or £120 per term
- Network Mega Rider(out of town) £526pa or £175 per term
- Cool Rider (child in town pass) £190 pa or £64 per term

- 3.5 The Integrated Transport Unit (ITU) would estimate that approximately 500 - 1000 pupils would be eligible under alternative criteria. If we apply the criteria, costs would calculate to **£95,000 pa for 500 pupils** and **£190,000 pa for 1000 pupils** (Cool Rider Pass).
- 3.6 In addition, Members were made aware by the Assistant Director of Transport and Engineering that due to reduction in buses, eligible children may not live in an area where they could use the tickets, as the bus service was not provided. The Integrated Transport Unit Manager also confirmed that the majority of Children who would qualify would probably live within 2 miles of their school.

ISSUES TO BE CONSIDERED

- 3.7 Members considered that additional schemes linked to free transport under the low income criteria or Free Schools Meals would not benefit additional pupils. Currently all those eligible for free transport have been identified and already receive support through the existing statutory process. Hartlepool currently supports **175 pupils** at a cost of **82k pa**. It is predicted that this expenditure will increase to an estimated cost of **101k** during 2012/13.
- 3.8 The Integrated Transport Unit has formed a Transport Champion Group made up of representatives from **all** local forums representing transport related issues. The aim of the group is to support the development, consultation and publication of transport matters across Hartlepool.
- 3.9 The ongoing Integrated Transport Travel Club initiative provides flexible, demand responsive service across a varied geographical area. This initiative needs further consideration in line with the young people's survey (as detailed in 3.12).
- 3.10 Members also heard that the ITU were offering to go in to schools to review their transport arrangements and source lower cost alternatives where possible. In some schools this had helped to transform the availability of field trips and extra curriculum activities as the amounts saved had enabled the school to use the money in other areas of transport such as breakfast clubs and alternative field trips.

TRANSPORT ISSUES CURRENTLY UNDER REVIEW

- 3.11 Members were advised that a number of transport items are currently, or have been, considered by several groups and committees within the Council.

- 3.12 As part of the Overview and Scrutiny Work Programme for 2011/12, in relation to the budget setting process, the Children's Services Scrutiny Forum considered a presentation in relation to Home to School Transport on the 19 July 2011 and additional information on the 6 September 2011, the following comments / suggestions were made by the Children's Services Scrutiny Forum in relation to Home to School Transport:-
- (a) Members supported the initial consultation proposals;
 - (b) Members raised concerns at the level of transport costs associated with children and young people with special needs, as this equates to 50%, which is higher than the national average. If the level of escort assistance was to be reduced and the independence of young people increased, Members requested that this was carried out in an appropriate manner with all the appropriate reviews and safeguards put in place;
 - (c) Members highlighted the need for parents to have plenty of notice of any changes to the home to school transport services; and
 - (d) Members raised concerns over the reduction of the denominational transport service and requested that alternative proposals be explored for the children / young people accessing this service.
- 3.13 In addition, as part of the 2011/12 work programme the young people co-opted on the Children's Services Scrutiny Forum are investigating the issue of young people's access to transport. This report is due to be present to the Children's Services Scrutiny Forum by the end of March 2012, after which it will be presented to Cabinet.
- 3.14 The issue of proposed budget savings in relation to denominational transport was discussed at the Cabinet meeting of 5 December 2011, at which Cabinet received a detailed report in relation to this topic and, in considering the proposals put forward, was asked to take into consideration the Children's Services Scrutiny Forum's comments / suggestions. The ITU are currently administering the agreed consultation relating to the removal of free (non statutory) denominational transport.
- 3.15 Members heard that the Transport Champions Group is currently progressing the details of a proposed travel club and the Yellow Bus Scheme. In addition, a select number of young people including representatives from the Young Peoples Parliament are engaged in a survey of provision across HBC as a whole. The outcome will ensure further consideration is given to support extended provision.
- 3.16 The ITU will investigate further funding opportunities through a review of existing transport expenditure within schools. This will provide the opportunity to explore additional charging policies for provision. The ongoing consultation exercise relating to denominational transport will provide a platform for review.

4. CONCLUSION

4.1 The Neighbourhood Services Scrutiny Forum concluded that:-

- (i) Whilst the Forum supports the principle of the provision of concessionary bus passes to young people, given the current budget situation the Council finds itself in, the Forum could not support the introduction of such a scheme at the present time;
- (ii) The Transport Team should continue to explore the options for the travel club, the yellow bus strategy and any other strategies aimed at reducing the impact transport issues have on people's lives within Hartlepool;
- (iii) The Transport Team continues to explore all possible funding avenues in relation to bus transport;
- (iv) Discussions between schools, service providers and the Council continue to explore all possible options available going forward, to benefit all service users;
- (v) The Forum endorses that further work is undertaken by the Transport Team to encourage partners to participate in any such concessionary schemes that may arise in the future; and
- (vi) That an update on the progress of areas identified for further work is presented to the Neighbourhood Services Scrutiny Forum in 6 months.

5. RECOMMENDATION

- 5.1 That Scrutiny Co-ordinating Committee note and agree the views of the Neighbourhood Services Scrutiny Forum.

**COUNCILLOR STEPHEN THOMAS
CHAIR OF THE NEIGHBOURHOOD SERVICES SCRUTINY FORUM**

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BACKGROUND PAPERS

The following background papers were used in the preparation of this report:-

- (i) Presentation of the Assistant Director of Transport and Engineering entitled 'Scrutiny Co-ordinating Committee Referral of Low Cost Travel to Young People through Concessionary Fare Schemes' presented to the Neighbourhood Services Scrutiny Forum' on 18 January 2012.

- (ii) Report of the Assistant Director of Transport and Engineering entitled 'Scrutiny Co-ordinating Committee Referral of Low Cost Travel to Young People through Concessionary Fare Schemes' presented to the Neighbourhood Services Scrutiny Forum on 18 January 2012.

Scrutiny Investigation into Young People's Access to Transport, April 2012

Background

As part of the Children's Service Scrutiny Forum we were given the opportunity to pick a topic that we were interested in and lead on our own investigation. After some discussion we picked the topic of young people's access to transport. This was because we felt it was very relevant to a large majority of young people across the town. We decided to focus our investigation on what transport is available across the town that young people can access at night and to examine the transport times, areas, and costs covering all positive and negative aspects.

Process

We looked at bus timetables and bus routes and found that bus services stopped at 6.30pm.

We then developed a questionnaire using survey monkey which was circulated across the town through schools and youth organisations. The questionnaire helped us gather information on;

- Which transport services young people use and how often?
- Where young people go on transport services?
- Which youth organisations young people attend and if they use transport services to get to them?
- Popular areas in the town for young people?
- If the cuts to services have stopped young people from visiting friends, family, etc?
- When young people used transport services?
- If the cuts had affected their attendance? (school, college, work, etc).
- If they would use other forms of transport if they were available (minibuses, etc)?
- What they thought about current bus fares?
- If young people feel safe when using transport services?
- Suggestions on changes to transport services to make them safer?
- Safety issues?
- Suggestions on how to overcome cuts to services?
- Any other comments?
- Age
- Sex
- Which areas they live in?

The questionnaire was completed by 200 young people over a two month period.

Findings

We attended the Transport Champions Group and found that they are working with local communities to establish community travel clubs across the town. They had also ran a survey with residents but had received a limited response. The Champions group asked if they could look at the information gathered from our survey to assist them in this project. If the community travel clubs are established they will be fully funded by the users.

We were informed in the meeting that transport services had recently commenced for Hartlepool College of Further Education to provide twilight services to those accessing evening courses, and council services representatives suggested that there may be an opportunity for these services to be extended to provide service to young people.

At the 11 million Take Over event for young people in November 2011, discussion arose amongst young people about transport cuts and the safety issues that may affect young people as a result. The point was made that many young people are walking long distances across the town late in the evening as not all young people have access to other means of transport. Results from the young people's survey also appear to confirm that young people are concerned about safety issues since public bus services have been cut, and this has restricted their access to leisure opportunities; *"Don't feel safe getting in taxis (and they cost a lot) and don't feel safe walking alone when trying to go places"*.

One young person seemed to sum up in one response a lot of concerns young people share;

"Because there is no busses on a night I have to be in at an earlier time because most of the time I have to walk from where ever I am, Also I manage to spend most of my pocket money on a taxi home just so I know I'm going to get home safe. when the busses were on I could get the bus into the town where it was busy and I would only have to walk up 2 roads before I was home which is not that bad than walking home from the other

side of town. Taxis cost a bomb these days and they are making more money and making new taxi firms because they have the money. I think stagecoach should bring the busses back even if its just 1 bus an hour on a night. A number of my friends have been involved in different things since the busses have stopped e.g.: getting jumped by a bunch of boys walking home. I personally think the busses should come back in order to keep us safe and this also effects older people who can't get out and about to their local pub/club because they have no family or friends and not enough money for taxis”

It is clear that the young people access transport to visit friends and family but the cuts have affected young peoples attendance at school, college, training and work; Of the 137 responses (to the specific question), 19 said their attendance at school had been affected, 40 said their attendance at college had been affected, 18 said their attendance at training had been affected, 24 said their attendance at work had been affected, 47 said their attendance at sports and recreation facilities had been affected and 40 young people said their attendance at youth organisations and youth clubs had been affected;

“I have to take the last weekday evening bus, ten past six from Owton Manor to Mill House to get to work, I normally get there for around half-past but I don't start work until half-past seven so I'm always extremely early, there isn't any other bus. Also after my shift is finished I have to go to the town centre to get the Stagecoach 36 on an evening to take me to Catcote Road I live near Dyke House School but I go to Seaton youth centre because that's where all my friends go so this mean that at 9 o'clock at night I have to walk home because there is no more buses after 6, which is still a twenty minute walk from my house at night in an area known for being rough”.

We had very surprising results to the question of how the restrictions on attending places had affected young people; Of the 137 responses (to that specific question); 54 said the changes were making them late for school/college, 46 were getting into trouble because of the changes, 25 of them said the changes were affecting their results, 92 said the changes were costing them more money, 17 were asked to leave their training scheme, 5 of them have been asked to leave their job, 104 of them said that the changes were restricting them meeting their friends, and 66 of

them said that the changes were restricting them from taking part or joining in recreational activities.

“The recent changes that have been made to the bus time table mean that I have basically have a curfew and this is affecting my social life and also my college work because when I need to stay behind I cannot get the bus back home and also when there is the holidays like the Christmas holiday I have to make sure that on week days I am on the bus home before seven when normally I would be able to stay at a friends house or with my friends until later on”.

We have also discovered that the young people’s sexual health clinic drop in service at the One Life Centre is held between 6.30pm and 8pm. This means that young people would not be able to access the clinic if they lived at the other side of town and did not have their own means of transport.

Taxis are mentioned numerous times in the comments that young people gave within the survey. Young people recognised them as one of the only ways to access services in the evening but many stated that they were too expensive and worryingly a few said that they felt unsafe using them. 53.7% of the young people who took part in the survey said that they would be interested in utilising other forms of transport if it was low cost. Some of the suggestions young people suggested as a solution included;

- *Cheaper taxis*
- *Keep buses on until 10pm*
- *Buses once an hour*
- *Make grants available for community places to have their own minibuses*
- *Local council taxis transport coming together and using each others vehicles*
- *Make buses slightly more expensive during the evenings*
- *Youth Buses*
- *Have some reasonably priced transport that stops at popular destinations for young people*

The Transport Champions Group working alongside groups of young people who are keen to resolve this could be a way of moving this forward.

(Full findings of the survey can be found in Appendix 1)

Conclusion

Young people have clearly been affected by the public bus services cuts and solutions must be found to overcome the issues we have discovered. Bus companies should be thinking about reinstating night time services and be made aware of the issues that young people are facing and the risk that they may be taking as a result; or at least investigate other options for young people across Hartlepool.

