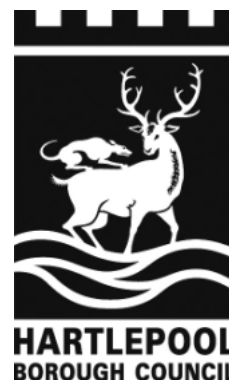


NEIGHBOURHOOD SERVICES COMMITTEE AGENDA



8 July 2013

at 9.30 am

in Committee Room B, Civic Centre, Hartlepool

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors Ainslie, Cook, Dawkins, Gibbon, Jackson, Loynes and Tempest

1. **APOLOGIES FOR ABSENCE**

2. **TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS**

3. **MINUTES**

- 3.1 To receive the Record of Decision in respect of the meeting held on 3 June 2013 (*previously circulated*)

4. **KEY DECISIONS**

No items.

5. **OTHER ITEMS REQUIRING DECISION**

- 5.1 Headland 20 MPH Zone Request – *Assistant Director, Neighbourhoods*
5.2 Introduction of Parking Charge – HME Car Park – *Assistant Director, Neighbourhoods*
5.3 Proposed New Arrangements to Replace the Voluntary and Community Sector (VCS) Strategy Steering Group – *Director of Regeneration and Neighbourhoods*
5.4 Additional Highway Maintenance Funding 2013/14 – *Assistant Director, Neighbourhoods*



6. ITEMS FOR INFORMATION

- 6.1 North Linear Park (Progress Update) – *Director of Regeneration and Neighbourhoods*

7. ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT

FOR INFORMATION

Date of next meeting – 9.30 am on 9 August 2013 in Committee Room B, Civic Centre, Hartlepool



NEIGHBOURHOOD SERVICES COMMITTEE

8 July 2013



Report of: Assistant Director (Neighbourhoods)

Subject: HEADLAND 20MPH ZONE REQUEST

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

2. PURPOSE OF REPORT

2.1 To advise the Committee of a request for consideration of a 20mph zone on the Headland.

3. BACKGROUND

3.1 In 2011 a Scrutiny investigation was undertaken into the possibility of 20mph limits throughout Hartlepool. Following an extensive consultation exercise, the plans were not taken forward on a town-wide basis. It was agreed that for smaller, self contained areas where there is local support this could be taken forward. Several areas in the town, including the surrounding villages have since become 20mph zones.

3.2 The Members' Transport Working Group recently concluded the Council embrace a policy in relation to the introduction of 20mph zones, whereby:-

- Subject to clear resident support, 20mph zones be introduced into streets (including where possible neighbouring streets to create extended zones).
- That the identification of a street, with appropriate neighbouring streets, to act as a pilot zone for the new 20mph policy be explored.

3.3 The recommendations of the Members Transport Working Group were agreed at the previous Neighbourhood Services Policy Committee on 3rd June 2013

4. PROPOSALS

- 4.1 A request has since been received from the Headland Parish Council, asking that the Headland be considered for a 20 mph zone.

- 4.2 The Parish Council Chairman stated:- *“Headland Parish Council are keen to investigate the possibility of implementing a 20 mph zone on the Headland.*

The process will require the involvement of Hartlepool Borough Council, and I request that the subject be included on the agenda of the July meeting of the Council’s Neighbourhood Services Committee.

I would be grateful if the Council could organise a consultation of Headland residents to ascertain their interest in such a scheme and look forward to the Parish Council and Borough Council working together on this venture.”

- 4.3 The Headland is a self-contained area which lends itself to being a 20mph zone subject to public support, and to determine this it is recommended that a consultation exercise be undertaken.

5. CONSULTATION

- 5.1 If approved, all properties on the Headland will receive a consultation letter seeking peoples’ views. Letters should be sent out before the end of August, and following the consultation, the results will be reported back to a future meeting of the Neighbourhood Services Committee.

6. FINANCIAL CONSIDERATIONS

- 6.1 The cost of the consultation exercise for a 20mph zone will be approximately £500 and will be met from the Council’s Local Transport Plan.

7. EQUALITY AND DIVERSITY CONSIDERATIONS

- 7.1 There are no equality or diversity implications identified at this stage.

8. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

- 8.1 There are no Section 17 implications with respect to this item.

9. RECOMMENDATIONS

- 9.1 That the Policy Committee gives approval for a consultation exercise to be carried out regarding the possibility of a 20mph zone for the Headland, in line with the detail included in Section 5 above.

10. REASONS FOR RECOMMENDATIONS

- 10.1 To determine whether there is public support for the introduction of a 20mph zone in the Headland a comprehensive consultation exercise is necessary.

11. BACKGROUND PAPERS

- 11.1 There are no background papers.

