

# **NEIGHBOURHOOD SERVICES COMMITTEE MINUTES AND DECISION RECORD**

27 October 2014

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

**Present:**

Councillor: Peter Jackson (In the Chair)

Councillors: Jim Ainslie, Allan Barclay, Keith Dawkins, Steve Gibbon,  
Marjorie James and Brenda Loynes

**Also Present:**

Paul Beattie, Cleveland Fire Authority

Officers: Alastair Smith, Assistant Director, Neighbourhoods  
Mike Blair, Technical Services Manager  
Helen Beaman, Team Leader, Waste and Environmental  
Service  
Clare Clark, Head of Community Safety and Engagement  
Denise Wimpenny, Principal Democratic Services Officer

## **24. Apologies for Absence**

None.

## **25. Declarations of Interest**

Councillor Loynes declared a personal interest in Minute 29.

## **26. Minutes of the meeting held on 22 September 2014**

Received

## **27. Action to Reduce the Number of Abandoned or Incorrectly Stored Wheeled Bins** *(Assistant Director, Neighbourhoods)*

### **Type of decision**

Non-key

## **Purpose of report**

To seek approval to commence an initiative aimed at addressing the problems associated with the incorrect storage and abandonment of wheeled bins. These problems include arson, theft and issues around domestic household waste littering the streets of Hartlepool.

## **Issue(s) for consideration**

The Assistant Director presented the report which provided background information in relation to the Council's policy for storage, presentation and collection of waste. Wheeled bins that were being stored in the streets permanently or which had been abandoned by residents had been identified as an issue. In July 2014, following complaints from ward councillors and residents, a survey of the number of bins left in back streets had been undertaken in a trial area of Victoria Ward, the outcome of which was detailed in the report.

In 2013/14 a total of 775 wheeled bins were replaced throughout the town at a cost of £19,375 with significantly more being replaced in the Victoria and Burn Valley wards, a breakdown of which was included in the report. The problems encountered as a result of bins abandoned/stored in the back streets was provided as set out in the report. Since April 2014 there had been a total of 20 wheeled bin fires at a cost to the Fire Service of over £40,000. Recycling bins stored out in the street regularly became contaminated making them unacceptable for collection for recycling. The Council and Cleveland Fire Service proposed that a pilot campaign should be considered to address this issue. This awareness raising and enforcement campaign would be a five step process, details of which were included in the report.

The Chair welcomed Paul Beattie of Cleveland Fire Service who had been invited to attend the meeting to provide details of the impact of refuse and wheeled bin fires on the Fire Service. The Chair referred the Committee to a Risk and Performance report from Cleveland Fire Brigade, a copy of which was tabled at the meeting, which included fire incidents in Hartlepool District for the period 1 April to 30 September 2014.

The Fire Service Representative updated the Committee on the benefits of the pilot scheme, the benefits of an effective advertising campaign as well as how the initiative had operated in Stockton.

In the discussion that followed, the Assistant Director responded to issues raised by Members in relation to the enforcement and charging process. Clarification was provided regarding the circumstances in which enforcement action would be taken. It was reported that whilst replacement bins would be returned free of charge on the first occasion, subsequent

replacement bins could potentially incur the standard £25 replacement fee. Members welcomed the awareness and enforcement initiative and acknowledged the advantages of schemes of this type.

### **Decision**

The Committee approved the delivery of the awareness and enforcement initiative to reduce the number of wheeled bins abandoned and incorrectly stored which lead to arson, theft, anti-social behaviour and a general decline in the local environment.

## **28. Fulthorpe Avenue Verge Tarmacking** *(Assistant Director, Neighbourhoods)*

### **Type of decision**

Non-key

### **Purpose of report**

To advise Members of the Committee of the consultation results of a proposed scheme to convert a grass verge in Fulthorpe Avenue to tarmac.

### **Issue(s) for consideration**

The Assistant Director reported that following several complaints received in relation to a damaged grass verge in Fulthorpe Avenue and following communication from residents both for and against the scheme a consultation letter had been issued to seek their views. From a total of 12 residential letters issued, 10 replies had been received. The response was 4 in favour and 6 against the proposal, the reasons of which were detailed in the report.