We feel that one of the most important points to highlight is that young people don't feel safe in taxis or walking alone when going places / going home.

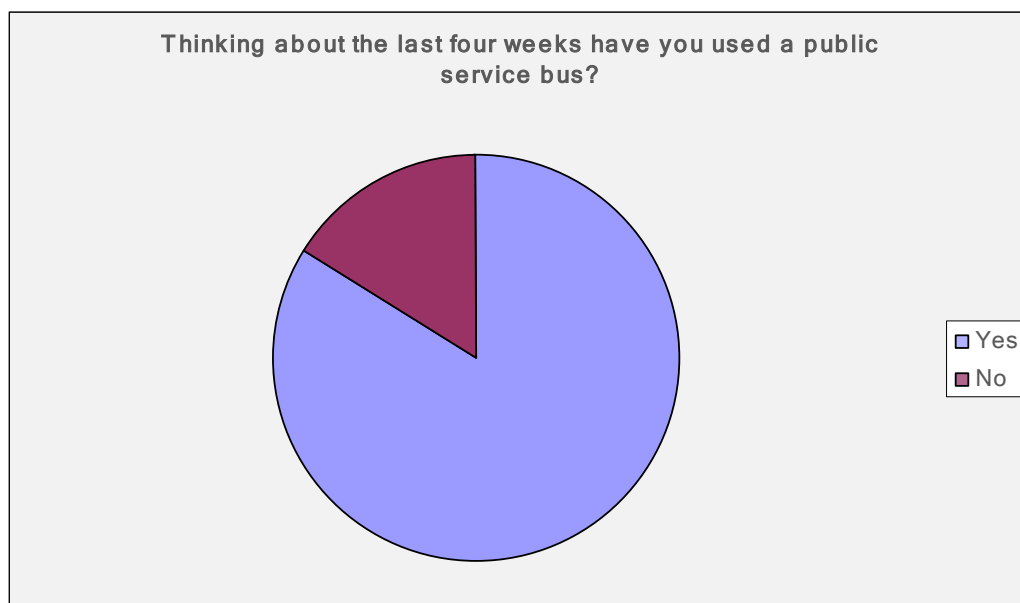
Recommendations

We recommend to Cabinet that:-

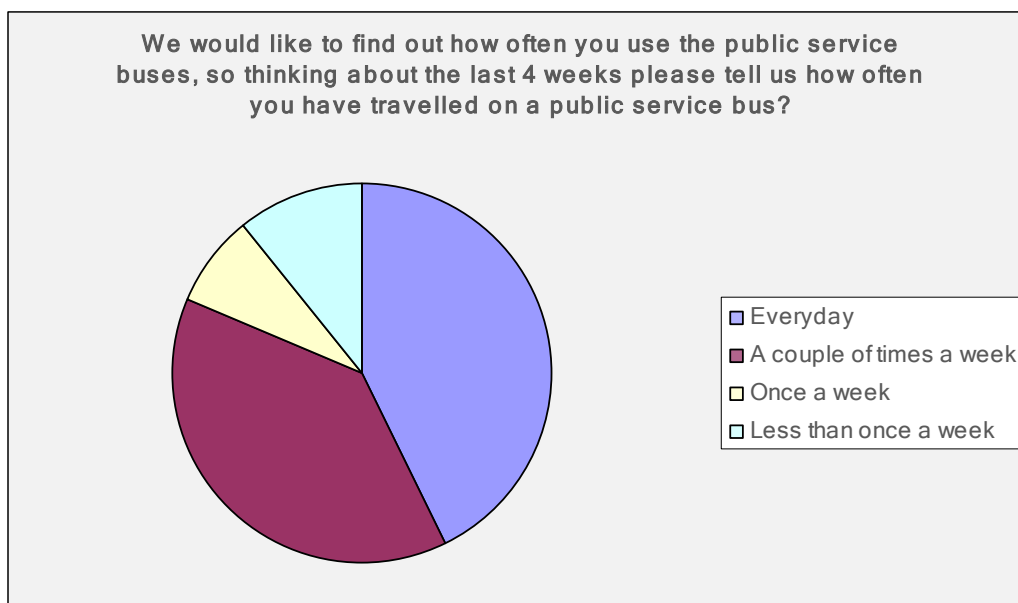
- (1) Following consideration of the recommendations at Scrutiny Co-ordinating Committee, Cabinet is asked to express a clear view in relation to the continuation of work relating to the reinstatement / redevelopment of bus services and/or alternative travel arrangements, where the implementation of recommendations require additional resources;
- (2) Subject to recommendation 1, the Council explores options to improve young people's access to transport through the transport group, local transport companies and organisations across the town who work with young people and that an update report be brought back to the Children's Services Scrutiny Forum detailing all the work that has been carried out in all areas; and
- (3) This report is presented (by the young people's representatives) to the Neighbourhood Services Scrutiny Forum when the Forum further explores 'low cost travel to young people through concessionary fare schemes'

Appendix 1

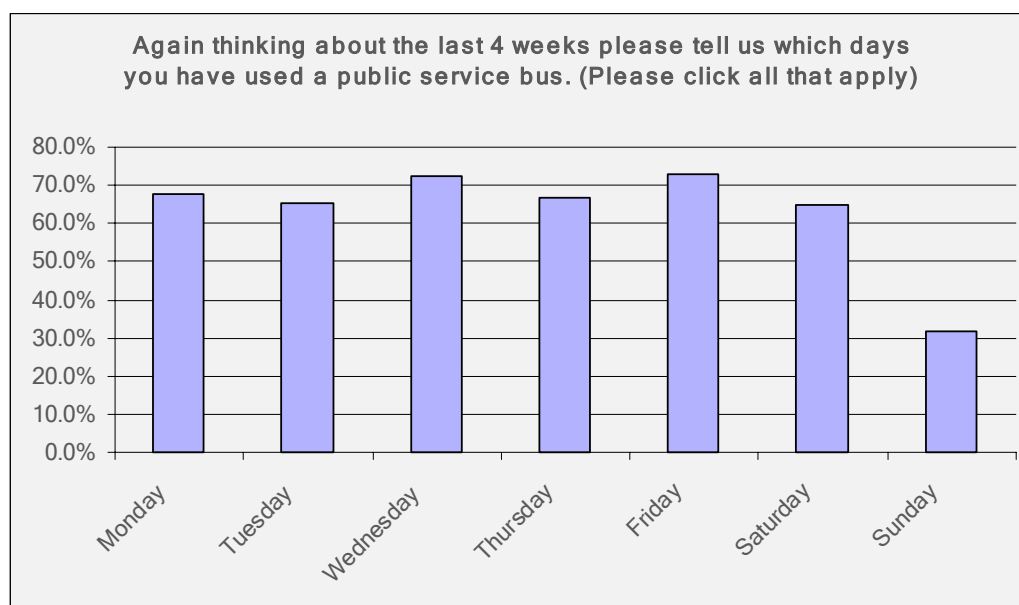
Results and Findings of Transport Survey



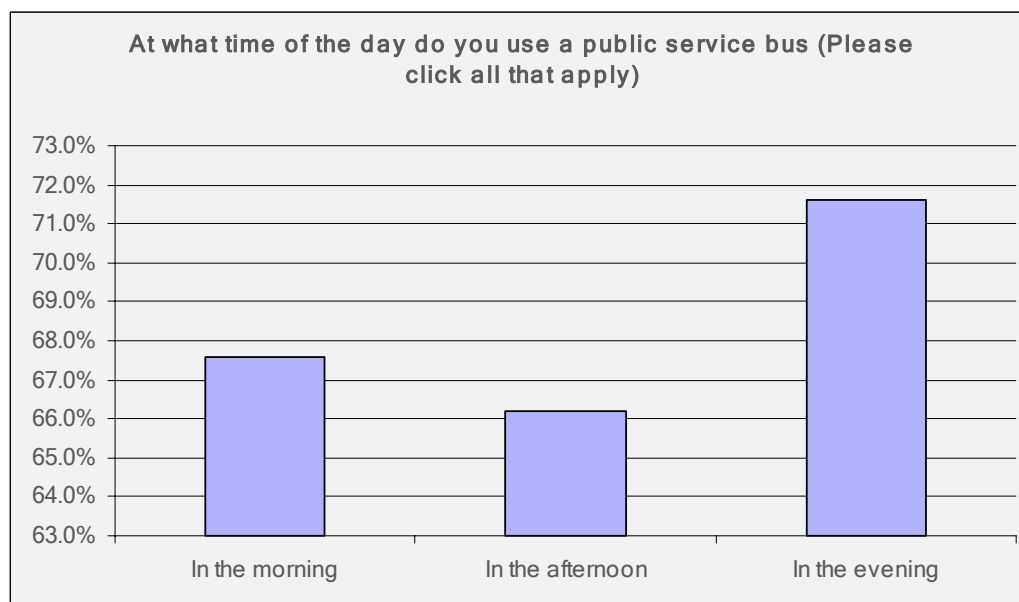
84% (168) of the young people questioned had used a public service bus in the last four weeks and 16% (32) had not used a public service bus in the last four weeks.



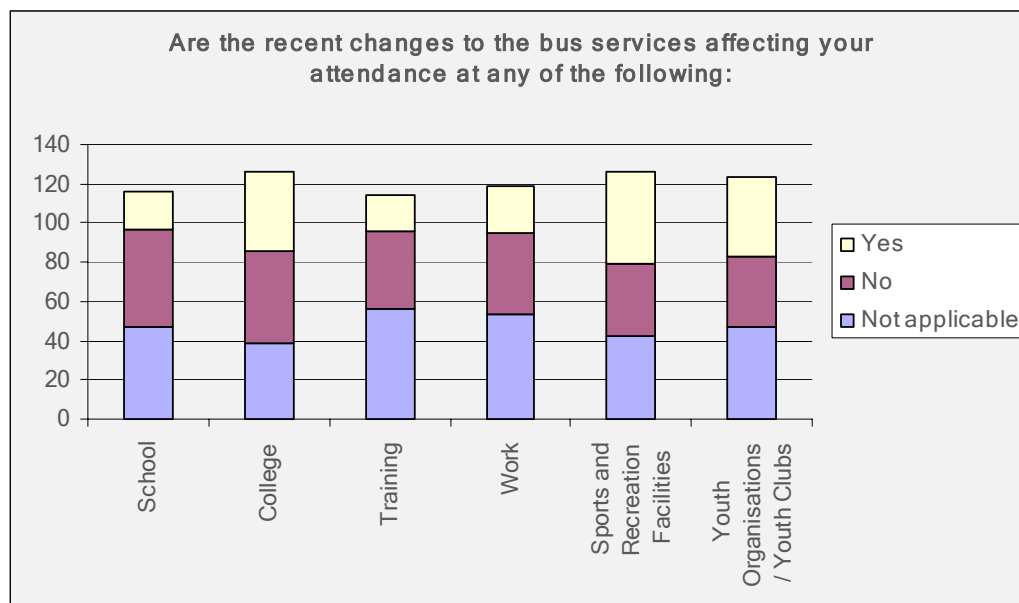
42.9% (67) of young people questioned used a public service bus everyday, 38.5% (60) used a public service bus a couple of times a week, 7.7% (12) used a public service bus once a week and 10.9% (17) used a public service bus less than once a week.



