

# **REGENERATION AND NEIGHBOURHOODS PORTFOLIO DECISION RECORD**

10 December 2012

The meeting commenced at 2.00 pm in the Civic Centre, Hartlepool

**Present:**

The Mayor, Stuart Drummond (Regeneration and Neighbourhoods Portfolio Holder)

Officers: Damien Wilson, Assistant Director, Regeneration and Planning  
Alastair Smith, Assistant Director, Transportation and Engineering  
Peter Frost, Traffic Team Leader  
Phil Hepburn, Parking Services Manager  
Antony Steinberg, Economic Regeneration Manager,  
Rob Smith, Senior Regeneration Officer  
Joanne Burnley, Principal Environmental Health Officer  
Amy Waller, Principal Housing Regeneration Officer  
Debbie Kershaw, Quality and Safety Officer  
David Cosgrove, Principal Democratic Services Officer

## **38. Alma Street – Proposed Parking Restriction** *(Assistant Director, Transportation and Engineering)*

**Type of decision**

Non-Key Decision.

**Purpose of report**

To report a letter of objection received during the formal legal advertising period.

**Issue(s) for consideration by Portfolio Holder**

A local business in York Road has requested short stay customer parking provision in the area. The business was concerned that the existing prohibition of waiting order restriction in Alma Street was making parking difficult for customers and requested a limited number of short stay parking bays be provided to complement the existing restrictions. A consultation was carried out with businesses directly affected by the proposal and with those in the immediate vicinity. Initially no letters of objection were submitted and one letter of support received.

The proposal was therefore progressed under delegated powers and the Chief Solicitor formally advertised the proposed scheme. During the formal

advertising period a letter of objection was received from the owner of 91A York Road, who was concerned that by allowing vehicles to park on Alma Street, access to the rear of the properties could be affected, particularly impacting on HGV delivery wagons and commercial waste collection. Letters of objection received during the formal advising period are required to be considered by the Portfolio Holder.

Officers reconsidered the proposal and a revised scheme was set out in Appendix B to the report. Both parties had been contacted again in relation to the amendments and although the supporter of the scheme was willing to accept the revisions, the objector and owner of 91A York Road was not willing to withdraw the original objection, being of the opinion that the access and delivery issues are still of significant concern.

Business representatives present at the meeting indicated that they considered the parking scheme to be inappropriate for the street. The businesses and residents of the nearby housing had a preference for alley-gating the back street to reduce problems with antisocial behaviour, and fly tipping.

The Mayor considered the representations and indicated that if the businesses took a proposal for alley-gates to the planning One Stop Shop before February, then he would consider supporting the implementation of alley-gates. The Mayor therefore indicated that the reported proposal should be deferred until February to allow the businesses to come forward with their alternate proposal.

### **Decision**

That consideration of the scheme be deferred until February 2013 to allow the businesses in the area to come forward with a alley-gating scheme for the area that met planning requirements.

## **39. Proposed School Time Parking Restrictions, Talland Close** *(Assistant Director, Transportation and Engineering)*

### **Type of decision**

Non-key decision.

### **Purpose of report**

To seek approval for the implementation of school time parking restrictions outside of properties in Talland Close.

### **Issue(s) for consideration by Portfolio Holder**

On a number of occasions, local residents have requested the introduction of school time parking restrictions in Talland Close, in order to reduce road safety issues and also congestion around the bend area. This is currently well used by parked vehicles, with parents then taking children through the adjacent footpath, to and from Clavering School.

Consultation letters were sent to 19 residential properties (15 – 19 odds, and 18 – 40 evens), 3 ward councillors and the Neighbourhood Manager. The consultation proved to be positively in favour of the proposal. From a total of 19 residential letters, 11 responses were returned (58%) with 9 in favour (82% of the 11 responses received), and the other 2 gave “conditional” support. This was on the basis that they would receive permits to park their vehicles during the restricted times, and that they would be exempt from Fixed Penalty Notices. It is not possible to grant exemptions for vehicles on parking restrictions, so it can be taken that they do not support the scheme.

As well as the addition of single yellow lines, the scheme would also include the appropriate signage to identify the restriction periods: “NO WAITING, LOADING AND UNLOADING (8:00AM TO 9:00AM, AND 2:30PM TO 3:30PM)”. These restrictions would apply Monday to Friday only, except during the month of August, when the restrictions would not be in force.

It is proposed that the order be introduced on a temporary basis, and the situation monitored once it comes into force. An experimental traffic regulation order would be implemented for a period of 12 months, and objections could be submitted throughout this period.