It was estimated that the scheme would cost between £5,000 and £6,000 and would be funded from the Council's Local Transport Plan.

Residents both for and against the proposal were in attendance at the meeting and invited to speak. One resident who spoke against the proposal expressed concern that several residents had not been included in the consultation and was of the view that the money could be more efficiently utilised and that alternative options should be considered. The option to explore the feasibility of utilising the funding to extend the bus stop to provide a loading bay on King Oswy Drive was suggested.

Another resident who spoke in support of the proposal raised concerns regarding grass verge damage and access issues indicating that verge tarmacking would alleviate such problems.

Discussion ensued in relation to the options available to address this issue. In response to clarification sought on the feasibility of introducing parking restrictions, it was reported that the installation of bollards was unlikely to address the problem. However a lay-by on King Oswy Drive was an option that could be further explored subject to funding availability. In response to a query raised in relation to the cost of installing a lay-by in Fulthorpe Avenue, the Committee was advised that whilst estimates had not been undertaken it was unlikely that this would be a financially viable option.

With regard to concerns raised regarding the problems associated with delivery vans utilising this stretch of road and that the condition of the verge would deteriorate over the winter months which may result in surrounding footpaths becoming dangerous for local resident as well as being unsightly, it was suggested that discussions be held with local shop owners in terms of establishing a solution to the problem. A view was expressed that smaller delivery loads and potential restrictions on delivery times should be considered. The Council's Community Safety and Engagement Team would work with the Engineers in this respect.

### **Decision**

- (i) That the proposed scheme to convert a grass verge in Fulthorpe Avenue be refused.
- (ii) That further options be explored to alleviate the problem in consultation with local shop owners and residents and a report on the findings be presented to a future meeting of this Committee for consideration.

A brief adjournment was held to allow members of the public to leave the meeting.

## **29. Review of Concessionary Travel Rates for Home to School Transport Provision** *(Assistant Director, Neighbourhoods)*

### **Type of decision**

Key decision – Test (ii) applies Forward Plan Ref No RN27/14

### **Purpose of report**

To inform Members of the recommendations of the Internal Audit report on the Integrated Transport Unit, Child and Adult Provision, in relation to the

Concessionary Travel fees for Home to school transport. The report detailed the proposals to review the fare and bring it in line with current market rates and sought approval for the implementation of such.

### **Issue(s) for consideration**

It was reported that in December 2013 an Internal Audit Report recommended that the calculation of concessionary seat fees should be reviewed to ensure that the cost of the seat was fully recovered. The current daily cost of a concessionary seat was £0.79p (£50 per term) and had not been reviewed for a number of years. Market testing of the commercial sector and other local authorities had shown that this cost was significantly lower than being charged in other areas. A summary of the arrangements in authorities in the Teesside and Durham areas was included in the report and it was highlighted that Hartlepool's costs were significantly lower than neighbouring authorities.

The provision of home to school transport was supported by the home to school transport budget and the average annual cost of a home to school bus service was at £23,859 per annum and the average seat cost per day was £1.97. Income from the sale of concessionary seats was offset against the Home to School Transport budget. At present there were 23 students travelling on a concessionary seat pass across all school services generating an annual income of approximately £3,450.

The Committee's views were sought in relation to the options available, as set out in the report, on the proposed charges for concessionary seats.

The Committee discussed at length the option of a no change to charges, that the charge be brought in line with the current average fare on public transport £1.50 return journey or that the charge be increased in a staged approach of £1.02 per day from September 2015, £1.50 per day from September 2016 and £1.97 from September 2017.

Whilst support was expressed for a staged increase of charges, a Member commented on the difficulties agreeing charges when take-up figures were not yet known. The benefits of receiving regular monitoring reports in future on take-up figures and the need to maximise take-up and encourage parents to utilise the service was emphasised.

