

# REGENERATION AND NEIGHBOURHOODS PORTFOLIO DECISION RECORD 7 February 2013

The meeting commenced at 10.00 am in the Civic Centre, Hartlepool

**Present:**

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

Officers: Denise Ogden, Director of Regeneration and Neighbourhoods  
Alastair Smith, Assistant Director (Transportation and Engineering)  
Peter Frost, Traffic Team Leader  
Jo Stubbs, Democratic Services Officer

**Also Present:**

Councillor Pamela Hargreaves  
Councillor Carl Richardson

**53. Blakelock Gardens Puffin Crossing** (*Assistant Director  
(Transportation and Engineering)*)

**Type of decision**

Non-Key

**Purpose of report**

To consider representations made by local residents in relation to the puffin crossing in Blakelock Gardens.

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

The installation of a puffin crossing was approved by the Transport and Neighbourhoods Portfolio Holder in October 2010. The scheme originally included a left turn ban from Brinkburn Road into Blakelock Gardens in order to site the crossing as close to the junction as possible and encourage the greatest level of pedestrian use. However following objections to the left turn ban the crossing was re-located and implemented in March 2011. In early 2012 following concerns from residents a scheme was developed to implement double yellow lines outside No's 43-47 and a limited waiting parking area on the north side of Blakelock Gardens for customers of the Dog Grooming Centre. The Portfolio Holder met with residents and the business holder on site to discuss their concerns and a number of options had not been given as to the way forward. Details were given of these options and the financial considerations associated with them.

Several residents attended the meeting and gave their views. They gave details of accidents which had taken place since the crossing had been installed and described the problems caused by cars double parking along the road and other cars speeding. They requested that the crossing be removed altogether. The Traffic Team Leader accepted that double parking was a problem but felt that this had been the case before the crossing was installed however the residents commented that more of the residents had cars than previously.

**Decision**

That consultation be undertaken into the removal of the puffin crossing and the implementation of a 20mph speed limit.

**54. Hart Village guard railings** (*Assistant Director (Transportation and Engineering)*)

**Type of decision**

Non-Key

**Purpose of report**

To report the results of a consultation exercise that has been carried out for the possible removal of the pedestrian guard rails in Front Street, Hart Village

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

Following a request from Hart Parish Council a consultation regarding the possibility of removing the pedestrian guard rail in Front Street had been carried out. The results had shown 5 people in favour of the removal and 5 against. In addition the police had raised concerns as to the removal of the guard rails at the Council's Traffic Liaison Group and the Council's Insurance Section were of the opinion that the guard rails should remain in place to ensure pedestrian safety.

The Portfolio Holder noted that the Parish Council, as the democratic voice of the residents of Hart Village, were in favour of the removal of the railings. The Traffic Team Leader acknowledged this but the even split of the consultation results did not show a clear mandate for their removal or retention. The Parish Council were aware of the consultation results and the fact that this item was due for consideration today. The Portfolio Holder felt the consultation results were inconclusive.

**Decision**

That the guard rails remain in place to ensure pedestrian safety.

**55. Raby Road Loading Bay - Objections** (*Assistant Director (Transportation and Engineering)*)

**Type of decision**

Non-Key

**Purpose of report**

To seek a decision with regards to the implementation of a loading bay on Raby Road, opposite the junction with Cameron Road.

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

Following resurfacing work on Raby Road white lining and parking restrictions were reinstated. The Post Office subsequently complained that these restrictions, including a loading/unloading restriction, now covered the full extent of the carriageway whereas previously there had been a gap sufficient to allow one vehicle to park albeit the legal order had always covered the full carriageway. Following representations from the Post Office and Baby Blessings a small loading bay was provided on Raby Road. Subsequently there had been a number of objections received from residents associations, Stagecoach and Ward Councillors. These stated that the existing provision at the rear of the properties should suffice, that there was a risk to cars turning right towards Middleton Road and that a bottleneck was being created on Raby Road. However it was felt that such bottlenecks were a short lived problem and that by restricting the bay for loading and unloading purposes only parking would be kept to a minimum.

The Proprietors of Baby Blessings attended the meeting and spoke in favour of the implementation of the loading bay. They gave details of the problems experienced by customers collecting bulky items such as prams and cribs and felt that the lack of parking was having an adverse effect upon their business. Residents of Belk Street and the surrounding area attended the meeting and gave details on the problems caused by the loading bay for cars pulling onto Raby Road from Cameron Street particularly given the high volume of traffic on Raby Road and the inconsiderate parking by some motorists in the loading bay. They felt there would be a serious accident if action was not taken and urged the removal of the loading bay. Councillors Hargreaves and Richardson expressed their sympathy for the owners of Baby Blessings but their primary concern was the safety of the public. The Portfolio Holder referred to the one-way system on Cameron Street but residents highlighted the near-misses, some involving children, which had taken place previously and had led to the installation of the one-way system. Reversing the one-way system to run in a different direction would only lead to confusion. A number of solutions were proffered including the installation of a loading bay directly outside Baby Blessings and the introduction of 30 minute parking bays on Cameron Street or Belk Street.

