

NEIGHBOURHOOD SERVICES COMMITTEE AGENDA



Monday 15th June 2015

at 10.00am

**in Committee Room B,
Civic Centre, Hartlepool**

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors Ainslie, Barclay, Gibbon, Jackson, James, Loynes and Robinson

1. APOLOGIES FOR ABSENCE

2. TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS

3. MINUTES

- 3.1 To receive the Minutes and Decision Record of the meeting held on 16th March (previously circulated)

4. KEY DECISIONS

- 4.1 Transport Asset Management Plan – *Assistant Director (Neighbourhoods)*

5. OTHER ITEMS REQUIRING DECISION

- 5.1 Local Transport Plan 2014/15 Out-turn and 2015/16 Programme – *Assistant Director (Neighbourhoods)*



- 5.2 Petition requesting the introduction of two-hour free parking at Hartlepool –
Assistant Director (Neighbourhoods)

6. ITEMS FOR INFORMATION

- 6.1 Fulthorpe Avenue Verge Tarmacking Update – *Assistant Director*
(Neighbourhoods)

7. ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT

Date of next meeting – Monday 13th July at 10.00am in Committee Room B, Civic Centre



NEIGHBOURHOOD SERVICES COMMITTEE

15th June 2015



Report of: Assistant Director (Neighbourhoods)

Subject: TRANSPORT ASSET MANAGEMENT PLAN

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Key Decision (test (i) & (ii)) Forward Plan Reference No. RN 8/15.

2. PURPOSE OF REPORT

2.1 The TAMP is intended to provide a comprehensive analytical approach to maintenance. It has been prepared following national best practice, has been considered previously by Members, and is now presented for approval as a means of helping to secure best value from the Council's transport assets.

3. BACKGROUND

3.1 Local Authorities are required to demonstrate that they are making best use of their property and other assets through asset management plans. In compliance with Government guidance relating to local transport planning, this requirement was extended to the preparation of an asset management plan for transport related assets including the highway. Asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers. Given the importance of the highway network to the economic, social and environmental well-being of the community the Department for Transport (DfT) has encouraged local authorities to develop an asset management approach to managing that network. Highway authorities are expected to introduce and embed asset management principles in their organisations to ensure that budgets are based on clearly identified service standards and spending is need and outcome based.

3.2 The Hartlepool Transport Asset Management Plan (TAMP) is the framework for an integrated asset management approach to the Borough's transport assets.

3.3 For the purposes of this document the assets have been broken down into a number of relevant groupings:

- Carriageways
- Footways
- Cycleways
- Structures
- Drainage
- Street Lighting
- Traffic Signals and Telematics
- Public Rights of Way
- Trees, Hedges, Verges & Planted Areas
- Unlit Signs
- Barriers and Safety Fences
- Road Markings & Studs

3.4 The plan has been developed over a number of years which will enable systems to be established to manage all transportation assets on a long term basis using whole life costing within a framework of statutory requirements, customer expectations and sustainable funding.

3.5 "Whole of Government Accounting" (WGA) guidance requires that Hartlepool Borough Council values its highways, and that this value is contained within the Council's accounts.

3.6 Asset valuation is the calculation of the current monetary value of an asset. This value is defined as the Depreciated Replacement Cost (DRC), which is the Gross Replacement Cost (GRC), less the Accumulated Asset Consumption (AAC) where:

- The GRC is the cost of replacing the asset with a Modern Equivalent Asset, using standardised unit rates;

- The AAC is the depreciation in value due to ageing, usage, deterioration, damage, reduced service levels and obsolescence.

- The DRC is therefore defined as the current value of the asset.

3.7 Summary WGA Values for Carriageways, Footways and Street lighting.

	GRC (£)	DRC (£)	Maintenance Costs (£)
Unclassified Network	192,590,650	167,066,538	25,524,112
Principal Network	69,438,220	68,264,790	1,173,430
Classified Network	30,150,186	28,956,764	1,193,423
Carriageway Total	292,179,056	264,288,092	27,890,964
Footway	60,575,229	42,300,746	18,274,482
Street Lighting	12,775,100	6,492,360	6,282,740*

- Prior to LED replacement scheme completion

3.8 The current version, a copy of which has been placed in the Member's library for reference, represents work in progress as this is a living document that will regularly be updated. It defines levels of service, describes present maintenance techniques and analyses spending allocations against condition.

4. PROPOSALS

4.1 It is proposed that the Transport Asset Management Plan is used as a basis for managing and maintaining the highway infrastructure assets.

5. EQUALITY AND DIVERSITY CONSIDERATIONS

5.1 There are no equality or diversity implications relating to this item.

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

6.1 There are no Section 17 implications relating to this item.

7. RECOMMENDATIONS

7.1 That Members approve the use of the Transport Asset Management Plan as a basis for managing and maintaining the highway infrastructure assets as appended.