A resident from Talland Close was present at the meeting and indicated that residents would be willing to look at any scheme that resolved the problems that were being experienced as long as it was not to the detriment of the residents in Talland Close. There was concern that introducing or extending yellow lines could affect the residents who park on the road presently.

The Mayor indicated that as the aim was to stop those parents that took their children to the nearby Clavering Primary School using Talland Close as an informal car park. The Mayor suggested that the residents be consulted on the potential introduction of a resident's only parking zone as a means of achieving this aim. Officers indicated that residents parking zones did still permit a period of time for ‘unloading’ but this could be monitored through enforcement patrols. The Mayor suggested that the residents of Templeton Close also be consulted on the implementation of residents parking as it was likely that they would suffer from the traffic displaced from Talland Close. The Mayor indicated that he would wish to see a solution that didn't impact on the residents in the area.

### **Decision**

That the residents of Talland Close and Templeton Close be consulted on the potential implementation of residents only parking zones in the two closes as a means of reducing the road safety and congestion issues currently being experienced.

## **40. York Road Improvement Scheme – Bus Stop Location** (Assistant Director, Transportation and Engineering)

### **Type of decision**

Non key Decision.

### **Purpose of report**

To seek approval to the location of the northbound bus stop on York Road, within the lay-by between Burn Valley Roundabout and Elwick Road.

### **Issue(s) for consideration by Portfolio Holder**

Two phases of improvements to York Road have been carried out in recent years, with works on the sections from Park Road – Victoria Road, and Lister Street – Park Road. A further phase has also been designed to improve the section from Lister Street – Burn Valley Roundabout. The scheme was initially to have been constructed around 2 years ago, however due to the economic downturn, local businesses asked that works be delayed for a time.

The scheme will see junction widening on all approaches at Elwick Road, which will allow through traffic to pass vehicles waiting to turn right, giving much improved traffic flows and encouraging passing trade for local businesses. Lay-bys will be provided for the existing southbound bus stops outside of Shotton's and ATS, again improving traffic flows along this section of York Road. Additional parking bays will also be installed between Elwick Road and Lister Street, to assist customers of local businesses in the area. The works also include reconstruction of the carriageway and footpaths.

Two rounds of consultation had taken place to help fine tune the proposals, and a lot of work has previously taken place with residents and businesses. This involved public exhibitions and meetings, and led to the scheme set out at Appendix 1 to the report.

A final round of consultation was carried out in November 2011, and no objections were received to the scheme. Following this, an objection was raised in June 2012, in relation to the location of the northbound bus stop, just north of Burn Valley Roundabout. This proved difficult to resolve, and so a meeting was held with local businesses in July 2012.

There were two potential options, as shown in Appendices 2 and 3 to the report.

Option 1 – This option located the bus stop at the beginning of the lay-by. As a result, the entrance taper for the bus stop is not required, as buses will approach unimpeded whilst on the main carriageway. This would remove the problem of buses being unable to access the stop due to parked vehicles, which can be a regular occurrence at present. This option also maximises the parking spaces available, by providing 12 spaces.

Option 2 – This option would see the bus stop located slightly further north than Option 1, by providing 2 car parking spaces at the beginning of the lay-by. A consequence of this is that the bus stop entrance taper would be required, thereby extending the length of the bus stop. This would see a reduction in parking spaces from Option 1, and indeed from the current situation, by providing 8 spaces.

There are further additional measures which could be taken to improve parking facilities for local businesses, but both would require further consultation to be undertaken, as follows:-

- Whitburn St/ Houghton St Residents' Zone – The existing permit zone could be altered to include 1 hour limited waiting for non-permit holders. This is immediately adjacent to the businesses in the area, and would increase the availability of customer parking.
- Colwyn Road cul-de-sac – The small area accessed from York Road could have an additional section of limited waiting introduced, if businesses in the immediate vicinity favoured this.

Representatives of the businesses at the southern end of the section of York Road in question were present at the meeting and indicated that they required parking spaces outside their premises in order to ensure the survival of their businesses. There were already problems with vehicles parked for long periods in the current parking bays and the need for short stay parking was essential to their customers. The businesses had already presented the highways team with evidence that their customers came from all over the town, not just the immediate neighbourhood.

The Mayor considered the representations of the businesses and the two schemes submitted and considered that while Option 2 did provide fewer parking spaces, it offered spaces for businesses at both ends of the parade of shops.

### **Decision**

1. That Option 2 as set out in the report for the implementation of the bus stop on York Road as part of the reconstruction scheme.
2. That consultation be undertaken on the potential additional parking facilities in Whitburn Street, Houghton Street and Colwyn Road as reported.