12. CONTACT OFFICER

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NEIGHBOURHOOD SERVICES COMMITTEE

8th July 2013



Report of: Assistant Director (Neighbourhoods)

Subject: INTRODUCTION OF PARKING CHARGE – HME
CAR PARK

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 This is a non-key decision.

2. PURPOSE OF REPORT

2.1 To report on the current non regulated car park at the Hartlepool Maritime Experience (HME) and proposes a formal traffic management plan including the introduction of a pay and display parking charge.

3. BACKGROUND

3.1 **Appendix A** shows the location of the large area of land which serves as parking provision for visitors to the Hartlepool Maritime Experience and Hartlepool Museum. The site is currently unregulated but is under Hartlepool Borough Council's ownership.

3.2 The majority of neighbouring land in this area is privately owned and companies have found a necessity to control parking by introducing a charge or limiting the stay of vehicles. Such parking controls are managed and enforced by private contractors on behalf of the land owners.

3.3 In recent years the numbers of vehicles parking at the site has increased, partly as a result of more vigorous enforcement from neighbouring land owners, but also as a consequence of the close locality of this location to the town centre and the benefits it currently offers of unlimited parking at no charge.

3.4 A number of surveys have been carried out at varying times and on different days to assess the amount of vehicles parking at this site. The results identified a number of vehicles parking all day on a regular basis believed to

be either town centre commuters or staff from the neighbouring regulated sites.

- 3.5 Although during much of the mid week period the site is large enough to accommodate the additional numbers, there are occasions, particularly when Hartlepool United play at Victoria Park, when the amount of vehicles can become unmanageable as the site reaches over capacity.
- 3.6 Many of the parking spaces within the site are unmarked although there are informal established parking rows / lines. The lack of marked bays and the number of vehicles parking at the site have resulted in instances of vehicles parking out of bay and obstructing access. Without a formal approved Off Street Parking Order the authority is currently unable to take action in such circumstances
- 3.7 In addition to the Hartlepool Maritime Experience and Hartlepool Museum, the HME also host a number of functions at this location. The facilities generate a parking demand through visitors and the “free” parking together with available convenient parking spaces close to the facilities is seen as key attraction to visitors. The parking area also hosts a number of scheduled and ad-hoc events which often require the complete closure or partial suspension of parking bays. Any controlled parking restriction would therefore need to be flexible enough to meet the control parking expectations without detrimentally affecting the existing established business activities operating from the site.
- 3.8 The potential future development of land on Maritime Avenue may also likely place further demand for parking space at HME.

4. PROPOSALS

- 4.1 The number and frequency of cars parking at this site would suggest a formal parking scheme is required. The increased enforcement by neighbouring land holders and the convenient location this site offers to the marina, town centre and football ground, are encouraging an excessive number of motorists to use the car park which at times exceeds capacity. On occasions this is proving detrimental to the facilities the site is primarily intended to serve.
- 4.2 Any parking restrictions need to work in conjunction with the HME, Hartlepool Museum and allow for the continued use of the site for temporary events as and when required. Scheduled weekly and monthly events such as the car boot and farmers market together with several planned events through out the year are popular and have become a source of income generation for the Community Services Section. It is important therefore that any parking controls compliment rather than adversely affect the established uses of the site, however the numbers of vehicles involved do now require formal parking controls in order to protect parking availability and ensure

convenient parking provision is readily available for the primary users of the site.

- 4.3 The controls are not intended to discourage visitors and / or commuters, merely to control the vehicle numbers and prioritise the main car park users allowing HBC to take enforcement action in cases where parking is inappropriate or inconsiderate. For this reason, the introduction of a daily parking fee is favoured.
- 4.4 In recognition that the site is away from the main town centre the charges should not replicate the existing pay and display rates operating in other HBC sites. For this reason a daily charge of £1 is proposed.
- 4.5 In order to protect visitor numbers attending the HME and Hartlepool Museum, and alleviate concerns that a charge may deter visitors, the pay and display machines would be configured to produce and pay and display ticket to be displayed in the vehicle and also a voucher which would be redeemable against any admission charge.
- 4.6 The Legal Orders would be flexible enough to allow the partial closure of the site to meet the requirements of the existing planned events, and where necessary to suspend the parking bays for a full or partial closure for other uses. The Order would however, allow enforcement by HBC Civil Enforcement Officers who would be in a position to issue Penalty Charge Notices to drivers in contravention of the restrictions.
- 4.7 The scheme will require a degree of capital investment in terms of the purchase of pay and display ticket machines, signage and appropriate remarking of parking bays. It is envisaged that any costs will be recovered within 18 months of the site being operational.
- 4.8 As an inevitable consequence of the introduction of parking controls at the HME, there is a likelihood that vehicles will displace into the nearest unregulated highway on Maritime Avenue. There is already evidence of some long stay parking at this location but a significant increase in vehicle numbers could be problematic and the inclusion of a prohibition of waiting restriction on Maritime Avenue is suggested to protect this area.