The Portfolio Holder thanked everybody present for their comments. He indicated he wished to find a compromise and asked officers to look at the possibility of installing a single parking bay in an area which would assist cars coming right out of Cameron Street. The proprietor of Baby Blessings requested that consideration be given to free customer parking for their business.

### **Decision**

That a decision be deferred to the next meeting of the Regeneration and Neighbourhoods Portfolio to enable officers to investigate the possible installation of a single parking bay on Raby Road close to Baby Blessings.

## **56. Derelict Buildings and Untidy Lane Toolkit** (*Director of Regeneration and Neighbourhoods*)

### **Type of decision**

Non-key

### **Purpose of report**

To outline the current position in relation to derelict buildings and untidy land in Hartlepool and to seek endorsement from the Portfolio Holder on the newly developed 'Derelict Buildings and Untidy Land Toolkit'

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

In 2005 a multi-agency working group was established by the Mayor in 2005 with the aim of bringing derelict buildings and untidy land back into use. This group has drawn up and prioritised a list of key sites. So far 50 properties/areas of land had been improved. A Derelict Buildings and Untidy Land Toolkit had subsequently been developed to improve coordination between agencies and avoid duplication. The proposed procedure for the toolkit involved an initial investigation, property profile and action plan. It was hoped that the toolkit would reduce the risk of harm to individuals and the emergency services, reduce crime and anti-social behaviour, reduce the fear of crime, increase community cohesion and promote economic development.

### **Decision**

- I. That the successes of the Derelict Building and Untidy Land Group to date be acknowledged
- II. That the use of the Derelict Building and Untidy Land Toolkit be endorsed to improve co-ordination of the work undertaken around derelict buildings and untidy land in the future

## **57. York Road improvement scheme – bus stop location** (*Assistant Director (Transportation and Engineering)*)

### **Type of decision**

Non-key

### **Purpose of report**

To review the proposed 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 improvement works had been carried out in York Road in recent years with a further phase of works scheduled for the area from Lister Street to the Burn Valley Roundabout. In December 2012 the scheme was amended slightly to relocate the northbound bus stop slightly further away from the roundabout. However there were further representations regarding the overall reduction in parking this would lead to. Therefore it was proposed that a new unregulated parking area be constructed on the grassed area at the entrance to Colwyn Road. In addition the Residents' Parking Zone in Penrhyn Street could be altered to include 1 hour limited waiting for non-permit holders.

The Portfolio Holder was supportive of the officer recommendations. In addition he asked that a letter be sent to all businesses in the area requesting their agreement to abide by the parking regulations and noting that parking enforcement would be increasing in the near future.

### **Decision**

- I. That a new parking area be provided in Colwyn Road
- II. That additional limited waiting facilities be provided in Penrhyn Street, Whitburn Street and Houghton Street
- III. That the bus stop be relocated to the beginning of the northbound lay-by
- IV. That a letter be sent to all businesses in the area requesting their agreement to abide by the parking regulations and advising them that parking enforcement would be increased.

## **58. Community Pool Category 5B – Emergency Contributions Fund Heugh Gun Battery Trust Limited – *Director of Regeneration and Neighbourhoods***

### **Type of decision**

Non-key

### **Purpose of report**

To present an application received through Category 5B of the Community Pool to the Portfolio Holder for consideration and decision

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

Category 5B was specifically for Emergency Contributions. The aim of these grants was to assist organisations that found themselves in temporary difficult financial situations and was designed for emergency assistance in the following situations: -

- To fill a funding gap in the interim where funding has been secured but not yet administered
- To allow groups who are awaiting funding decisions to continue running a project until the outcome of a decision is known
- To allow groups who have been unsuccessful in securing funding time to look for alternative funding options

The maximum grant that an organisation could apply for through this scheme was £8,000. The eligibility criteria were set out in the report.

The Heugh Gun Battery Trust Limited is a registered charity which runs the Heugh Battery Museum. In December 2012 a portacabin situated within the grounds was badly damaged by adverse weather. This has led to a lack of adequate office space or systems to assist with the running of the museum. Due to an insurance clause the Trust had been unable to claim on their insurance. Had they claimed they would have been unable to pay the £2,000 excess required to submit a claim and future elevated insurance premiums in the event of a claim would leave them under financial pressure in years to come. They had therefore submitted an application for £7,780.72 to cover the costs of repairing the portacabin roof, reinstating the office, replacing office equipment, electrical repairs and staff costs. Should the application be approved the unallocated budget for Category 5 of the Community Pool would be left at £21,055.28. It was noted that the Trust had previously been in receipt of a Community Pool crisis grant for 2011/12 totalling £5,600.

### **Decision**

That the application be approved in its entirety

The meeting concluded at 10:50 am

**P J DEVLIN**

**CHIEF SOLICITOR**

**PUBLICATION DATE: 12<sup>th</sup> February 2013**