During further debate, the Committee requested that annual monitoring reports in relation to take-up figures be provided to assist with determining future charges.

### **Decision**

- (i) That a staged increase of the charges of £1.02 per day from

September 2015, £1.50 per day from September 2016 and £1.97 per day from September 2017, as set out in the report, be approved for concessionary travel rates to bring them in line with the current market.

- (ii) That annual monitoring reports be provided to this Committee in relation to take-up of the service to assist in determining future charges.

### **30. Warrior Drive Bus Shelter Request** (*Assistant Director, Neighbourhoods*)

#### **Type of decision**

Non-key

#### **Purpose of report**

To report the result of a recent consultation exercise, relating to the possibility of installing a bus shelter at an existing bus stop in Warrior Drive (south-west bound), adjacent to 1 and 9 Courageous Close (as shown at **Appendix 1**).

#### **Issue(s) for consideration**

The Assistant Director reported that a request had been received for a bus shelter at an existing bus stop in Warrior Drive from a Ward Councillor, who had been invited to the meeting, on behalf of a resident. As a result, consultation had taken place with residents at 6 properties in Forester Close and 11 properties in Courageous Close which were all adjacent to Warrior Drive and closest to the existing bus stop. The outcome result showed 6 in favour and 4 against the shelter installation. Although there were more respondents to the consultation in favour than against, the residents who would have the shelter closest to their homes were against the proposal. A complaint of anti-social behaviour had already been received and damage to a fence and wall had previously occurred due to people congregating at the bus stop.

The scheme would be funded from the Tees Valley Bus Network Improvements Project at an estimated cost of £3,000.

As there was no-one in attendance to present the views of residents in relation to the bus shelter, the Committee was of the view that a decision should be taken on the basis of the information provided in the report. A Member commented that the views of users of the bus stop would have also been helpful in determining matters of this type and it was suggested that future reports include this information together with feedback from bus

service providers.

**Decision**

- (i) That the request for a bus shelter in Warrior Drive be refused.
- (ii) That future reports of this type include views of bus users and service providers.

**31. Loyalty Road Area 20 MPH Limit** *(Assistant Director, Neighbourhoods)*

**Type of decision**

Non-key

**Purpose of report**

To seek approval for the implementation of a 20 mph speed restriction for the area shown in Appendix 1.

**Issue(s) for consideration**

It was reported that following requests from residents via local Ward Councillors , consultation had taken place regarding the potential implementation of a 20 mph speed restriction covering the full length and roads joining onto Loyalty Road. From a total of 180 residential letters issued, 80 replies had been received. The response was positively in favour of the scheme with 71 responses in favour and 9 opposed to the proposal.

It was proposed that the scheme would be delivered using signage, details of which were included in the report. The scheme would be funded via the Council's Local Transport Plan at an estimated cost of £750.00

**Decision**

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

**32. Studland Drive Area 20 MPH Limit** (*Assistant Director, Neighbourhoods*)

**Type of decision**

Non-key

**Purpose of report**

To seek approval for the implementation of a 20 mph speed restriction for the area shown in Appendix 1.

**Issue(s) for consideration**

It was reported that following requests from local Ward Councillors regarding concerns about speeding motorists, particularly on Sandbanks Drive and Studland Drive, consultation had taken place with residents in relation to the proposal to implement a 20mph speed restriction covering the roads accessed from Bournemouth and Weymouth Drive. From a total of 190 residential letters issued, 73 replies had been received. The response was positively in favour of the scheme with 60 responses in favour and 11 opposed to the proposal.

It was proposed that the scheme would be delivered using signage only, details of which were included in the report. The scheme would be funded via the Local Transport Plan budget allocation at an estimated cost of £1,000.

**Decision**

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

**33. Kildale Grove Area 20 MPH Limit** (*Assistant Director, Neighbourhoods*)

**Type of decision**

Non-key



### **Purpose of report**

To report the outcome of a recent consultation exercise (September 2014) relating to the proposed introduction of a 20 mph speed restriction along Bilsdale Road, Comondale Drive, Egton Drive, Goathland Drive, Kildale Grove, Lingdale Drive, Roxby Close and Westerdale Road (see attached plan at Appendix 1).