5. FINANCIAL CONSIDERATIONS

- 5.1 The purchase costs of the Pay and display machines, signage and remarking of the parking bays to the required standards will be funded from the Parking Services Capital investment and improvement scheme. The estimated cost of this works will be £30,000. Any resultant maintenance cost would be met from Parking Services Operational budget, off set by the revenue generated from the parking charge.
- 5.2 Six pay and display ticket machines will be required at this site. The purchase costs have been estimated at £26,000. In addition, signage and

some remarking of the parking bays to the required standards will also be necessary. This, together with the advertising costs of the legal orders has been estimated at a further £4,000. The set up costs will be funded from the Local Transport Plan – capital car parking improvement budget where a £50,000 budget provision has been allocated for 2013/14 financial year.

Future running and maintenance costs will be met from the Parking Services operational budget but will be offset by revenue generated from the parking charge.

6. LEGAL CONSIDERATIONS

- 6.1 The Parking restrictions would be controlled by a legal Order covering the Off Street Parking area. As part of the legal process the proposed restriction is required to be advertised by the Chief Solicitor for a statutory period. Any objections received during the consultation period would be required to be re considered by this committee.

7. STAFF CONSIDERATIONS

- 7.1 Enforcement would be carried out by the Councils existing Parking Services Team, under the jurisdiction of the Traffic Management Act 2004.

8. EQUALITY AND DIVERSITY CONSIDERATIONS

- 8.1 There are no equality or diversity implications.

9. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

- 9.1 There are no Section 17 implications.

10. RECOMMENDATIONS

- 10.1
- 1) That a £1 daily pay and display parking charge be introduced operational Mon – Sat 8:00am – 6:00pm.
 - 2) That a prohibition of waiting restriction be created on Maritime Avenue to protect the unregulated area from likely displaced traffic.
 - 3) That the Chief Solicitor be requested to advertise the necessary legal orders for consideration.

11. REASONS FOR RECOMMENDATIONS

- 1) There is a proven need to control the numbers of vehicles at this site which at times reaches over capacity.
- 2) Further traffic management controls would be needed to protect Maritime Avenue from displaced traffic.
- 3) Without such controls, the authority would not be in a position to take enforcement action against vehicles parking inconsiderately and obstructing access.

12. BACKGROUND PAPERS

None

13. CONTACT OFFICER

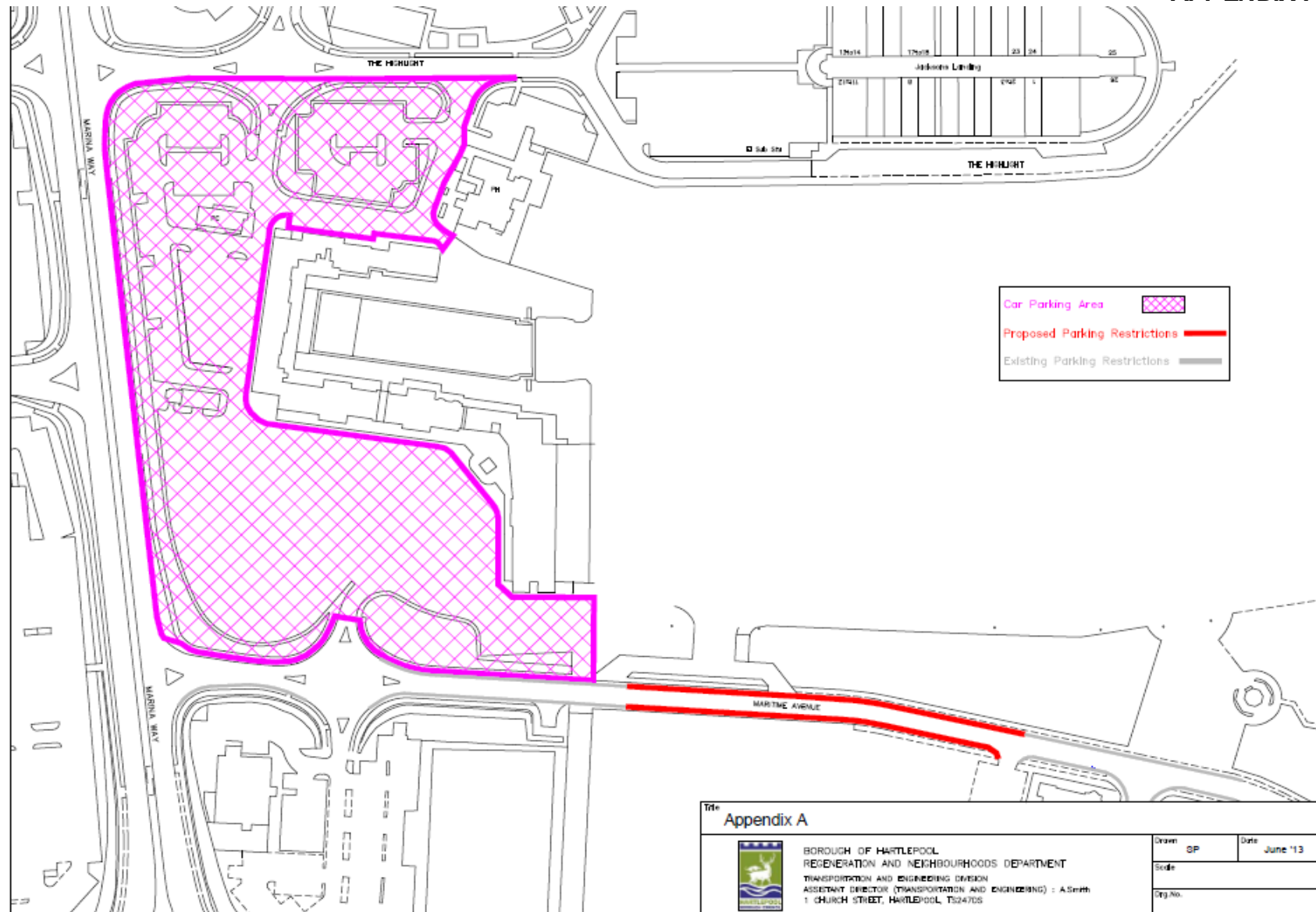
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APPENDIX A