## **41. Eldon Grove – School Safety Scheme** *(Assistant Director, Transportation and Engineering)*

### **Type of decision**

Non-key Decision.

### **Purpose of report**

To seek approval to implement traffic calming measures on Eldon Grove, outside of Eldon Grove Primary School.

### **Issue(s) for consideration by Portfolio Holder**

Following a review of road casualty data for the areas outside of schools, Eldon Grove was selected for a safety scheme. The road is already well covered by existing school time parking restrictions, and a 20mph limit was introduced in early 2011, as part of a wider scheme in the Burn Valley area.

It was proposed to implement a series of three speed cushions on the road. These were road humps which allow emergency service vehicles and buses to straddle the cushions and travel along the road unimpeded. The cushions would cover the extents of the school frontage, and should help ensure that traffic speeds do not exceed the 20mph limit.

Vehicle activated signs were to be implemented on both approaches to the school and display the actual vehicle speeds to approaching motorists. It was also proposed to implement 'Slow' markings and 20mph markings on both approaches to the school.

A letter and plan were delivered to all residents of Eldon Grove, and Ward Members, showing the proposals. Eldon Grove School were also included in the consultation. Eleven replies were received of which seven were in favour of the proposals and four against. Those respondents who were not in favour of the scheme expressed views that the vehicle-activated signs were unnecessary, and that a bigger problem was vehicles parking on the existing restrictions.

With reference to the vehicles parking within the current restrictions, the Mayor requested that some additional enforcement action be taken in the area.

### **Decision**

That the implementation of the school safety scheme as reported for Eldon Grove be approved.

## **42. Making Every Contact Count – The Government's Homelessness Prevention Scheme** *(Assistant Director, Regeneration and Planning)*

### **Type of decision**

None – the report was from the Portfolio Holder's information only.

### **Purpose of report**

To inform the Regeneration and Neighbourhoods Portfolio Holder about the new Government Homelessness Strategy, "Making Every Contact Count", published in August 2012.

### **Issue(s) for consideration by Portfolio Holder**

Making Every Contact Count describes the Government's commitments to homeless prevention and set out how this needs to be delivered locally. The

aim of the strategy is to make sure that every contact local agencies make with vulnerable people and families really counts.

The publication of the new Government strategy provides the Council with the opportunity to review our current Homelessness Strategy 2010-2015 and assess how we can use the report as a lever to achieve commitment and action from other local services.

The report set out an overview of the strategy and makes an initial assessment of how the Council currently compares with the recommendations from Government.

The Mayor requested that some further investigation be undertaken on the issue of young people being placed in bed and breakfast accommodation.

### **Decision**

That the report be noted.

## **43. Bathing Water Quality 2012** (*Assistant Director, Neighbourhood Services*)

### **Type of decision**

Non Key Decision.

### **Purpose of report**

To up date the Portfolio Holder on the 2012 Bathing Water Quality results and future considerations in relation to bathing beaches at Seaton Carew.

### **Issue(s) for consideration by Portfolio Holder**

There are three bathing beaches at Seaton Carew, they include: Seaton Carew North opposite Seaton Green, Seaton Carew Centre between Station Lane Slipway and Seaton Sands; and Seaton Carew North Gare running from Seaton Sands to the North Gare Breakwater.

The Environment Agency had taken 20 water samples at each bathing beach over the bathing season (May to September). The bathing water quality test results for 2012 had fallen below the excellent guideline bathing water quality achieved in 2011.

A briefing note released from Northumbrian Water stated the weather this year, which Met Office scientists recently referred to as being the 'weirdest weather for a century' has had a major impact on bathing waters in the North East region. The months of above average rainfall meant that the ground became quickly saturated and could not absorb the periods of intense rainfall, with much of it subsequently flowing into watercourses and into the sea.

From 2012 to 2015 the bathing water sampling would be in transition between the 'old' and the revised Bathing Water Directive (2006/7/EC). Under the revised Bathing Water Directive the samples taken over the bathing seasons

2012 – 2015 would establish the bathing water quality in 2016. In its simplest form from then on it will be a rolling programme with the outcome of the previous 4 years of testing determining the 'classification' a bathing beach receives for that year.

Under the revised Bathing Water Directive if Bathing Water Authorities do not meet the required bathing water standards in 2016 they will have to put up signs advising people not to bathe. This would potentially have a detrimental effect to an area and its tourism, the future aim is to continue to work in partnership with the Environment Agency and Northumbrian Water in order to try to avoid this from happening.

#### **Decision**

That the report be noted.

