

NEIGHBOURHOOD SERVICES COMMITTEE DECISION RECORD

9 August 2013

The meeting commenced at 9.30 am in the Civic Centre, Hartlepool

Present:

Councillor: Peter Jackson (In the Chair)

Councillors: Jim Ainslie, Rob Cook, Keith Dawkins, Steve Gibbon, Brenda Loynes and Sylvia Tempest

Also Present: Councillors Alison Lilley and Geoff Lilley

Officers: Alastair Smith, Assistant Director, Neighbourhoods
Mike Blair, Highways, Traffic and Transport Manager
Denise Wimpenny, Principal Democratic Services Officer

17. Apologies for Absence

None

18. Declarations of Interest

Councillor Ainslie declared a prejudicial interest in Minute 20, Councillor Loynes declared a prejudicial interest in Minute 21 and Councillor Tempest declared a personal interest in Minute 20.

19. Minutes of the Meeting held on 8 July 2013

Received. In response to a Member's comments regarding the benefits of seeking all Members comments on the minutes prior to publication, the Chair agreed that the draft minutes be circulated to all Members of the Committee to allow an opportunity to contribute. The importance of an urgent response was emphasised given the tight timescales for publication.

Prior to consideration of the following item of business Councillor Ainslie declared a prejudicial interest in accordance with his earlier declaration and left the meeting

20. Northgate Bus Stop *(Assistant Director, Neighbourhoods)*

Type of decision

Non-key

Purpose of report

To report the results of a recent consultation exercise into the possibility of re-locating the bus stop from 103 Northgate.

Issue(s) for consideration

The Assistant Director presented the report which provided background information relating to the consultation that had taken place in 2011 relating to the possibility of re-locating the bus stop, details of which were outlined in Appendix 1. Consultation responses proved negative and the plans were shelved.

The Council had again been approached earlier in the year by the landlord of 103 Northgate about relocating the bus stop. Consultation had been undertaken with 11 properties in the vicinity of the bus stop along with Ward Members and the Parish Council which had resulted in 6 people objecting to the proposal and 2 in favour. The scheme was estimated to cost around £40,000 and would be funded from the Tees Valley Bus Network Improvements Project.

The Assistant Director responded to issues raised by Members in relation to the options available. In response to a Member's request for clarification regarding the views of the Parish Council, Members were advised that the Parish Council were of the view that the bus stop should be relocated for the reasons outlined by the landlord. A query was raised as to whether there was any evidence to suggest that anti-social behaviour would increase if the bus-stop and shelter was moved and whether there was an option to move the bus stop without a shelter. The Committee was advised that whilst there was no definitive evidence of anti-social behaviour, it was generally public perception that suggested bus shelters triggered anti-social behaviour activities. It was noted that there was an option to relocate the bus stop without a shelter.

Some Members raised concerns that the level of consultation was inadequate to which the Highways Traffic and Transport Manager indicated that consultation would normally only be undertaken with residents in the immediate vicinity or directly affected by the proposals. Concerns were also raised regarding the safety aspect of the proposals. Whilst the concerns of Members were acknowledged, it was reported that following a

traffic survey it was considered the scheme was safe.

A number of members of the public from Northgate were in attendance at the meeting and a representative was invited to speak on their behalf. The resident outlined a number of objections to the proposals which included concerns in relation to safety, increase in litter problems, the majority of local residents wanted the bus stop to remain in its current location, parking problems, less privacy at No 22 Northgate and the risks that the current owners of No 22 Northgate would lose the pending sale of their property as a result of the proposal.

Given the mixed views of the Committee in relation to the proposal a vote was taken. It was a split vote therefore the Chair went with the casting vote.

Decision

That the bus stop be relocated to a newly constructed lay-by between Brig Open and 107 Northgate as outlined in Appendix 1, attached to the report.

21. Elwick Road Parking Lay-By (*Assistant Director, Neighbourhoods*)

Type of decision

Non-key

Purpose of report

To advise the Committee of the consultation results into the proposed parking lay-by

Issue(s) for consideration

It was reported that in November 2012, consultation had been carried out regarding the provision of a bus lay-by on Elwick Road, opposite High Tunstall School. The proposal would enable buses to park off the main carriageway, therefore reducing congestion and improving road safety outside the school. The consultation exercise had been positive with no objections received.