NEIGHBOURHOOD SERVICES COMMITTEE

8th July 2013



Report of: Director of Regeneration & Neighbourhoods

**Subject: PROPOSED NEW ARRANGEMENTS TO REPLACE
THE VOLUNTARY AND COMMUNITY SECTOR
(VCS) STRATEGY STEERING GROUP**

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non – Key.

2. PURPOSE OF REPORT

2.1 To report on the existing remit of the Voluntary and Community Sector (VCS) Strategy Steering Group, the reasons for why the group was established, progress made to date and to propose alternative arrangements to take the work of the group forward.

3. BACKGROUND

3.1 In 2012, a review was undertaken of the existing Hartlepool Compact and the Voluntary Sector Strategy to bring together the two documents into a new Voluntary and Community Sector Strategy. The aim was that the development of one document would ensure clarity at the local level and set out the clear undertakings for the Local Authority and its public sector partners and the Voluntary and Community Sector (VCS) to improve and strengthen working relationships.

3.2 In addition to the review of the strategy, the governance arrangements were formalised; in February 2012 Cabinet agreed that a Voluntary and Community Sector Strategy Steering Group should be established, in keeping with guidance from Compact Voice. Compact Voice act on behalf of the voluntary sector in relation to the Compact, supporting the voluntary sector through sharing best practice, providing information and resources, and offering practical help and guidance.

3.3 Role and Remit: The intended remit of the Steering Group as agreed by Cabinet was to undertake the following:

- Communication and awareness raising of the Voluntary and Community Sector Strategy;
 - Review and monitor the action plan;
 - Report progress to Strategic Partners Group;
 - Ensure undertakings are embedded; and
 - Dispute resolution.
- 3.4 The representation on the group was as follows:
- Representative from the VCS Infrastructure organisation;
 - Four elected representatives from the Voluntary and Community Sector (two from smaller VCS organisations and 2 from VCS service provider organisations);
 - Representatives from each department from Hartlepool Borough Council;
 - Representative from each of the Theme Partnerships (nominated by the theme partnership); and
 - Three elected members, nominated by Council, including the Portfolio Holder.
- 3.5 These were developed further by the group to form the Terms of Reference outlining how the group would achieve and fulfill its purpose to oversee the implementation of the strategy.
- 3.6 An election for the VCS representatives took place in July 2012, facilitated by Hartlepool Voluntary Development Agency (HVDA). To date, four meetings of the group have taken place; this includes a special meeting requested by the group on funding which has been allocated to the VCS through contracts and grants, and requesting an update on how the Council contracts with the VCS. The other meetings have focused around the terms of reference, and the development of the VCS Strategy Action Plan, which is still in draft format.
- 3.7 The initial meeting took place in October 2012, shortly before Mayoral Referendum which resulted in a change to the Council Governance arrangements, from a Mayoral to a Committee system; therefore the group has been meeting in a period of impending change. Attendance at the group has fluctuated and linkages with the Theme Partnerships have not been established due to delays in the development of partnership mechanisms and structures. In this period, momentum to take the Steering Group forward has primarily been driven by Officers and the progress required to implement the Strategy through the development and implementation of the action plan has not been achieved as expected. Since the founding of VCS Steering Group, no instances of non compliance to the undertakings of the Strategy have been reported to the group for investigation.