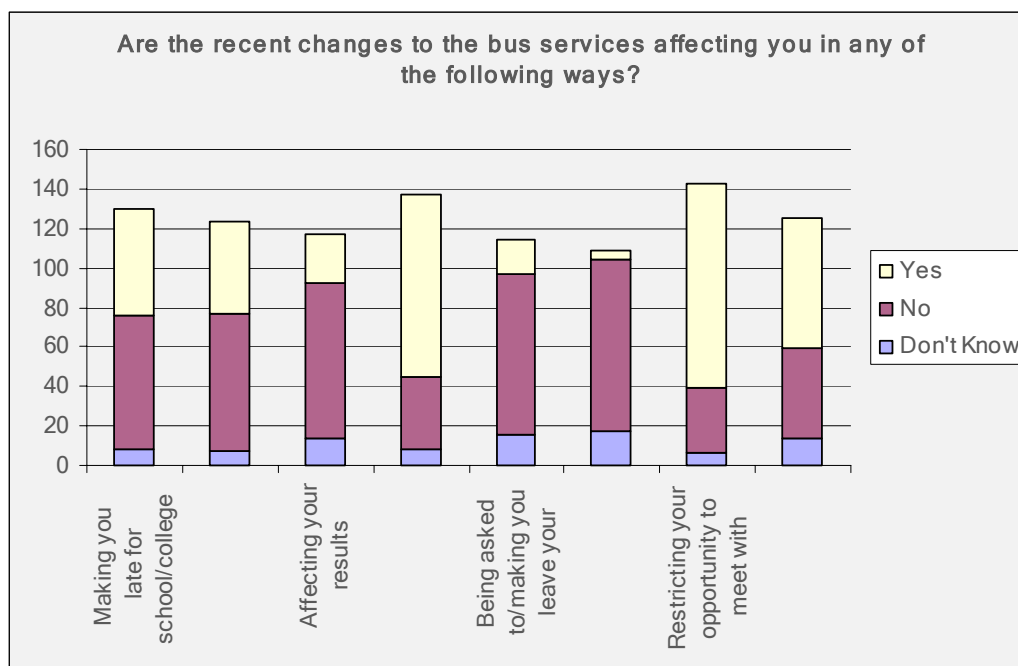
67.6% (100) used a public service bus on a Monday, 65.5% (97) on a Tuesday, 72.3% (107) on a Wednesday, 66.9% (99) on a Thursday, 73% (108) on a Friday, 64.9% (96) on a Saturday and 31.8% (47) on a Sunday.



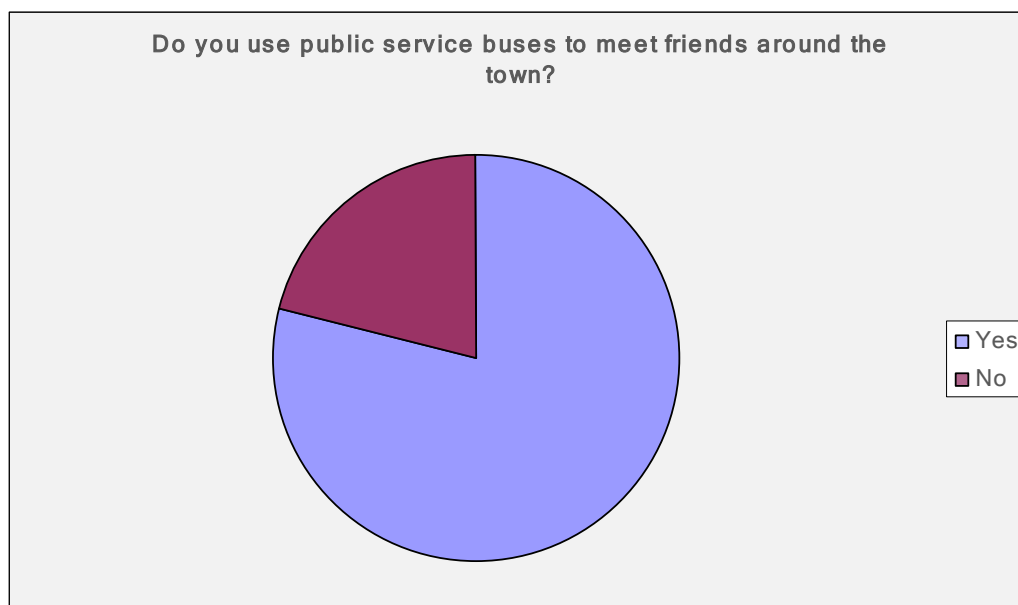
67.6% (100) used a public service bus in the morning, 66.2% (98) in the afternoon, 71.6% (106) in the evening.



The young people questioned said that many of the recent bus service changes had affected their attendance. Of the 137 responses 19 said their attendance at school had been affected, 40 said their attendance at college had been affected, 18 said their attendance at training had been affected, 24 said their attendance at work had been affected, 47 said their attendance at sports and recreation facilities had been affected and 40 young people said their attendance at youth organisations and youth clubs had been affected.

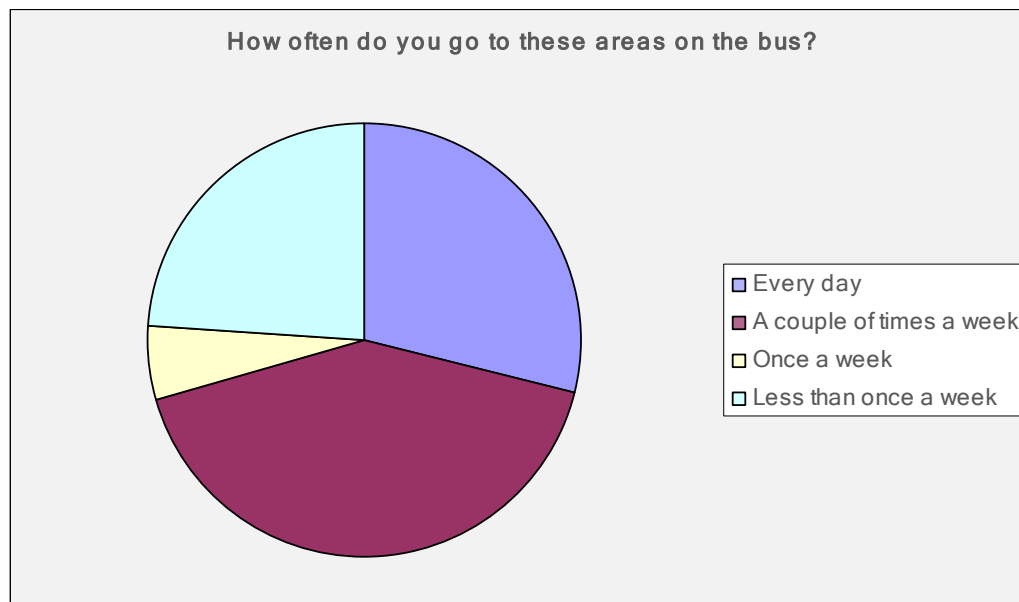


The young people questioned said that many of the changes to bus services had affected them. Of the 137 responses to the above questions 54 said the changes were making them late for school/college, 46 were getting into trouble because of the changes, 25 of them said the changes were affecting their results, 92 said the changes were costing them more money, 17 were asked to leave there training scheme, 5 of them have been asked to leave their job, 104 of them said that the changes were restricting them meeting their friends, and 66 of them said that the changes were restricting them from taking part or joining in recreational activities



79% (124) used public service buses to meet friends around the town, while 21% (33) did not use public services to meet friends.

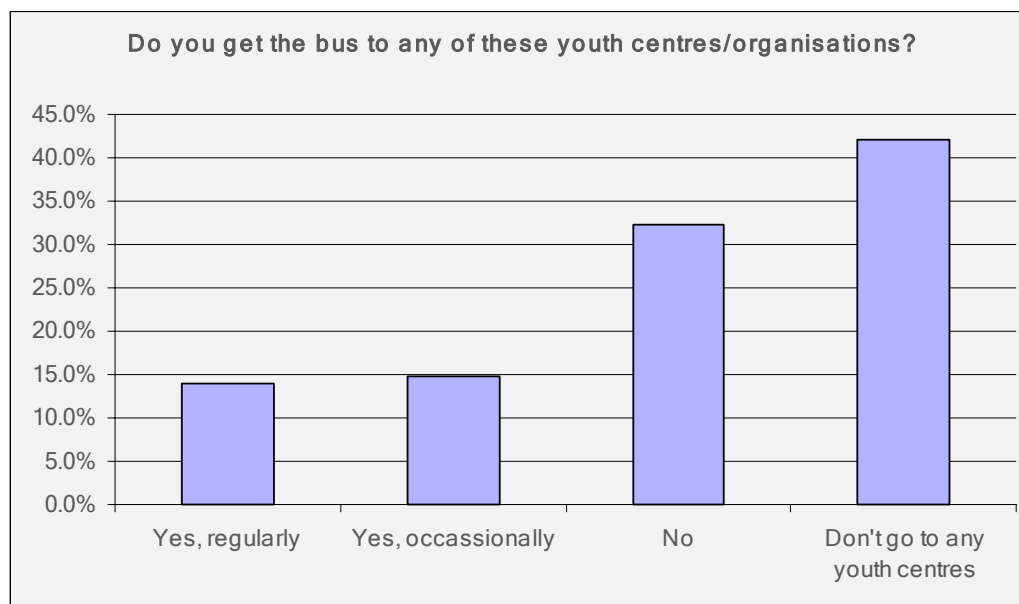
The most popular area young people met up with friends using public service buses was the town centre followed by the Headland, Seaton, Rossmere, Dyke House, Owton Manor, West View, Throston, Greatham, The Marina, Clavering, Rift House and the Fens.



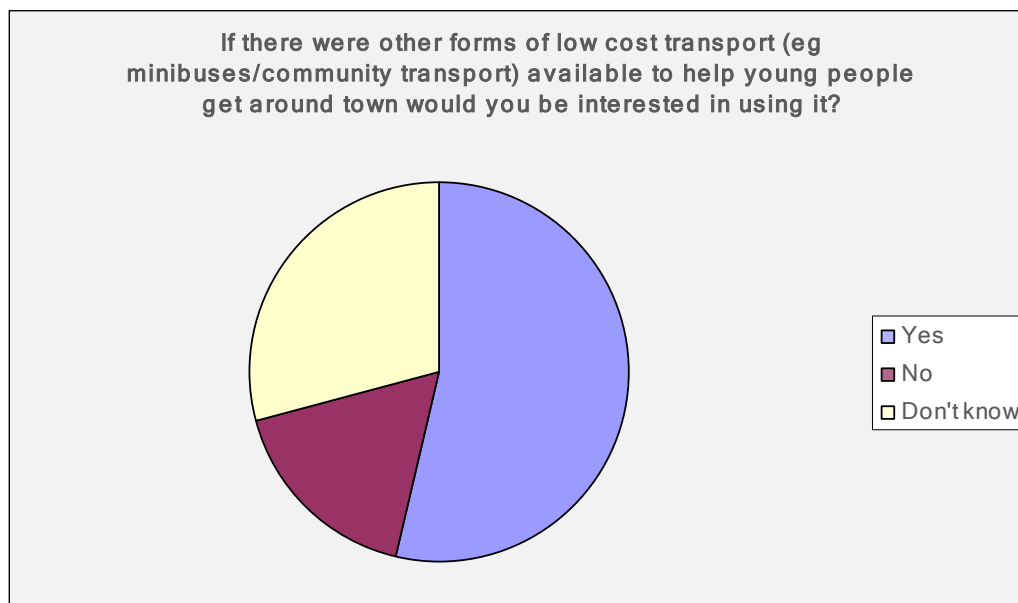
28.8% (42) visited these areas on the bus everyday, 41.8% (61) visited these areas on the bus a couple of times a week, 5.5% (8) visited these areas once a week, 24% (35) visited these areas less than once a week.