Following this and, as a result of long-standing parking problems outside the school, a request had been received from Ward Councillors to add in a parking lay-by to the scheme as shown in Appendix 1. Further consultation had taken place with residents whose properties backed onto the area and

Ward Councillors to gain their views on the amendment to the scheme. 8 letters of objection had subsequently been received and details of the reasons for objection were set out in the report. High Tunstall School and Stagecoach were very much in favour of the scheme.

Councillor Brenda Loynes declared a prejudicial interest in accordance with her earlier declaration and left the meeting during consideration of this item of business.

Two members of the public, who were in attendance at the meeting, presented their reasons for objection to the proposal which included speed of traffic, noise issues, increase in litter from parked vehicles, increased risk of burglary, pedestrian safety, potential for parking 24 hours a day, heaving goods vehicles utilising the lay-by and the impact on residents as a result of children congregating from the school.

In the discussion that followed Members were of the view that the concerns of residents had been considered and in response to a Member's request for clarification, assurances were provided that the issue in relation to heavy goods vehicles parking in the lay-by would be enforceable by the Council. Members were keen to see that such restrictions were enforced.

Decision

That the proposal to erect a bus lay-by and parking lay-by at Elwick Road , as detailed at Appendix 1, be approved.

22. Rossmere Way – Local Safety Scheme (*Assistant Director, Neighbourhoods*)

Type of decision

Non-key

Purpose of report

To seek approval for the implementation of a local safety scheme on Rossmere Way.

Issue(s) for consideration

The Assistant Director reported on the background to the proposal to introduce a local safety scheme on Rossmere Way. Details of the proposed works were set out in the report and included introducing segregated right turn lanes and double yellow lines at each junction on

Rossmere Way, a pedestrian refuge type crossing, parking lay-bys opposite the Dundee Road junction and slow markings and central hatching at various strategic points.

With regard to consultation, approximately 260 letters and plans had been sent out to residents and Ward Councillors and 10 letters of objection had been received. Nine of the objections were in relation to the proposals to implement double yellow lines in the vicinity to St James Church. Since receiving these objections, this element of the scheme had been removed. Members were referred to the remaining objections as set out in the report.

The cost of the scheme outlined was approximately £55,000 and would be funded through the Local Transport Plan.

Decision

That the local road safety scheme at Rossmere Way, as outlined in Section 4 of the report, be approved.

23. Serpentine Road/Cresswell Road Area 20 mph Zone (Assistant Director, Neighbourhoods)

Type of decision

Non-key

Purpose of report

To seek approval for a 20 mph zone as shown in Appendix 1, following a positive consultation exercise.

Issue(s) for consideration

The Assistant Director reported that following the scrutiny investigation in 2011 it had been agreed that smaller, self-contained areas could become 20mph zones, where residents were in favour. In relation to the Serpentine Road area, of 80 letters sent out to residents and Councillors there were 28 responses in favour and 7 opposed to the proposal. A large number of the comments received asked that the scheme be extended to include the bend and the junction with Cresswell Road and, as a result, a second consultation had been undertaken to include the Cresswell Road area. The results showed that from 70 letters sent out there were 18 responses in favour and 7 opposed to the proposal. Reasons for objection were included in the report. The scheme was expected to cost around £400 and would be met from the Local Transport Plan.

Decision

That the proposed 20mph speed limit be implemented within the area, as outlined in the report.

24. Throston Grange Lane – Local Safety Scheme *(Assistant Director, Neighbourhoods)*

Type of decision

Non-key

Purpose of report

To seek approval for the implementation of a local safety scheme on Throston Grange Lane.

Issue(s) for consideration

The Assistant Director reported on the background to the proposal to introduce a local safety scheme on Throston Grange Lane. Details of the proposed works were set out in the report and included introducing a series of pinch points on Throston Grange Lane, double yellow lines at each junction onto Throston Grange Lane, bollards to be located at the end of the parking lay-bys, the bus stop opposite Falcon Road to be repositioned away from the junction and slow markings and central hatching at various strategic points.

With regard to consultation, approximately 900 letters and plans had been sent out to residents and Ward Councillors and 8 letters of objection had been received. Details of objections received were provided as set out in the report. The number of accidents along Throston Grange Lane and the recorded traffic speeds indicated that the proposals were justified. The cost of the scheme outlined was approximately £50,000 and would be funded through the Council's Local Transport Plan.