4. PROPOSALS

- 4.1 The VCS Strategy is one of the only HBC strategies to have a specific steering group to take forward implementation. Whilst the intended purpose of the group was clear, since the groups inception, its development has not been as expected for the reasons highlighted in section 3.
- 4.2 In light of the new Council governance arrangements, it is proposed that a more streamlined approach for the governance of the VCS Strategy is developed, linking in with the new structures. The suggestion is for the implementation and monitoring of the VCS Strategy to be part of the remit of the VCS representation on the Strategic Partners Group. This would include representation from HVDA as the VCS Infrastructure organisation plus representation from one VCS group from both the North and Coastal and South and Central neighbourhoods of the Borough. Reviewing these roles and responsibilities will be included as part of the development day planned on 19th July 2013 which will consider the future remit and responsibilities of the Strategic Partners Group. The findings of this will be presented to Finance and Policy Committee in August 2013 for consideration. Elections for VCS representation on to the Strategic Partners Group will be required.
- 4.3 The role of the representatives would include similar responsibilities to that of the VCS Steering Group, including being part of the dispute resolution procedure; however this function would operate outside of the formal meetings.
- 4.4 The VCS Strategy Action Plan would be agreed annually by the Strategic Partners Group. Monitoring of actions would be via a self assessment form, with each partner being responsible for providing updates on progress. Bi-annual progress reports would be provided to the Neighbourhoods Services Committee, coordinated by the Community Regeneration and Development Team with reporting frequency increased if appropriate.
- 4.5 The VCS Steering Group will be updated of the proposed new arrangements for the monitoring and implementation of the Strategy. The current Chair of the steering group has been involved in discussions about progress of the group and is aware of the proposals being put forward.
- 4.6 Following the review of the Strategic Partners Group, should the new governance arrangements for the VCS Strategy be agreed, amendments will be required to reflect these changes in the strategy document.

5. RISK IMPLICATIONS: Hartlepool Compact Principles

- 5.1 The purpose of having set governance arrangement in place for the VCS Strategy ensures that should instances of non-compliance arise in relation to any of the Compact principles (directly referred to within the undertakings of the VCS Strategy); these can be dealt with through a prescribed formal process. The proposed changes to the way in which the VCS Strategy is governed will align with the new Council governance structures and ensure

that the VCS is not dealt with as a stand alone document. The proposed revised reporting structures will ensure that the VCS strategy is governed directly by the Strategic Partners Group and the strengthened remit of the VCS representatives on the group will help to achieve this, thus raising the profile of the VCS Strategy, and the principles within it.

6. FINANCIAL CONSIDERATIONS

- 6.1 There are no financial considerations in relation to the governance proposals for the VCS Strategy.

7. LEGAL CONSIDERATIONS

- 7.1 There are no legal considerations in relation to the governance proposals for the VCS Strategy. The proposal outlines a new governance structure for the VCS Strategy which sets out a clear process for dealing with any non compliance challenges in relation to the decision making which may have legal implications.

8. EQUALITY AND DIVERSITY CONSIDERATIONS

- 8.1 There are no equality or diversity implications.

9. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

- 9.1 There are no Section 17 implications.

10. RECOMMENDATIONS

- 10.1 Neighbourhood Services Committee is requested to consider the following:
- i) Approve the new proposed governance arrangements for the VCS Strategy
 - ii) Note that the VCS governance arrangements will be considered as part of the review of the Strategic Partners Group
 - iii) Agree that the VCS Strategy be updated to reflect changes once agreed by Finance and Policy Committee in August 2013.

11. REASONS FOR RECOMMENDATIONS

- 11.1 Recommendations have been suggested to ensure that the governance arrangements for the VCS Strategy are integral to the new Council governance arrangements.

12. BACKGROUND PAPERS

Item 5.1 Cabinet 20 February 2012
Minutes Cabinet 20 February 2012

13. CONTACT OFFICER

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NEIGHBOURHOOD SERVICES COMMITTEE

8th July 2013



Report of: Assistant Director (Neighbourhoods)

Subject: ADDITIONAL HIGHWAY MAINTENANCE FUNDING
2013-14

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non Key Decision.

2. PURPOSE OF REPORT

2.1 To seek approval for additional highway maintenance works to be undertaken as part of the 2013 / 14 Highway Maintenance Programme.