#### **44. Financial Assistance Provided to Businesses by Economic Regeneration Section – Period 1st April 2012 – 31st October 2012** *(Assistant Director, Regeneration and Planning)*

##### **Type of decision**

Non-key decision.

##### **Purpose of report**

To provide detail of the financial assistance provided by the Council to support local enterprise during the period 1st April 2012 – 31st October 2012.

##### **Issue(s) for consideration by Portfolio Holder**

The Council operated a variety of schemes to support individuals into work or self-employment, together with schemes to support enterprise and business development. The report set out an update of the activity in each of these areas which included: -

- Business Grants Package
- Access to Markets
- Enterprise Development Fund
- ICT – Information and Communication Technology
- Incubation Bursaries
- Women's Development Fund
- Security Grant

Details of the monitoring and financial risks for the authority were also set out. Officers highlighted that the grants were targeted at those businesses that may not be eligible for any other grant regimes. The Portfolio Holder noted that the schemes offered good value for money.

#### **Decision**

That the report be noted.



## **45. Quarterly Housing Report** (*Assistant Director, Regeneration and Planning*)

### **Type of decision**

Non-key decision.

### **Purpose of report**

To update the Regeneration & Neighbourhoods Portfolio Holder about progress across key areas of the Housing Service relating to empty homes, enforcement activity, selective licensing, Disabled Facilities Grants, housing allocations and housing advice & homelessness prevention during the second quarter of 2012/13.

### **Issue(s) for consideration by Portfolio Holder**

The report provided an update on progress and benchmarking across key areas of the Housing Service during Quarter 2 2012/13 and updated the last report presented to the Portfolio Holder on 28 September 2012.

The Assistant Director, Regeneration and Planning reported that since the agenda had been issued the authority had been awarded a further £107,000 from Government. Portfolio Holder requested that the impact of this on the waiting list be monitored back through the Quarterly Housing report.

### **Decision**

That the report be noted.

## **46. Regional Growth Fund Round 3** (*Assistant Director, Regeneration and Planning*)

### **Type of decision**

Non-key decision.

### **Purpose of report**

To update the Portfolio Holder on the outcome of round 3 of the Regional Growth Fund [RGF].

### **Issue(s) for consideration by Portfolio Holder**

The Coalition Government as part of its attempt to stimulate the economy has introduced a competitive bidding process for RGF which aims to stimulate private sector investment and job creation thereby creating economic growth. The fund is particularly focused on areas that are dependent on public sector jobs and investment.

The report updated the Portfolio Holder on the Round 3 RGF bids covering the North East and the Tees Valley area supported by Hartlepool and the offers received of RGF subject to due diligence.

Officers indicated that a Round 4 of RGF was expected in the spring of 2013,

though no specific announcement had yet been made by the government.

**Decision**

That the report be noted.

**47. Town Team Partners** (*Assistant Director, Regeneration and Planning*)

**Type of decision**

None – the report was for information only.

**Purpose of report**

The purpose of the report was to inform the Portfolio Holder of Hartlepool's successful application to become a Town Team Partner. The report also provides details of the Crowdfunding platform which has recently been launched for Town Team Partners.

**Issue(s) for consideration by Portfolio Holder**

As previously reported to the Portfolio Holder on the 18th May 2012, the Government had announced a range of initiatives to help create prosperous town centres in response to rising town centre vacancy rates, the challenge of out of town shopping centres and changes in the way in which people shop.

In order to trial some of the recommendations of the Portas Review the Government invited Town Centre Partnerships "Town Teams" to apply to become "Portas Pilots" and receive funding of up to £100,000. Hartlepool's application was unfortunately unsuccessful. Twenty-seven Portas Pilots were selected nationally from over four hundred applications.

In order to support the towns that were not selected to become Portas Pilots the Government has launched the Town Team Partners initiative. The Members of Parliament from the remaining bidding teams were invited to support their local Town Teams by applying for them to become Town Team Partners.

The MP for Hartlepool worked alongside the Council to submit a successful application for Hartlepool to become a Town Team Partner. 326 Town Teams have now signed up to become Town Team Partners and would benefit from a package of support from the Association of Town Centre Management (ATCM). The support aimed to promote shared learning and best practice with the help of retail experts and other Town Teams from across the country. In addition each Town Team, including Hartlepool will receive £10,000 to help towards putting some of their plans into action.

**Decision**

That the report be noted and the £10,000 awarded to Hartlepool through the Town Team Partners initiative be accepted.

The meeting concluded at 3.00 p.m.

**P J DEVLIN**

**CHIEF SOLICITOR**

**PUBLICATION DATE: 14 DECEMBER 2012**