The young people told us that they visit many youth organisations across the town these included;

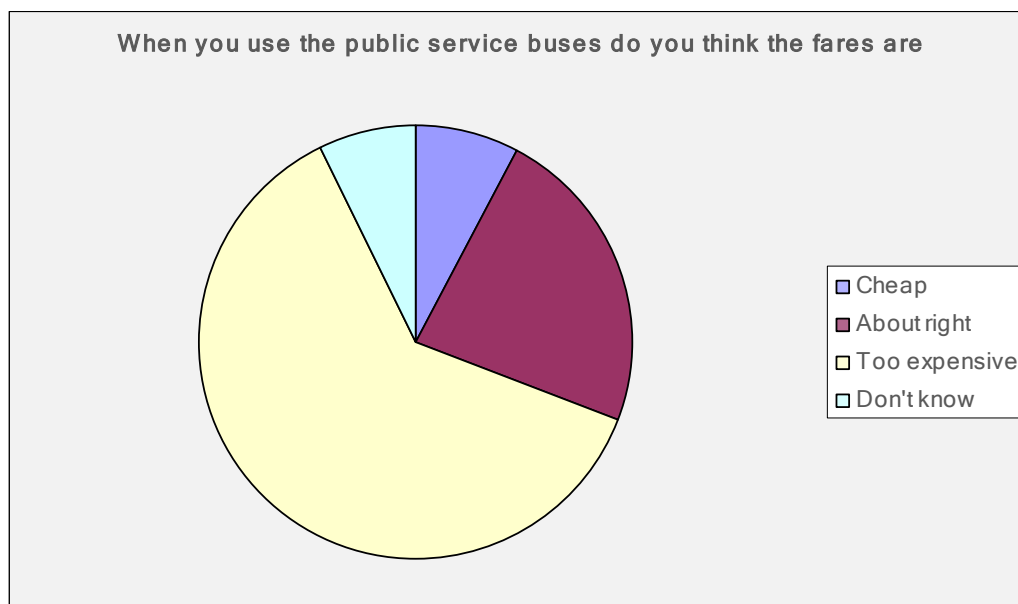
- Rossmere Youth Centre
- Seaton Youth Centre
- Greatham Youth Centre
- Belle Vue Youth Centre
- Throston Youth Centre
- Burbank Youth Centre
- Brinkburn Youth Centre
- Red Dreams
- Wharton Trust
- Sea Cadets
- Youth Bus
- Kick Boxing Clubs
- Swimming
- Rossmere Skate park
- One Stop Shop
- Barnardos
- Café 177
- Dance Academies
- Air Cadets



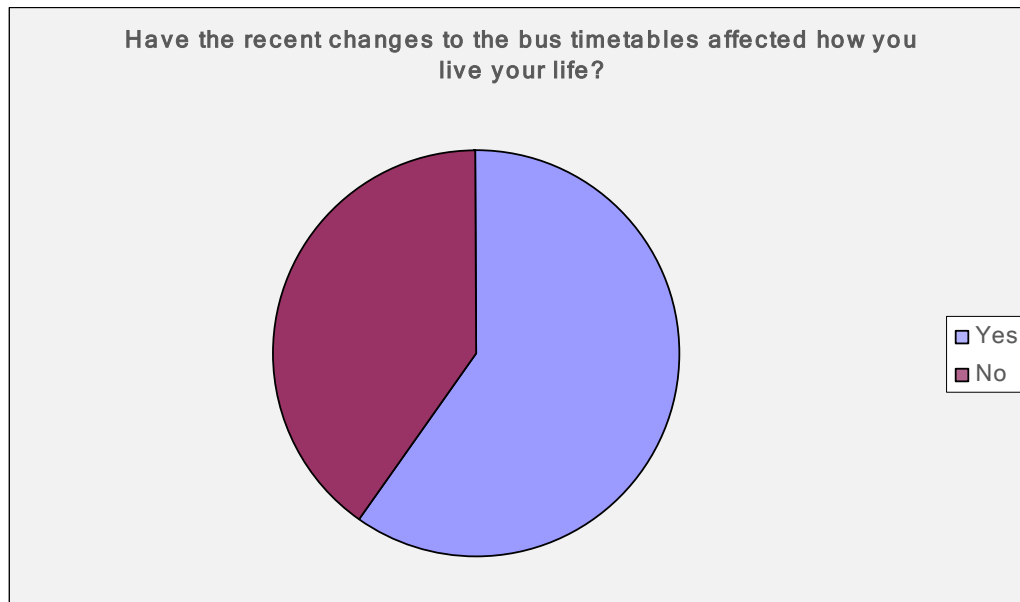
14% (20) of the young people got the bus to the youth centres/organisations regularly, 14.7% (21) of the young people got the bus occasionally, 32.2% (46) didn't get the bus to the youth centres/organisations and 42% (60) didn't go to any of the youth centres/organisations.



53.7% (79) said that they would be interested in using other forms of low cost transport (e.g. minibuses/community transport) to get around town, 17% (25) said they wouldn't be interested in using other forms of low cost transport and 29.3% (43) said they didn't know if they would use other forms of low cost transport.



7.8% (12) young people thought that public service buses fares were cheap, 22.9% (35) thought that the fares were about right, 62.1% (95) thought that the public services buses were too expensive and 7.2% (11) didn't know.



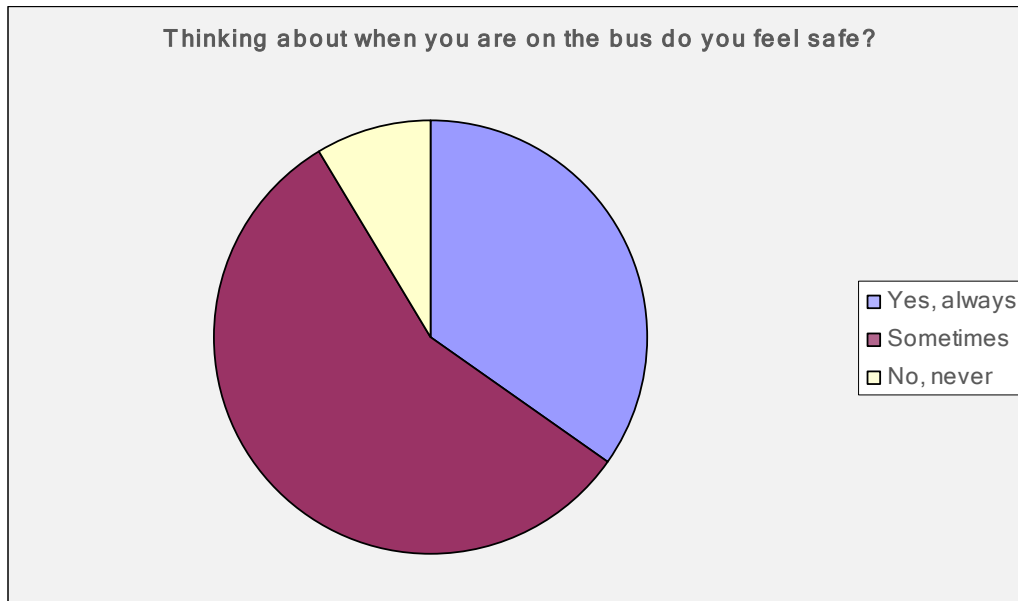
59.6% (87) of the young people felt that the recent changes to the bus timetables had affected how they live there life, while 40.4% (59) felt there life had not been affected by the recent changes to the bus timetables.

These affects include;

- I have to leave the house a lot earlier than before and be back home earlier
- I used to use the buses on a night but because of the cuts to late buses I have to walk everywhere.
- Cant travel after 7pm
- Difficult to see people after school.
- Can't socialise properly.
Only use services once a week because wouldn't be able to get home later.
- Home late
- Not being able to go places
Cost more
- I don't use buses anymore because of the changes and cost.
- When I need to go to kick boxing my mam has to take me and she cant always do this

- Because there is no buses on a night I have to be in at an earlier time because most of the time I have to walk from where ever I am, Also I manage to spend most of my pocket money on a taxi home just so I know I'm going to get home safe. when the buses were on I could get the bus into the town where it was busy and I would only have to walk up 2 roads before I was home which is not that bad than walking home from the other side of town. Taxis cost a bomb these days and they are making more money and making new taxi firms because they have the money. I think stagecoach should bring the buses back even if its just 1 bus an hour on a night. A number of my friends have been involved in different things since the busses have stopped e.g.: getting jumped by a bunch of boys walking home. I personally think the buses should come back in order to keep us safe and this also effects older people who can't get out and about to their local pub/club because they have no family or friends and not enough money for taxis
- Getting home from afterschool clubs is hard when parents are at work
- Late home
- I now either have to make sure there's spare money for taxis home, walk or not go out in the first place
- Yes because I have to walk to headland and back
- Don't get to see my friends and family across town as much.
I have to walk home and its not nice weather this time of year.
Can't do as many activities.
Harder to get transport to were I want to go.
Don't feel safe getting in taxis (and they cost a lot) and don't feel safe walking alone when trying to go places.
- I'm getting told off by my parents for asking for a lift on Sundays so I can go and see my friends, as the Stagecoach 1 route that I live near to doesn't run on Saturdays. Also I have to rush because busses are stopping way too early; I can't do anything on an evening. I have to walk to get anywhere after 6 which adds another 1-2 hours to going to see my mates
- Not being able to go out as much to meet with friends, not being able to do course work (go to locations for photography) and restricting times so I may have to leave somewhere early
- I don't get out much in fear of not being able to get home on time ... Or having to walk home late at night

- As I have a part time job when I work till late at work the last 36 bus from my job is 23:19 and sometimes it doesn't show up so I have to get a taxi which means spending unnecessary money! I'm only a student and have very little money to start off with
- Cannot get the bus home from swimming training due to the buses not running that late
- When going out with friends on a weekend I usually have to walk home even on dark nights, or get a taxi which costs quite a lot as I have to get it from Seaton to Throston.
- I have to take the last weekday evening bus, ten past six from Owton Manor to Mill House to get to work, I normally get there for around half-past but I don't start work until half-past seven so I'm always extremely early, there isn't any other bus. Also after my shift is finished I have to go to the town centre to get the Stagecoach 36 on an evening to take me to Catcote Road I live near dyke house school but I go to Seaton youth centre because that's where all my friends go so this means that at 9 o'clock at night I have to walk home because there is no more buses after 6., which is still a twenty minute walk from my house at night in an area known for being rough.
- The recent changes that have been made to the bus time table mean that I have basically have a curfew and this is affecting my social life and also my collage work because when I need to stay behind I cannot get the bus back home and also when there is the holidays like the Christmas holiday I have to make sure that on week days I am on the bus home before seven when normally I would be able to stay at a friends house or with my friends until later on.
- Am sometimes unable to go out or do sport hobbies at clubs due to there being no means of later time transport from certain parts of town to the other. Also I can't go see my gran as often as I used to due to the new timetable for buses into Seaton Carew and the bus being the only way I can transport around since I'm too young to drive and taxis are too expensive, which is not what I had ever wanted.
- Don't attend air cadets hardly , as petrol prices are high so can't get lifts of parents and now the buses have stopped early which I need one for 9 30
- Walking home from night games from watching Pools play, I feel unsafe.