3. BACKGROUND

- 3.1 An update of the Medium Term Financial Strategy was reported to the Finance and Policy Committee on 31st May 2013. The report included details of the final outturn for 2012 / 13, which is within the range previously forecast, and an initial assessment of the 2013 / 14 forecast outturn.
- 3.2 The report also provided an update on the financial risks and challenges facing the Council in 2014 / 15 and the following three years. Against this background the Finance and Policy Committee approved initial proposals for managing these issues and determined to review the position as part of the 2014 / 15 budget process, before recommending the final proposal to be referred to full Council in February 2014.
- 3.3 After reflecting the initial proposals (which will be subject to full Council consideration and approval in February 2014 as part of the 2014 / 15 budget setting report) there is an uncommitted resource of £0.2m. The Finance and Policy Committee recommended that this amount is allocated towards the existing 5 year Highways Maintenance Plan. If full Council approves this proposal the detailed schemes to be brought forward from year 2 of the existing Highways Maintenance Plan will be approved by the Neighbourhood Services Committee.

4. PROPOSALS

- 4.1 The additional funding has been targeted towards schemes that are currently in year 2 of the Five-Year Highway Maintenance Program, as approved by this Policy Committee at its meeting held on 3rd June 2013.
- 4.2 On-site investigations highlighted that several of the roads in year 2 defined as either red or amber by the most recent condition surveys where not in urgent need of repair and that some, Moffat Road for example, where in more need along greater lengths than had previously been identified.
- 4.3 This is undoubtedly due to the fact that the most recent surveys had been undertaken in the autumn of 2012, before the most recent winter period, and the road in question have deteriorated significantly between now and then.
- 4.4 The full list of proposed schemes are indicated in **Appendix 1**.

5. FINANCIAL CONSIDERATIONS

- 5.1 £0.2m funding has been identified from the uncommitted resource in support of the highway maintenance program.
- 5.2 The funding is subject to approval by Council on 25th July 2013

6. EQUALITY AND DIVERSITY CONSIDERATIONS

- 6.1 There are no equality or diversity implications.

7. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

- 7.1 There are no Section 17 implications.

8. RECOMMENDATIONS

- 8.1 That the highway maintenance schemes identified in **Appendix 1** are approved

9. REASONS FOR RECOMMENDATIONS

- 9.1 To ensure that the additional funding is utilised to the best effect on schemes previously identified as year 2 schemes in the current five-year highway maintenance program

10. BACKGROUND PAPERS

10.1 There are no background papers.

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APPENDIX 1

Street	Ward	Location	Rating	Estimate Cost
Burwell Walk	Fens + Rossmere	Full Length	Amber	£4,440
Chester Road	Jesmond	Thornhill Gardens to Everett Street	Red	£15,941
Dryden Road	Manor House	Full Length	Amber	£30,240
Park Road (Phase 3)	Burn Valley	Eltringham Road to Belmont Gardens	Amber	£15,792
Lindisfarne Close	Hart	Full Length	Amber	£10,560
Macaulay Road	Manor House	Sinclair to number 151	Amber	£13,596
Sandringham Road	Victoria	Supporters Club to Back Christopher Street	Red	£25,452
North Drive	Victoria	Wooler Road to No.14	Amber	£11,309
Raby Road	Victoria	Avondale Gardens to St Oswald Street	Amber	£22,446
Studley Road	Foggy Furze	Oxford Street to Vicarage Court	Amber	£24,419
Waldon Street	Burn Valley	Lister Street to Park Road	Amber	£14,784

NEIGHBOURHOOD SERVICES

COMMITTEE

8TH July 2013



Report of: Director of Regeneration and Neighbourhoods

Subject: NORTH LINEAR PARK (PROGRESS UPDATE)

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key decision.

2. PURPOSE OF REPORT

2.1 The purpose of this report is to update the Policy Committee of project progress on the North Linear Park project.

3. BACKGROUND

3.1 The project area lies across the North of Hartlepool, in which there is no formal park. (See **Appendix 1**). The project is led by local residents and supported by the Local Authority, primarily striving to improve and enhance local open spaces whilst increasing green connectivity throughout the neighbourhoods. This is in addition to linking in with other key programmes including Limestone Landscapes, Coastal Access, Hartlepool Pondscape and the production of the Green Infrastructure Strategy (a Supplementary Planning Document of the Local Plan) by Hartlepool Borough Council's Planning Policy section. The project also links in with the Sports Pitch Strategy, in terms of Central Park as it features as a priority site and is currently very well used for recreation. The proposed development of the area as a formalised park is in line with the Local Plan 2006 and the emerging Hartlepool Local Plan 2013. (**See Appendix 2**).