Members commented on the potential impact on Wiltshire Way as a result of the proposal which the Assistant Director advised would be monitored. The Committee expressed their support for schemes of this type and made reference to the benefits and took the opportunity to congratulate officers for their continued commitment to reducing speed and improving road safety in the town.

Decision

That the local road safety scheme on Throston Grange Lane, as outlined in Section 4 of the report, be approved.

25. North East Smart Ticketing Infrastructure (NESTI) Programme Update *(Assistant Director, Neighbourhoods)*

Type of decision

Non-key

Purpose of report

To update Members on the progress being made in implementing the North East Smart Ticketing Infrastructure (NESTI). This report covers the period up to July 2013 and is in accordance with the terms of the Collaboration Agreement that all 12 Local Authorities have entered into.

Issue(s) for consideration

At its meeting of 7 October 2009, the Association of North East Councils (ANEC) had agreed the high level objectives of NESTI as set out in the report. It was recognised that achievement of these objectives would significantly improve access to public transport throughout the North East, improve patronage data and understanding of passengers' travel patterns, reduce operating costs for the concessionary travel scheme and offer partner authorities the opportunity to implement smart solutions to a wide range of public sector facilities. Further background information in relation to the scheme was included in the report.

The NESTI programme was in the process of implementing a regional Stored Travel Rights product that would be accepted on public transport across the region, often referred to as PAYGO, progress of which was detailed in the report. The current indicative NESTI budget at 1 April was £10.171m, a summary of which was attached at Appendix A. The 2012/13 outturn expenditure level was £3.235m against an approved budget of £4.416m, resulting in an under-spend of £1.181m. It was highlighted that there were no financial risks to the Council in respect of this project.

In response to a query as to whether the scheme would impact upon the concessionary fares policy, the Assistant Director stated that the scheme would not have an impact on that policy.

Decision

- (i) That progress made in regard to delivery of a smart ticketing infrastructure across the region be noted.
- (ii) The NESTI programme budget for the financial year 2013/14 be approved.
- (iii) The extension of the NESTI programme budget through financial years 2016/17 and 2017/18 which avoids the need for partners to self fund obligations arising from the development of the NESTI infrastructure until 2018/19 financial year be approved.
- (iv) It was noted that as a result of approval of decision (iii) above, this would fully allocate the entire NESTI programme budget save for retention of a prudent level of contingency amounting to £0.260m (20%).

26. Devolution of Local Major Transport Funding

(Assistant Director, Neighbourhoods)

Type of decision

Non-key

Purpose of report

To provide an update on the process to devolve Local Major Transport funding to the Tees Valley Local Transport Body (LTB) from March 2015 and identify the schemes that will be put forward for the funding, which have been derived using the methodology presented previously within the Tees Valley Local Major Scheme Assurance Framework

Issue(s) for consideration

The Assistant Director presented the report which provided background information in relation to the proposals to devolve Local Major Transport Funding to the Tees Valley Local Transport Body. A full description of how schemes had been identified, shortlisted and prioritised was outlined in further detail within the Assurance Framework and the Tees Valley Local Major Transport Scheme prioritisation draft which was attached as an appendix to the report.

A table, set out in the report, showed the schemes which had passed through the sifting process. These had been ranked by a score made up of the carbon benefits of a scheme, number of homes the scheme would help deliver and the Gross Added Value (GAV) that would result from the

scheme. The business case for each of these schemes would be developed over the next year before a final decision was made upon which schemes to fund in 2015.

The Assistant Director highlighted the significant levels of investment previously secured by the Council in relation to major schemes like the interchange, station improvements, TVBNI and highways pinch points as well as the Council's involvement in monitoring the schemes identified within the Tees Valley Local Major Transport Scheme.

A query was raised in relation to the scoring process which the Highways, Traffic and Transport Manager agreed to explore and provide clarification following the meeting.

A Member sought clarification as to how jobs would be created and whether Hartlepool would benefit as a result of the schemes. The Assistant Director advised that the reference to jobs was in relation to schemes going forward and not necessarily new jobs. Assurances were provided that the Leader of the Council was a member of the Leadership Board ensuring Hartlepool's interests were considered.

Decision

- (i) Members agreed the prioritised list of schemes as outlined in the report.
- (ii) Members noted that the prioritised schemes would now have to be developed into full approved business cases before a final decision was made upon which schemes to fund in 2015.

The meeting concluded at 11.15 am.

P J DEVLIN

CHIEF SOLICITOR

PUBLICATION DATE: 16 AUGUST 2013