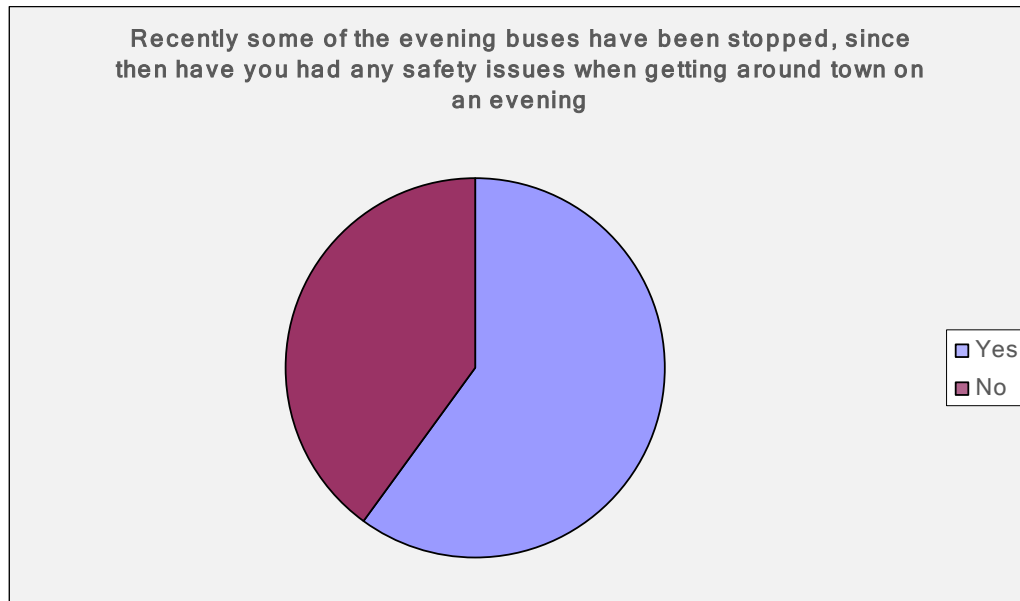
34.6% (53) young people said that they felt safe when they travelled on the bus, 56.9% (87) young people said that they sometimes felt safe while 8.5% (13) said they never felt safe while travelling on buses.

The young people questioned told us how they felt unsafe this included;

- Some bus drivers like to go really fast
- People with hoods up and older teenagers.
- No Seatbelts
- People shouting and swearing on buses
- When intoxicated people enter the bus and behave inappropriate

The young people questioned were asked what changes do you feel would make you feel safer when using public service buses? Below are some of the responses;

- More Cameras
- Drive slower
- Seatbelts
- Seatbelts, more strict on anti social behaviour
- Don't let drunk people on the bus
- Control people more
- No loud music can be played out loud
- Having a bus security guard and every bus, like a ticket inspector
- Having the driver keep to the limit on remote country roads.
- Lights
- Bus driver have more involvement to calm shouting people



60% (84) young people said that they have had safety issues around the town on an evening since some of the evening buses had been stopped, while 40% (56) have not had any safety issues.

These safety issues included;

- Walking home in the dark
- Being attacked
- Being scared
- Getting home late
- Walking long distances
- Waiting for taxis in the dark
- Riding my bike home in the dark
- Being stranded in locations
- Walking through badly lit areas
- When walking home I often get approached by people asking for money and wanting to lend my phone.
- I have been threatened by people when walking home
- Walking home with my newborn son I have been threatened

The young people suggested that ways to overcome these issues could include;

- More buses
- Use minibuses
- Bikes
- Cheaper transport that runs later
- Cheaper taxis
- Keep buses on until 10pm
- Buses once an hour
- Make grants available for community places to have their own minibuses
- Local council taxis transport coming together and using each others vehicles
- Trams
- Get your mam and dad to drive you
- Bring back normal bus timetables
- Put the buses back on with lower fares
- Run buses every 15 minutes instead of every 10 minutes
- Make buses slightly more expensive during the evenings
- Youth Buses
- Have some reasonably priced transport that stops at popular destinations for young people

The young people were asked if they had any more comments on the public bus service in Hartlepool. These include;

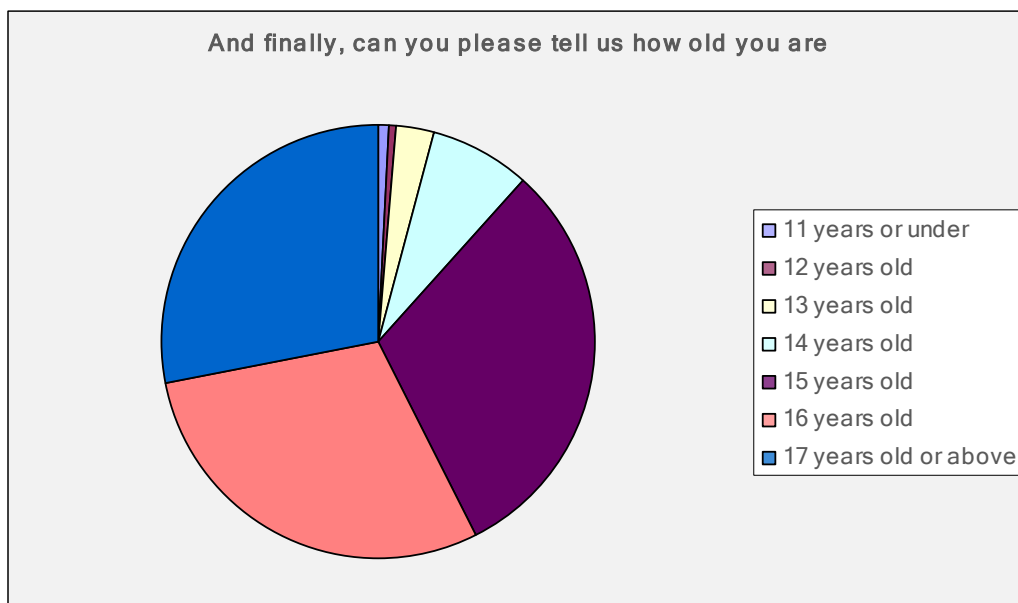
- Everyone has been left without a mode of transport on a night because of cuts.
- Affected me seeing friends like I used to.
- Limits were people can go
- More buses
- They should put them back on till 10.30pm
- Keep buses after 6.30pm
- There are no buses to the headland which affects me meeting up with my friends
- There are no buses to the Headland from King Oswey and it is hard to get home
- Very confusing to follow the timetables

- Cheaper
- Free bus service for students
- Yes, it really is terrible. All buses should run all week, and until late.
-
- Give more opportunities to local businesses like Pauls Travel

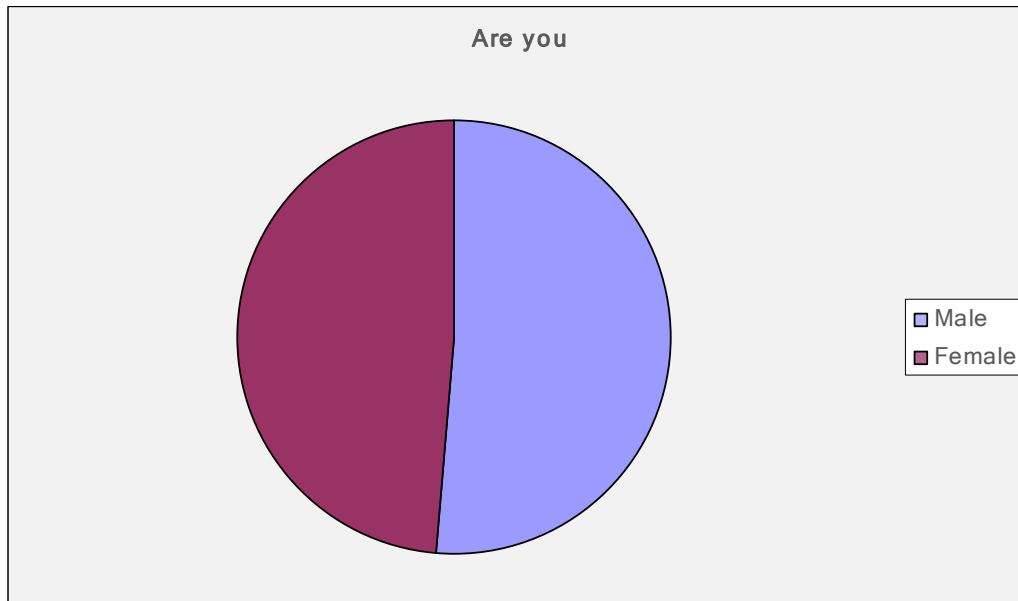
- Bring back later busses! Even if it's just once an hour up until 11 but 6 is too early!!

- They should be cheaper and put all the busses back on.

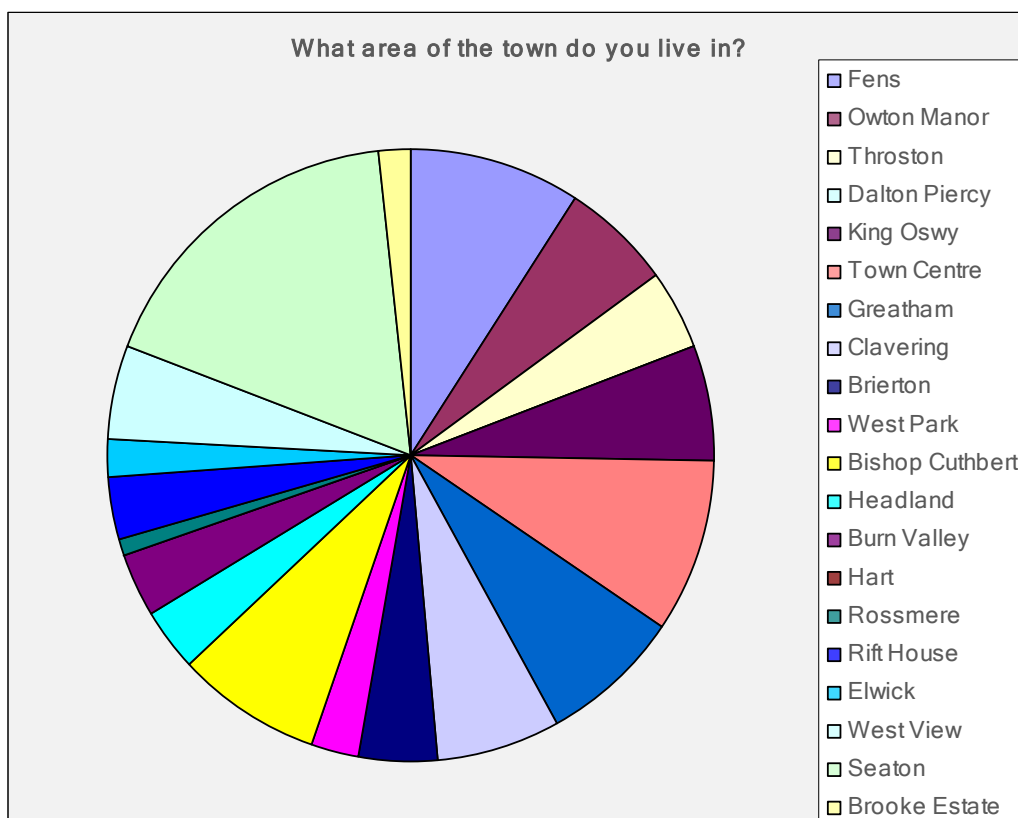
- They are too expensive and they need to make them cheaper
- Cutting the services and raising the prices at the same time doesn't seem right.
- Bring them back on for evenings and lower prices!
- Bus services are otherwise good but I think they need to continue running later.
- Stop being late all the time
- The recent evening bus changes have heavily affected my social life.



0.7% (1) of the young people questioned were 11 years old, 0.7% (1) were 12 years old, 12.7% (4) were 13 years old, 7.5% (11) were 14 years old, 30.8% (45) were 15 years old, 29.5% (43) were 16 years old and 28.1% (41) were 17 years old or above.



51.4% (74) of the young people questioned were male and 48.6% (70) of the young people questioned were female.



9.2% (11) of the young people questioned lived in the fens area of the town, 5.9% (7) lived in Owton Manor area, 4.2% (5) lived in the Throston area, 0% (0) lived in the Dalton Piercy area, 5.9% (7) lived in the King Oswy area, 9.2% (11) lived in the Town Centre area, 7.6% (9) lived in the Greatham area, 6.7% (8) lived in the Clavering area, 4.2% (5) lived in the Brierton area, 2.5% (3) lived in the West Park area, 7.6% (9) lived in the Bishop Cuthbert area, 3.4% (4) lived in the Headland area, 3.4% (4) lived in the Burn Valley area, 0% (0) lived in the Hart area, .8% (1) lived in the Rossmere area, 3.4% (4) lived in the Rift House area, 1.7% (2) lived in the Elwick area, 5% (6) lived in the West View area, 17.6% (21) lived in the Seaton area and 1.7% (2) lived in the Brooke Estate area.