3.2 The North Linear Park project, linked with Limestone Landscapes funded by the Heritage Lottery Fund can provide a linked system of footpaths connecting the coastal path and the more rural footpaths

around Elwick and Hart and to the north into the Denes. The 'Leg it Across' project is to improve and increase footpath access within Hesledon, Nesbitt, Crimdon and Thorpe Bulmar Denes just north of Hart village and to increase the access between the Denes and Hart. The other part of the project is to improve footpaths around Hart village and connections across to Elwick village and also increase / improve the footpath access around Elwick.

3.3 The project has been developed and is overseen and delivered by a steering group chaired by a Ward Councillor. The group comprises residents, representatives from Central Estate Management Organisation (CEMO), Clavering Residents Association, Groundwork North East and Council officers. This constituted group's vision is to provide a substantial natural space of beauty which gives mutual benefits to local people and visitors by using tools such as conservation development and thoughtful planning; creating an area where healthy eco-systems contribute towards economic vitality and a high quality of life for the community.

3.4 The group has prioritised its areas of work to include the large open green space on Central estate and Clavering Play Area, and also secured funding to work in conjunction with Hartlepool Borough Council's Landscape Architect to draw up a full set of plans for both sites. These have been drawn up taking into consideration the results of consultation exercises with residents and businesses on the periphery of both sites.

3.5 Clavering Park

Clavering Park is situated in the Hart ward bordered by Clavering Road, Easington Road and a stretch of West View Road (A179), a key route into and out of town. The green space has a mixture of formal and informal play spaces and is well used by the community. Following a comprehensive consultation process with members of the public, the site was selected as part of the £1.12million Playbuilder project. The Steering Group prioritised this site in order to attract resources to implement the masterplan as part of the North Linear Park project. The Group felt that this would complement the Playbuilder and ultimately have a positive impact within the local community, creating opportunities for improving health, wellbeing, cohesion and promoting ownership and respect for the public green space. Consultation on the masterplan confirmed the community's desire to further formalise the site.

3.6 Central Park

The large open green space on Central estate is situated in one of the top 5% deprived wards nationally and lies between West View and Old Cemetery Road to the north of Central estate. In recent years, the green space has experienced a number of issues in relation to anti-social behaviour (particularly the use of 4 by 4s and off road bikes), vandalism and damage, litter and dog fouling.

- 3.7 The Central Park area is bordered by industrial areas and is adjacent to the former Steetley Magnesia site and the former Barnshaw Bendings site, which has been derelict for a number of years. The Steetley site was approved by the Secretary of State for the development of c480 houses, subject to a number of conditions and a legal agreement. One of the clauses in the legal agreement was the timescale associated with the clearance of the site, which has been completed within 12 months, as negotiated with the developer.
- 3.8 One of the key aims of the Steering Group is to reclaim this key piece of green space for local community ownership through the redesigning and planning of the area, driven by the needs and aspirations of local residents. This area has not been subject to investment for approximately 20 years, and it is anticipated that improving and enhancing the Central estate green space through the adoption of design plans will also be of benefit to the wider Hartlepool community, in terms of recreation and being an integral part of the Coastal Access Pathway (of which Hartlepool is one of five National Pilots, funded by Natural England) and is on one of the main key rail routes in to the town.
- 3.9 The interaction between poor quality environments, areas of high economic and social disadvantage, and reduced levels of health and wellbeing are well documented, and the provision of a formalised park space to utilise will undoubtedly improve the quality of life for those residents living within close proximity. It is also hoped that by aesthetically improving the green space and this important connecting section of the Coastal Access Pathway, that people will be encouraged to exercise more frequently.

4. PROGRESS UPDATE

4.1 Clavering Park

Groundwork NE was commissioned by Parks & Countryside to consult on, secure funding towards and implement the Clavering Park masterplan. Funding from a variety of sources has been secured against the skatespot element of the masterplan (see section 6) and consultation with user groups on the designs will take place on 10 April 2013. One of the funding bodies of the skatespot, a national sponsor, set a competitive process against other projects in the region to which the Clavering project ultimately won. Funding was also secured and matched by the Steering Group towards the Big Tree Plant for the first phase of tree planting, which is now complete. The scheme was altered in order to incorporate the comments of local residents and has ultimately achieved a project to suit all parties. Funding towards other elements of the masterplan will continue to be sought.

4.2 Central Park

The North Linear Park Steering Group is currently undertaking consultation on the revised plans for Central Park for a period of 3 weeks. Mechanisms for consultation include:

- a mailshot to every household on the Central Estate, the block of households bordered partly by Old Cemetery Road and Marine Drive as well as Thorpe Street;
- a door knocking exercise with households on the periphery of Central Park and;
- two drop-in sessions at the Phoenix Centre, Hindpool Close.

4.3 Following consultation and any subsequent issues addressed with the Central Park masterplan, planning approval will be sought. The Steering Group has chosen to do this as research has indicated that planning permission would be preferable in seeking further funding.