### **Issue(s) for consideration**

The Committee was advised that following requests from a local Ward Councillor on behalf of residents, consultation had taken place with residents, in relation to a proposal to implement a 20 mph speed restriction within the area of the 8 streets listed above. From a total of 430 residential letters issued, 243 replies had been received. The response was positively in favour of the scheme with 221 responses in favour and 22 opposed to the proposal. Several of those who supported the scheme had, however, expressed concerns as to how the 20 mph limit would be enforced and others stated that they would never agree to any future proposal to install speed humps or speed activated signs etc. Comments from those who were not in favour also included enforcement concerns, details of which were included in the report.

It was proposed that the scheme would be delivered using signage only. . The scheme would be funded via the Council's Local Transport Plan at an estimated cost of £1,000.

### **Decision**

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

### **34. RSPCA Community Animal Welfare Footprints Awards – Innovator in Animal Welfare Award 2014**

*(Assistant Director, Neighbourhoods)*

#### **Type of decision**

For information

#### **Purpose of report**

To inform the Committee that the Waste and Environmental Services team had been awarded the prestigious “Innovation Award” in the 2014 annual RSPCA Community Animal Welfare Footprints Awards for the Illegally Grazed Horses project.

#### **Issue(s) for consideration**

The Assistant Director presented the report which provided background information to the Council’s Environmental Services team’s submission of a detailed bid outlining the work done on the Illegally Grazed Horses Project. A report previously submitted to the Neighbourhood Services Committee outlined the scale of the problem and proposed the implementation of the Illegally Grazed Horses Strategy. The proposal was accepted and the strategy had been used to implement a “Zero Tolerance” approach to the practice of “fly grazing”. The proactive approach taken by the team had seen the number of horses grazing without permission in Hartlepool reduced from around 200 animals in early 2013 to approximately 30 equines by September 2014.

The RSPCA’s Senior Parliamentary Adviser for Local Government had praised the team’s submission by saying that “Hartlepool Borough Council fought off fierce competition in their category to receive a prestigious 2014 RSPCA Innovator Award.

The Chair took the opportunity on behalf of the Committee to congratulate and thank the team on their achievement and their proactive and innovative approach to tackling the problem of illegally grazed horses.

#### **Decision**

The Committee noted the achievement of the Waste and Environmental Services team in winning this prestigious award.

### **35. RSPCA Community Animal Welfare Footprints Awards – Innovator in Animal Welfare Award 2014**

*(Assistant Director, Neighbourhoods)*

#### **Type of decision**

For information

#### **Purpose of report**

To inform the Committee that the Dog Warden Service had been awarded the Gold level in the 2014 annual RSPCA Community Animal Welfare Footprints Awards in the Stray Dog category.

#### **Issue(s) for consideration**

The report provided background information in relation to the Dog Warden Service's submission for the Stray Dog Footprint Award, a copy of which was attached by way of an appendix. The Dog Warden Service had submitted an entry for the Stray Dog Footprint award each year since 2012 and had achieved the silver level in both 2012 and 2013. Achieving the gold level this year demonstrated the continuing development of the service and was testament to the hard work and dedication of the officers, kennels staff and volunteers involved.

A summary of the award submission was provided and included detailed information about the service, the policies and procedures in place to ensure dogs were treated efficiently and humanely as well as details of partnership working and education programmes for the public.

Thanks and congratulations were expressed to the team on their excellent performance and hard work as well as continued commitment to tackling animal welfare issues. Members requested that their success in achieving two animal welfare awards be widely publicised and should include Hartbeat.

#### **Decision**

- (i) The Committee noted the achievement of the Dog Warden Service in winning this prestigious award.
- (ii) That the achievements of the Waste and Environmental Services and Dog Warden Teams be widely publicised and should include Hartbeat.

The meeting concluded at 10.45 am.

**P J DEVLIN**

**CHIEF SOLICITOR**

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