289. Final Report – Young People’s Access to Transport

(Young People’s Representatives, Children’s Services Scrutiny Forum)

Type of decision

Non-key

Purpose of report

To present the final report of the Children’s Services Scrutiny Forum’s Young People’s Representatives following their investigation into ‘Young People’s Access to Transport.

Issue(s) for consideration by Cabinet

The Young People’s representatives from Children’s Services Scrutiny Forum presented the final report following the Forum’s investigation into Young People’s Access to Transport which provided details of the process, findings, conclusions, together with subsequent recommendations. The young people, as representatives of the Children’s Services Scrutiny Forum, had been given the opportunity to choose a topic that they were interested in and to lead on their own investigation. It was decided that the investigation would focus on what transport was available across the town that young people could access at night, examine the transport times, areas and costs covering all positive and negative aspects.

The Mayor thanked the young people for an excellent report and sought clarification as to whether Stagecoach had been approached direct as part of the investigation on the possibility of reintroducing services in the town. The Participation Youth Worker advised that discussions had taken place with the Transport Manager with a view to pursuing this option.

With regard to recommendation (i) to seek Cabinet’s view in relation to the continuation of work relating to the reinstatement/redevelopment of bus services and/or alternative travel arrangements, where the implementation of recommendations require additional resources, whilst Cabinet welcomed the report and had no objection to supporting the proposed recommendation and continuation of work in this regard, the Mayor emphasised that the decision to withdraw subsidies to bus companies had been taken by full Council as part of the budget setting process and there was currently no funding available in the current budget to support any transport provision. Should the Council wish to fund transport provision in future, this would be at the expense of another service area and priorities would have to be reviewed.

Decision

That the recommendations of the Children’s Services Scrutiny Forum into Young People’s Access to Transport be approved and adopted:-

(i) Following consideration of the recommendations at Scrutiny Coordinating Committee, Cabinet is asked to express a clear view in relation to the continuation of work relating to the reinstatement / redevelopment of bus

services and/or alternative travel arrangements, where the implementation of recommendations require additional resources;

(ii) Subject to recommendation 1, the Council explores options to improve young people's access to transport through the transport group, local transport companies and organisations across the town who work with young people and that an update report be brought back to the Children's Services Scrutiny Forum detailing all the work that has been carried out in all areas; and

(iii) The report be presented (by the young people's representatives) to the Neighbourhood Services Scrutiny Forum following further exploration by the Forum of 'low cost travel to young people through concessionary fare schemes'

290. Final Report – Young People's Access to Transport – Action Plan *(Director of Regeneration and Neighbourhoods)*

Type of decision

Non-key

Purpose of report

To agree an Action Plan in response to the findings and subsequent recommendations of the Children's Services Scrutiny Forum's Young People's Representatives' investigation into Young People's Access to Transport.

Issue(s) for consideration by Cabinet

The report provided brief background information into the 'Young People's Access to Transport' Scrutiny Investigation and provided a proposed Action Plan, in response to the Scrutiny Forum's recommendations.

Decision

The Action Plan, attached at Appendix A in response to the recommendations of the Children's Services Scrutiny Forum's Young People's Representatives' investigation into 'Young People's Access to Transport', be approved.

NEIGHBOURHOOD SERVICES SCRUTINY FORUM

1 August 2012



Report of: Scrutiny Support Officer

Subject: SCRUTINY INVESTIGATION INTO THE
ENVIRONMENT – SCOPING REPORT

1. PURPOSE OF REPORT

- 1.1 To make proposals to Members of the Neighbourhood Services Scrutiny Forum for their forthcoming investigation into the Environment.

2. BACKGROUND INFORMATION

- 2.1 At the meeting of Scrutiny Co-ordinating Committee on 15 June 2012 (to which all Members of the Neighbourhood Services Scrutiny Forum were invited), Members were asked:-

- i) to consider potential topics for inclusion in the Neighbourhood Services Scrutiny Forum's work programme for the 2012/13 Municipal Year; and
- ii) Adopt the Marmot principles as the overarching framework against which the provision of Council services and potential options for service changes be measured and assessed.*

* The Marmot Review – 'Fair Society, Healthy Lives' aims to improve health and well-being for all and to reduce health inequalities through policy objectives as detailed in section 2.2.

- 2.2 Members of the Scrutiny Co-ordinating Committee, at their meeting of 15 June 2012:-

- i) Delegated responsibility to the Chairs of the Scrutiny Forums to finalise Work Programmes for their respective Forums, identifying specific

elements of the Joint Strategic Needs Assessment (JSNA) and budget / collaboration programme; and

- ii) Approved the adoption of the Marmot principles as overarching framework and identified one Forum to act as a lead in relation to each principle. The principle allocated to the Neighbourhood Services Scrutiny Forum was 'Create and develop healthy and sustainable places and communities'

The priority objectives and policy recommendations in relation to this principle being:-

Priority Objectives:-

- (a) Develop common policies to reduce the scale and impact of climate change and health inequalities.
- (b) Improve community capital and reduce social isolation across the social gradient.

Policy recommendations

- (a) Prioritise policies and interventions that reduce both health inequalities and mitigate climate change, by:
 - Improving active travel across the social gradient;
 - Improving the availability of good quality open and green spaces across the social gradient;
 - Improving the food environment in local areas across the social gradient;
 - Improving energy efficiency of housing across the social gradient.
- (b) Fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality.
- (c) Support locally developed and evidence based community regeneration programmes that:
 - Remove barriers to community participation and action
 - Reduce social isolation.

- 2.3 Scrutiny chairs met on 2 July 2012 to consider their Work Programmes and in relation to the Neighbourhood Services Scrutiny Forum, it was agreed that the Forum would in 2012/13 focus on the following JSNA topic*:-

Environment - The environment people live in is critical to a sense of health and wellbeing. The quality of air, water, noise pollution and cleanliness across the town is often of concern to residents. Therefore, services need to be provided and monitored to ensure a clean and healthy environment.

* The JSNA provides an agreed, comprehensive picture of health and wellbeing needs and assets demand.

- 2.4 Given the identification of the Marmot principles as the overarching framework against which Scrutiny would measure the provision of Council services, Members are asked to be mindful of the principles in undertaking their work this year.

3. OVERALL AIM OF THE SCRUTINY INVESTIGATION/ENQUIRY

- 3.1 To strategically evaluate and contribute towards the development of the 'Environment' topic within Hartlepool's Joint Strategic Needs Assessment, whilst reflecting (where possible / appropriate) on the Marmot principle to 'Create and Develop Healthy and Sustainable Places and Communities.'

4. PROPOSED TERMS OF REFERENCE FOR THE SCRUTINY INVESTIGATION/ENQUIRY

- 4.1 The following Terms of Reference for the investigation/review are proposed:-

- i) To gain an understanding in relation to the following:-
 - (a) What are the key issues?
 - (b) Who is at risk and why?
 - (c) What is the level of need?
 - (d) What services are currently provided?
 - (e) What is the projected level of need / service use?
 - (f) What evidence is there for effective intervention?
 - (g) What do people say?
 - (h) What needs might be unmet?
 - (i) What additional needs assessment is required?
 - (j) What are the recommendations for commissioning?
- ii) To formulate a view in relation to:-
 - (a) the needs of Hartlepool residents; and
 - (b) the current level and quality of service provision to meet those needs.
- iii) To make recommendations to inform the development and delivery of the health & wellbeing and commissioning strategies.

5. POTENTIAL AREAS OF ENQUIRY / SOURCES OF EVIDENCE

- 5.1 Members of the Forum can request a range of evidential and comparative information throughout the Scrutiny review.

5.2 The Forum can invite a variety of people to attend to assist in the forming of a balanced and focused range of recommendations as follows:-

- (a) Member of Parliament for Hartlepool;
- (b) Elected Mayor;
- (c) Cabinet Member with Portfolio Holder for Regeneration and Neighbourhoods;
- (d) Director and / or Appropriate Officers of the Regeneration and Neighbourhood Department;
- (e) Local residents;
- (f) Representatives of minority communities of interest or heritage;
- (g) Ward Councillors; and
- (h) Neighbourhood Forums.

5.3 The Forum may also wish to refer to a variety of documentary / internet sources, key suggestions are as highlighted below:-

- (a) Hartlepool JSNA – Available online at <http://www.teesjsna.org.uk/hartlepool/>
- (b) The Marmot Review – Available online at <http://www.instituteoftheequity.org/projects/fair-society-healthy-lives-the-mamot-review>

6. COMMUNITY ENGAGEMENT / DIVERSITY AND EQUALITY

6.1 Community engagement plays a crucial role in the Scrutiny process and diversity issues have been considered in the background research for this enquiry under the Equality Standards for Local Government. Based upon the research undertaken, paragraph 5.2 includes suggestions as to potential groups which the Forum may wish involve throughout the inquiry (where it is felt appropriate and time allows).

7. REQUEST FOR FUNDING FROM THE DEDICATED OVERVIEW AND SCRUTINY BUDGET

7.1 Consideration has been given, through the background research for this scoping report, to the need to request funding from the dedicated Overview and Scrutiny budget to aid Members in their enquiry. At this stage no additional funding has been identified as being necessary to support Members in their investigation. Members, however, may wish to seek additional funding

over the course of the investigation and the pro forma attached at **Appendix A** outlines the criteria on which a request to Scrutiny Co-ordinating Committee will be judged.

8. PROPOSED TIMETABLE OF THE SCRUTINY INVESTIGATION

8.1 Detailed below is the proposed timetable for the review to be undertaken, which may be changed at any stage:-

1 August 2012 – Formal meeting of the Forum:-

- (i) To receive the Scoping Report; and
- (ii) To consider involvement of the Neighbourhood Forums in the scrutiny process.

19 September 2012 – Formal meeting of the Forum to receive the following:-

- (i) A 'Setting the Scene' presentation on the key issues; the level of need; and who is at risk and why; and
- (ii) Evidence from the MP / Mayor / Portfolio Holder.

3 October 2012 and / or 23 January 2013 – Neighbourhood Forums meet to contribute to the scrutiny process.

17 October 2012 – Formal meeting of the Forum to receive evidence on the following areas:-

- (i) The services that are currently provided; and
- (ii) The projected level of need / service use.

12 December 2012 – Formal meeting of the Forum to receive evidence on how effective is the current intervention.

13 February 2013 – Formal meeting of the Forum to receive evidence on:-

- (i) What needs might be unmet and any additional needs assessment that may be required; and
- (ii) Response from the Neighbourhood Forums and other relevant stakeholders.

20 March 2013 – Formal meeting of the Forum to:-

- (i) Formulate a view in relation to:-
 - (a) the needs of Hartlepool residents; and

- (b) the current level and quality of service provision to meet those needs.
- (ii) To make recommendations to inform the development and delivery of the health & wellbeing and commissioning strategies.

17 April 2013 – Consideration of Draft Final Report by the Neighbourhood Services Scrutiny Forum

26 April 2013 – Consideration of Final Report by the Scrutiny Coordinating Committee

13 May 2013 – Consideration of Final Report by the Cabinet (tentative date)

9. RECOMMENDATION

- 9.1 Members are recommended to agree the Neighbourhood Services Scrutiny Forum's remit of the Scrutiny investigation as outlined in paragraph 4.1.

Contact Officer:- Elaine Hind – Scrutiny Support Officer
Chief Executives Department – Corporate Strategy
Hartlepool Borough Council
Tel: - 01429 523 647
Email:- elaine.hind@hartlepool.gov.uk

BACKGROUND PAPERS

The following background papers were used in the preparation of this report:-

- (i) Report of the Scrutiny Manager entitled 'Overview and Scrutiny Work Programme 2012/13' presented at the Scrutiny Co-ordinating Committee meeting of 15 June 2012; and
- (ii) Minutes of the meeting of Scrutiny Co-ordinating Committee held on 15 June 2012.