4.4 An Expression of Interest will be submitted to the Heritage Lottery Fund (HLF) – see section 6.3. This will be subject to any statutory consents required and will focus on the old railway line. Initial feedback should be received within 10 days of submission, outlining whether a full application should be submitted and to which funding stream. The railway and the surviving Throston Engine House (a listed building) played a vital role in the establishment of present day Hartlepool. Without the railway and the role played by the Engine House it is likely that the current day Hartlepool would at very least not take the form it does or may not even be here at all.

5. **RISK IMPLICATIONS**

5.1 There are no substantial risks associated with the project, other than the financial implications outlined in section 6 of this report. In addition, costs associated with the future maintenance of both Clavering Park and Central Park upon implementation of the masterplan for each site will need to be taken into account.

6. **FINANCIAL CONSIDERATIONS**

6.1 To-date £33,295 has been secured by the North Linear Park Steering Group. £3,295 was secured from Hartlepool Borough Council's Parks and Countryside section for the development (and any associated consultation) of the plans for both the Clavering and Central estate priority areas. A further £29,000 was secured from Minor Works in 2011/12 to act as match funding and to assist with leveraging in other monies to implement the works. The Group also received £500 from the Neighbourhood Development Budget (North) for capacity building purposes. It will shortly be receiving a further £500 towards a

notice/display board at Clavering Park provided through the Ward Member Budget process.

- 6.2 In addition, a total of £145,000 has been allocated through the disposal of the eastern portion of the land associated with the potential new road as approved by the Finance and Performance Portfolio Holder on 17.11.2012. This includes a £20,000 contribution from the developer towards the gateway and 50% of the total agreed sale price of the site, however, this amount will be realised over a 1 to 2 year period.
- 6.3 Progress towards the sale of the road land has been slower than had been hoped for. It is dependent on the sale of one or more of the former Steetley sites to a developer. There is a potential developer but negotiations for the sale are at a fairly preliminary stage at present, and the site owners are also querying the requirement for a long stop to be built into the development land. The purpose of the long stop is to prevent coastal erosion affecting the development and the Council's engineers are clear that it is essential. Thus this matter needs to be resolved before development can proceed, which in turn has an impact on the sale of the Steetley sites and the sale of the road land.
- 6.4 The amount to be requested from HLF in a future bid, if deemed appropriate will cover all costs associated with the interpretation of the early railway heritage, the restoration of the Engine House, improving linkages between the national coastal path and the existing public footpath, including rural footpath networks to the north (some of which are subject to improvements funded by HLF under the Limestone Landscape Partnership), formal sport and recreation provision adjacent to the old railway line and the interpretation of ecology, using available project monies as match funding.
- 6.5 In kind support has also been provided by Hartlepool Borough Council's Neighbourhood Management Team (encompassing management, community development and regeneration support) and Housing Hartlepool.
- 6.6 Groundwork NE continue to manage the Clavering Park element of the project and have been successful in securing funding against the skatespot, this includes £25,000 from a national sponsor, £5,000 HBC Parks & Countryside, £20,000 Mondegreen Environmental Body Ltd and £10,000 Community Activities Network. £14,350 was also secured towards the Big Tree Plant.
- 6.7 Costs associated with the maintenance of Clavering Park and Central Park will be incurred following implementation of the masterplan for each site – costs to be determined.

7. LEGAL CONSIDERATIONS

- 7.1 There are no legal considerations.

8. ASSET MANAGEMENT CONSIDERATIONS

- 8.1 The entirety of the Central Park site is now registered to Hartlepool Borough Council and the Council will continue to maintain the land. It is acknowledged that a new road may be constructed through the eastern portion of the site at some point in the future, and that this will have to be borne in mind when planning future developments on this land.

9. EQUALITY AND DIVERSITY CONSIDERATIONS

- 9.1 Equality and diversity considerations are not applicable.

10. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

- 10.1 It is anticipated that implementation of the masterplans for both Clavering Park and Central Park will reduce anti-social behaviour, vandalism, damage and fly tipping.
- 10.2 Advice was sought from the Crime Prevention Officer on the initial development of both masterplans. The Crime Prevention Officer will continue to be consulted on future phases of the project.

11. RECOMMENDATIONS

- 11.1 The Policy Committee is asked to note the contents of this report in relation to the progress of the North Linear Park project.

12. BACKGROUND PAPERS

- 12.1 Culture, Leisure and Tourism Portfolio Holder: Minutes (27 March 2012) – North Linear Park (Central Park)
- 12.2 Finance and Procurement Portfolio Holder: Minutes (30 March 2012) – North Linear Park (Central Park)
- 12.3 Planning Committee: Minutes (10 October 2012) – Clavering Park

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