APPENDIX A

**PRO-FORMA TO REQUEST FUNDING TO SUPPORT
CURRENT SCRUTINY INVESTIGATION**

Title of the Overview and Scrutiny Committee: NEIGHBOURHOOD SERVICES SCRUTINY FORUM
Title of the current scrutiny investigation for which funding is requested: Environment
To clearly identify the purpose for which additional support is required:
To outline indicative costs to be incurred as a result of the additional support:
To outline any associated timescale implications:
To outline the 'added value' that may be achieved by utilising the additional support as part of the undertaking of the Scrutiny Investigation:
To outline any requirements / processes to be adhered to in accordance with the Council's Financial Procedure Rules / Standing Orders:
To outline the possible disadvantages of not utilising the additional support during the undertaking of the Scrutiny Investigation:
To outline any possible alternative means of additional support outside of this proposal:

NEIGHBOURHOOD SERVICES SCRUTINY FORUM

1 August 2012



Report of: Scrutiny Support Officer

Subject: THE EXECUTIVE'S FORWARD PLAN

1. PURPOSE OF REPORT

- 1.1 To provide the opportunity for the Neighbourhood Services Scrutiny Forum to consider whether any item within the Executive's Forward Plan should be considered by this Forum.

2. BACKGROUND INFORMATION

- 2.1 One of the main duties of Scrutiny is to hold the Executive to account by considering the forthcoming decisions of the Executive (as outlined in the Executive's Forward Plan) and to decide whether value can be added to the decision by the Scrutiny process in advance of the decision being made.
- 2.2 This would not negate Non-Executive Members ability to call-in a decision after it has been made.
- 2.3 As you are aware, the Scrutiny Co-ordinating Committee has delegated powers to manage the work of Scrutiny, as it thinks fit, and if appropriate can exercise or delegate to individual Scrutiny Forums. Consequently, Scrutiny Co-ordinating Committee monitors the Executive's Forward Plan and delegates decisions to individual Forums where it feels appropriate.
- 2.4 In addition to this, the key decisions contained within the Executive's Forward Plan (August 2012 – November 2012) relating to the Neighbourhood Services Scrutiny Forum are shown below for Members consideration:-

DECISION REFERENCE: RN 68 / 11 - COMMUNITY COHESION FRAMEWORK

Key Test Decision (ii) applies

Nature of the decision

The Portfolio Holder is asked to approve the adoption of a Community Cohesion Framework.

Who will make the decision?

The decision will be made by the Portfolio Holder for Regeneration and Neighbourhoods.

Ward(s) affected

The Community Cohesion Framework covers all wards of the town

Timing of the decision

The decision is expected to be made in September 2012.

Who will be consulted and how?

Views in relation to the Community Cohesion Framework will be sought from the following:

- SHP Executive
- Regeneration and Neighbourhoods Portfolio Holder
- Both the Statutory and Voluntary Organisations: including – HVDA, Salaam Centre, Hart Gables, Access Group, Places of Worship, Police Adult and Child Services, Fire Brigade, Health and Social Housing Providers
- Scrutiny Co-ordinating Committee
- Neighbourhood Watch
- Parish Councils
- Asylum Seeker and Refugee Groups

In line with the existing Hartlepool Compact, under section (B) Consultation and Policy Code, those involved in the consultation process will be given 8 weeks to feed back their comments, information will include details of the time scale, any decision already made, and arrangements for expressing views.

Information to be considered by the decision makers

The issue of Community Cohesion has risen up the national political agenda in recent years. Equality and diversity are key concepts for all of us as they aim to ensure a fair society where everyone has the same opportunities, and their different needs and aspirations are recognised and respected. The framework will be a resource which keeps developing and whose elements are constantly renewed as our knowledge and understanding continues to develop in relation to building well integrated and cohesive communities.

There are already lots of strategies and plans, locally and nationally, which talk about how the Council and others will work to promote Community Cohesion. To strengthen the overall approach it will be essential that this framework and the issues involving community cohesion must be specifically addressed by drawing on the strategies already in place, such as Neighbourhood Management and Community Empowerment, SHP Crime and Disorder Strategy and Volunteering etc. The aim is that cohesion is not seen as an 'add on' to these existing strategies but as an integral part of everything that we do. Nationally it also will reflect the Coalition's recent initiatives around 'Big Society' and the Localism Act.

How to make representation

Representations should be made to Denise Ogden, Assistant Director, (Neighbourhood Services), Regeneration and Neighbourhoods Department, Hartlepool Borough Council, Civic Centre, Victoria Road, TS24 8AY. Tel: 01429 523800 Email: denise.ogden@hartlepool.gov.uk

Further information

Further information can be obtained from Clare Clarke, Neighbourhood Management (Community Safety), Regeneration and Neighbourhoods Department, Hartlepool Borough Council, 173 York Road, Hartlepool. Telephone 01429 855560. E-mail: Clare.clark@hartlepool.gov.uk

DECISION REFERENCE: RN 74/11 – FORMER LEATHERS CHEMICAL SITE**Key Test Decision (i) applies****Nature of the decision**

To consider a report containing the outcome and recommendations of the Environment Agency following a Contaminated Land Special Site investigation into the former Leathers Chemicals site situated off Zinc Works Road and how this may impact on the Council.

Who will make the decision?

The decision will be made by the Cabinet.

Ward(s) affected

The former Leathers Chemicals site is situated in the Seaton Ward.

Timing of the decision

The decision is expected to be made in August 2012.

Who will be consulted and how?

Statutory consultees including land owner, leasee, land occupier, adjacent land owners, Ward Councillors, residents and other public bodies will be consulted as part of the process following consideration of the report and these will be consulted in writing.

Information to be considered by the decision makers

Following a site investigation including sampling and testing of soils, the Environment Agency will advise the Council of their recommendations following the Contaminated Land Special Site investigation into the former Leathers Chemicals Site and adjacent sand dunes. The Cabinet report will present these recommendations and discuss how the Council must then proceed in terms of the legislation (Part IIA of the Environmental Protection Act 1990) and the potential options available. Further information is awaited from the Environment Agency.

How to make representation

Formal representations can be made to Alastair Smith (Assistant Director Transportation and Engineering), Regeneration and Neighbourhoods Department, Civic Centre, Hartlepool, TS24 8AY. Tel 01429 523802 or e-mail alastair.smith@hartlepool.gov.uk

Further information

Further information can be sought by contacting Stephen Telford (Senior Engineer – Environmental Issues) on 01429 523245 or stephen.telford@hartlepool.gov.uk.

DECISION REFERENCE: RN 5/12 SEATON CAREW DEVELOPMENT SITES – RESULTS OF JOINT WORKING ARRANGEMENT WITH PREFERRED DEVELOPER**Key Test Decision (i) applies****Nature of the decision**

Previously Cabinet has endorsed the selection of Esh Group as preferred developer to take forward development sites in Seaton Carew (December 2011). As part of that endorsement it was agreed that officers would work jointly with the developer to confirm the draft development proposals and layouts for the sites, carry out a programme of public consultation, undertake an assessment of the commercial market in Seaton Carew and draft a development agreement. Cabinet therefore will consider this further development work once completed and be asked to agree the proposed way forward.

Who will make the decision?

The decision will be made by Cabinet.

Ward(s) affected

Seaton Ward will be directly affected by the proposals.

Timing of the decision

The decision is expected to be made in September 2012

Who will be consulted and how?

As part of the period of joint working the developer and the Council will consult widely on the regeneration and development proposals for Seaton Carew.

Information to be considered by the decision makers

Within the report, Cabinet will be requested to consider the suggested development proposals and the feedback from the public consultation exercise on those proposals.

Cabinet will also be asked to consider the key elements of the draft development agreement which will form the terms of reference for taking forward the development of the sites. This will include details on the timetable for development, land disposal, the value and timing of key payments and the

roles, responsibilities and obligations of the Council and the developer within the overall programme of development.

How to make representation

Representations should be made to Damien Wilson, Assistant Director (Regeneration and Planning), Regeneration and Neighbourhoods Department, Civic Centre, Victoria Road, Hartlepool. Telephone: 01429 523400. E Mail: damien.wilson@hartlepool.gov.uk.

Further information

Further information can be obtained from Damien Wilson as above

DECISION REFERENCE: RN 11 / 12 PUBLIC LIGHTING STRATEGY

Key Test Decision (i) and (ii) applies

Nature of the decision

To approve the Public Lighting Strategy for Hartlepool

Who will make the decision?

The decision will be made by the Regeneration and Neighbourhoods Portfolio Holder

Timing of the decision

The decision will be made in August / September 2012.

Who will be consulted and how?

There will be no direct consultation on the Strategy which is based on current industry best practice to optimise energy savings and illumination levels whilst maintaining safety standards.

Information to be considered by the decision makers

Public lighting provision is a vitally important highway service which helps to increase the use of highways after dark. The provision and maintenance of public lighting gives highway users more confidence and improves the sense of personal safety and security.

The reduction of night-time accidents and the subsequent increase in the night-time safety of road users is a major benefit to be gained by the provision of public lighting. Lighting can reduce night-time road accidents by 30%. The potential reduction in night-time accidents can be used as a means of assessing the value of public lighting as a road safety action as contained in the Department of Environment, Transport and the Regions Advice Note TA/49/86 'Approval of New and Replacement lighting on Trunk Roads and Trunk Road Motorways'.

Road safety is not the only benefit from the provision of public lighting. Studies on crime levels show that the provision of good public lighting can reduce levels and the fear of crime.

This needs to be balanced, however, with consideration of energy usage and in this respect the Council will look towards the utilisation of the most modern

technology to achieve the best balance between energy usage and illumination levels to maintain the safety elements whilst reducing operating costs. This will also contribute towards the carbon reduction targets set by the Council to meet its statutory obligations.

How to make representation

Representations should be made to Alastair Smith, Assistant Director (Transportation and Engineering), Regeneration and Neighbourhoods Department, Civic Centre, Hartlepool, TS24 8AY. Tel 01429 523802 or e-mail alastair.smith@hartlepool.gov.uk

Further information

Further information can be obtained from Mike Blair, Highways, Traffic and Transport Manager, 1 Church Street, Hartlepool, TS24 7DS. Telephone: 01429 523252. Email: mike.blair@hartlepool.gov.uk.

DECISION REFERENCE: RN 15 / 12 – BRENDA ROAD BRIDGE**Key Test Decision (i) applies****Nature of the decision**

To note:-

- The ongoing investigation into the need for major works to the Brenda Road bridge over the Hartlepool to Thornaby Network Rail branch line.

To approve:-

- The necessary finance to carry out works deemed necessary to maintain the safe load carrying capacity of the bridge.

Who will make the decision?

The decision will be made by the Regeneration and Neighbourhoods Portfolio Holder.

Ward(s) affected

Highway maintenance issues are Borough wide issues. However the bridge is located in the Seaton Ward.

Timing of the decision

The decision is expected to be made in August 2012.

Who will be consulted and how?

Stakeholder consultations will be carried out as appropriate depending on the outcome of the detailed investigations.

Information to be considered by the decision makers

A routine visual inspection has indicated significant corrosion taking place on the structural elements of the bridge. In order to fully assess the current condition, load carrying capacity and life expectancy, a detailed examination of the bridge is scheduled to take place under rail track possessions on 14th / 15th April 2012.

Until the inspection and subsequent analysis has been carried out the works that may be required cannot be determined. However the worst case scenario is that the bridge requires full replacement in the near future.

Further updates on the results of the investigation and subsequent analysis of the structure will be provided as the investigations proceed.

How to make representation

Formal representations can be made to Alastair Smith (Assistant Director Transportation and Engineering), Regeneration and Neighbourhoods Department, Civic Centre, Hartlepool, TS24 8AY. Tel 01429 523802 or e-mail alastair.smith@hartlepool.gov.uk

Further information

Further information can be obtained from Dave Wilson, Engineering Consultancy Manager, Hartlepool Borough Council, Bryan Hanson House, Lynn Street, Hartlepool, TS24 7BT. david.wilson@hartlepool.gov.uk Tel No: 01429 523588

DECISION REFERENCE: RN18 /12 LEASING OF LAND TO A WIND TURBINE DEVELOPER FOR THE ERECTION OF WIND TURBINES ON LAND AT BRENDA ROAD.

Key Decision Test (i) and (ii) applies

Nature of the decision

That Cabinet considers the appointment of a wind turbine developer to undertake in-depth investigations into the feasibility of large scale wind energy generation on land owned by the Council at Brenda Road, with a view to leasing the site to the developer for the construction and operation of one or more wind turbines subject to satisfactory terms being agreed.

Who will make the decision?

The decision will be made by Cabinet.

Ward(s) affected

The land in question is situated in the Seaton ward, following changes to ward boundaries. The turbines, depending on size proposed by developers, would potentially be visible from neighbouring wards. Any proposed development is likely to result in a community benefit fund, which may be spent to improve community facilities in any ward within the borough.

Timing of the decision

The decision is expected to be made in August 2012.

Who will be consulted and how?

If approval is given for the Council to progress this project, a full and comprehensive consultation process will be undertaken to ensure that needs and views of the wider community are considered. It is anticipated that this will be undertaken by the developer in collaboration with the Council. It should be noted that public consultation will then be undertaken throughout the process. It will be a requirement for any selected developer to demonstrate this level of commitment to public consultation before any lease is awarded.

Information to be considered by the decision makers

It is widely accepted that the public sector has a major role to play if the UK is to meet its challenging renewable energy targets. However, funding costly large scale renewable energy projects is difficult, and many public sector bodies do not have the funds nor the highly specialist skills to deliver such projects.

The Council was approached by Partnership for Renewables (PfR) in 2009. PfR proposed to lease land from the Council, with the intention of erecting wind turbines on that land. The Council would benefit from an income from the lease of the land, and also from a share of the income from electricity generated. The Council has since undertaken some market testing with PfR to discuss the proposal further. The following information reflects the proposal from PfR, though it should be noted that other contractors have been and will continue to be approached to offer similar proposals. The PfR example is used here as it currently the most comprehensive proposal received.

PfR was invited to undertake basic, informal investigations into a number of sites owned by the Council. One of these sites – Brenda Road – was chosen for further investigation. In November 2009, a report went to the Joint Community Safety & Housing and Finance & Performance Portfolio Holders. The next step was for the Council to sign an exclusivity agreement ourselves. However, the project was put on hold pending the review of TV Climate Change Strategy.

PfR's offer to the Council consists of the following:

- The erection of 2 turbines, each with a capacity of around 2.5 megawatts (MW), on land adjacent to the Tata (formerly Corus) plant on Brenda Road. The turbines would measure 80m high to the nacelle (central hub), with a blade radius of 50m, giving a total height of 130m.
- PfR would own the turbines, and the Council would remain the owner of the land.
- The Council would receive a payment, linked to energy generation performance.
- PfR would also create a community benefit fund.

- Any final contract would lead to a 25 year lease on the land, with the Council receiving an income for this period of time.

How to make representation

Representations should be made to Denise Ogden, Assistant Director (Neighbourhood Services), Level 3, Civic Centre, Hartlepool, TS24 8AY. Telephone (01429) 523800. E-mail: denise.ogden@hartlepool.gov.uk.

Further information

Further information can be obtained from Denise Ogden as above.

DECISION REFERENCE: RN 24/12 ADDITIONAL HIGHWAY MAINTENANCE WORKS 2012-13

Key Decision Tests (i) and (ii) apply.

Nature of the decision

To agree additional highway maintenance works for 2012-13 funded by an under spend to the original Local Transport Plan Capital allocation

Who will make the decision?

The decision will be made by the Transport and Neighbourhoods Portfolio Holder

Ward(s) affected

To be confirmed prior to final report

Timing of the decision

The decision is expected to be made in September 2012

Who will be consulted and how?

There will be no direct consultation. The works will be identified through the latest condition surveys that will indicate areas in immediate need of repair and schemes that have been previously prioritised through the 5-year programme

Information to be considered by the decision makers

Each year a 5-year Highway Maintenance Programme is submitted to Portfolio for approval. The initial year 1 schemes often come in under budget, as contingencies included in estimates of cost are not needed. This allows a further tranche of schemes to be identified to be undertaken later in the year through new condition surveys and from the approved programme year 2 schemes. The report will identify the individual schemes proposed for maintenance works together with an explanation for inclusion.

How to make representation

Representations should be made to Alastair Smith, Assistant Director (Transportation and Engineering), Regeneration and Neighbourhoods Department, Civic Centre, Hartlepool, TS24 8AY. Tel 01429 523802 or e-mail

alastair.smith@hartlepool.gov.uk

Further information

Further information can be obtained from Mike Blair, Highways, Traffic and Transport Manager, 1 Church Street, Hartlepool, TS24 7DS. Telephone: 01429 523252. Email: mike.blair@hartlepool.gov.uk

DECISION REFERENCE: RN 26/12 REVIEW OF WASTE MANAGEMENT SERVICES**Nature of the decision**

Following a review of Waste Management Services, recommendations will be made to Cabinet regarding future changes and how the allocated savings target can be achieved.

Who will make the decision?

The decision will be made by Cabinet.

Timing of the decision

The decision is expected to be made in November 2012.

Ward(s) affected

Potential impact upon all Wards

Who will be consulted and how?

Consultation will take place with Elected Members, Resident Representatives and residents via road-shows, drop-in sessions, resident meetings and Neighbourhood Consultative Forums in the summer/autumn of 2012.

Employees and Trade Unions will be kept informed through various meetings.

Information to be considered by the decision makers

In recent years, the Waste Management section has made significant financial savings through the SDO review and other changes to the way in which it operates; however, the section continues to monitor its service delivery and keeps abreast of developments in the waste industry. As a result, further changes have been identified that have the potential to contribute significantly towards the overall funding strategy for 2013/14 and 2014/15. Specifically, these savings equate to 400K and 200K respectively and include the following:

- Changes to collection rounds under the Route Optimisation Programme, aimed at reducing fuel costs and the level of resources needed to collect household waste;
- A four-day working week on domestic refuse collection, which reduces the need for overtime payments for bank holiday catch-up; this will also enable refuse vehicles to be serviced/repaired, reducing disruption and costs to service;
- Tendering of the kerbside dry-recycling service in order to maximise efficiency and exploit current markets for recyclable material. As part of

the changes to this aspect of service, it is proposed that residents will be provided with a single wheeled bin for all dry recyclable material as an alternative to the various boxes/bags currently provided;

- Changes to the green waste collection service, including the introduction of a 'subscribed' scheme.

To assist in shaping the future domestic household waste collection service, a consultation was carried out amongst residents in the autumn of 2011.

To minimise disruption to residents, it is envisaged any changes to the domestic household waste collection service will be introduced concurrently on 1st April 2013.

How to make representation

Representations should be made to Denise Ogden, Assistant Director (Neighbourhood Services), Regeneration and Neighbourhoods Department, Civic Centre, Victoria Road, Hartlepool, Telephone 01429 523201, E-mail Denise.ogden@hartlepool.gov.uk

Further information

Further information should be sought by contacting: Craig Thelwell, Waste & Environmental Services Manager. Regeneration and Neighbourhoods Department, 1 Church Street, Hartlepool, TS24 7DS. Telephone; 01429 523846, E-mail Craig.thelwell@hartlepool.gov.uk

3. RECOMMENDATIONS

3.1 It is recommended that the Neighbourhood Services Scrutiny Forum:-

- (a) considers the Executive's Forward Plan; and
- (b) decides whether there are any items where value can be added to the decision by the Neighbourhood Services Scrutiny Forum in advance of the decision being made.

CONTACT OFFICER – Elaine Hind – Scrutiny Support Officer
Chief Executive's Department - Corporate Strategy
Hartlepool Borough Council
Tel: 01429 523647
Email: elaine.hind@hartlepool.gov.uk

BACKGROUND PAPERS

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

- (a) The Forward Plan – August 2012 – November 2012

APPENDIX A

TIMETABLE OF KEY DECISIONS

Decisions are shown on the timetable at the earliest date at which they may be expected to be made.

1. DECISIONS EXPECTED TO BE MADE IN AUGUST 2012

CE 44/11 (page 6)	Workforce Arrangements	Cabinet
CAS 129/12 (page 15)	Collaboration in Child and Adult Services	Cabinet / Council
CAS 132/12 (page 18)	Denominational Transport – Savings Options	Cabinet
RN 13/09 (page 23)	Disposal of Surplus Assets	Cabinet
RN 74/11 (page 28)	Former Leathers Chemical Site	Cabinet
RN 89/11 (page 30)	Former Brierton School Site	Cabinet / Council
RN 98/11 (page 34)	Acquisition of Assets	Cabinet / Portfolio Holder / Council
RN 99/11 (page 36)	Community Infrastructure Levy	Cabinet
RN 10/12 (page 42)	Acquisition of the Longscar Building, Seaton Carew	Portfolio Holder
RN 11/12 (page 44)	Public Lighting Strategy	Portfolio Holder
RN 12/12 (page 46)	Coastal Communities Fund Application	Portfolio Holder
RN 14/12 (page 48)	Furniture Solutions Project	Cabinet
RN 15/12 (page 50)	Brenda Road Bridge	Portfolio Holder
RN 18/12 (page 56)	Leasing of Land to a Wind Turbine Developer for the Erection of Wind Turbines on Land at Brenda Road	Cabinet
RN 23/12 (page 64)	HCA Cluster of Empty Homes Funding Outcome	Cabinet

2. DECISIONS EXPECTED TO BE MADE IN SEPTEMBER 2012

CE 46/11 (page 8)	Review of Community Involvement & Engagement (Including LSP Review): Update on decisions taken 'in principle'	Cabinet / Council
CAS 106/11 (page 12)	Priority Schools Building Programme	Cabinet
CAS 127/12 (page 14)	Hartlepool School Admission Arrangements for 2014/15	Portfolio Holder
RN 68/11 (page 25)	Community Cohesion Framework	Portfolio Holder
RN 90/11 (page 32)	Mill House Site Development and Victoria Park	Cabinet / Council
RN 3/12 (page 38)	Review of Community Safety CCTV Provision	Cabinet
RN 5/12 (page 40)	Seaton Carew Development Sites – Results of Joint Working Arrangement with Preferred Developer	Cabinet
RN 16/12 (page 52)	Sub Regional Tenancy Strategy	Cabinet
RN 17/12 (page 54)	High Street Innovation Fund	Portfolio Holder
RN 20/12 (page 58)	Selective Licensing	Cabinet
RN 21/12 (page 60)	Longhill and Sandgate Business Improvement District	Council / Cabinet
RN 24/12 (page 66)	Additional Highway Maintenance Works 2012-13	Portfolio Holder

3. DECISIONS EXPECTED TO BE MADE IN OCTOBER 2012

CAS 131/12 (page 17)	Schools' Capital Works Programme 2012/13 (phase 3)	Portfolio Holder
RN 70/11 (page 27)	Innovation Fund	Cabinet
RN 22/12 (page 62)	Choice Based Lettings Policy review 2012	Cabinet

1. DECISIONS EXPECTED TO BE MADE IN NOVEMBER 2012

RN 25/12 (page 68)	Gambling Act – Statement of Licensing Principles	Council
RN 26/12 (page 69)	Review of Waste Management Services	Cabinet