8. REASONS FOR RECOMMENDATIONS

- 8.1 To ensure that the Council comply with Government guidance.

9. BACKGROUND PAPERS

- 9.1 A copy of the TAMP document has been placed in the Member's library for reference.

10. CONTACT OFFICER

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NEIGHBOURHOOD SERVICES COMMITTEE

15 June 2015



Report of: Assistant Director (Neighbourhoods)

Subject: LOCAL TRANSPORT PLAN 2014/15 OUT-TURN
AND 2015/16 PROGRAMME

1. TYPE OF DECISION / APPLICABLE CATEGORY

1.1 Non-key.

2. PURPOSE OF REPORT

2.1 To inform the Neighbourhood Services Committee of the progress made under the Local Transport Plan delivery programme during 2014/15, and to identify potential schemes for 2015/16.

3. BACKGROUND

3.1 The third Local Transport Plan, (LTP), sets out how a safe and sustainable transport system can be delivered within Hartlepool. It is recognised that funding, particularly in the short to medium term, was significantly reduced from the second LTP period and, whilst this represents a significant barrier to delivering the Council's aspirations for improving the transport network in Hartlepool, it provides opportunities to work more closely with our partner organisations for the overall benefit of the town.

3.2 The strategy was not limited to the 5 year timescale of previous LTPs but was designed to look towards 2026 and evolve over this period. This extended timescale ensures that the LTP is aligned with regional strategies and local development frameworks. The strategy will continue to be kept under review within this time period, to ensure that it remains current, responding to any changes in circumstances, and taking into account any revisions in guidance and best practice.

3.3 On April 1st 2014, we entered the final year of the LTP Delivery Plan (2011-2015). At the Neighbourhood Services Committee meeting on 16th March 2015, the LTP Strategic Delivery Plan 2015-2021 was approved, with

funding details covering a 6 year period (indicative for years 4, 5 and 6) – See **Appendix 1**.

4. PROPOSALS

4.1 There are 2 minor budget re-allocations requested as follows, due to the original funding stream no longer being required:-

- Safety Camera Partnership, £10k budget to be re-allocated to Highway Improvement Schemes. From 2015/16 to 2020/21.
- Motorcycle Training, £5k budget to be re-allocated to Road Crossings.

4.2 The tables identifying the works delivered during 2014/15 and the proposed schemes for 2015/16, against each budget heading are enclosed as **Appendix 2**.

5. FINANCIAL CONSIDERATIONS

5.1 All works / schemes will be funded via the LTP allocation, from Central Government, as detailed in the Local Transport Delivery Plan (2015-2021), which was approved by the Neighbourhood Services Committee on 16th March 2015.

5.2 Structural highway maintenance – the 2015/16 LTP allocation will be £1,185,000

6. EQUALITY AND DIVERSITY CONSIDERATIONS

6.1 There are no equality or diversity implications relating to this report.

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

7.1 There are no Section 17 implications relating to this report.

8. RECOMMENDATIONS

8.1 That the Neighbourhood Services Committee notes the works / schemes delivered during 2014/2015, and approves the proposed schemes for 2015/2016 (the 5 year highway maintenance programme has already been approved – 16th March 2015 meeting).

9. REASONS FOR RECOMMENDATIONS

- 9.1 To enable the continuance of the Local Transport Plan delivery programme.

10. BACKGROUND PAPERS

- 10.1 There are no background papers.

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APPENDIX 1

Allocation of Integrated Transport Block Capital Funding (2015/16 to 2020/21)

Theme	Scheme Type	2015-16 £000's	2016-17 £000's	2017-18 £000's	2018-19 £000's	2019-20 £000's	2020-21 £000's
Bus Infrastructure (BI)	Bus Stop Improvements	25	25	25	25	25	25
Cycling Schemes (CY)	Cycle tracks/lanes	100	100	100	100	100	90
	New cycle parking facilities	5	5	5	5	5	5
Sustainable Travel (ST)	Sustainable Travel Improvements	25	25	25	25	25	25
Local Safety Schemes (LS)	Safer routes to school	75	75	75	75	75	75
	Local Safety Schemes	75	75	75	75	75	75
	Signage Improvements	14	14	14	14	14	14
Road Crossings (RC)	Dropped Kerbs	35	35	35	35	35	35
Traffic Management and Traffic Calming (TM)	Traffic Signal Improvements	50	50	50	50	50	50
	School Safety Schemes	30	30	30	30	30	30
	Highway Improvement Schemes	85	85	85	85	85	85
Local Road Schemes (RD)	Verge Hardening Programme	50	50	50	50	50	50
	Access to Employment	50	50	50	50	50	50
Hartlepool Vision (HV)	Masterplan Improvements	50	50	50	50	50	50
Miscellaneous (OS)	Car park improvements	50	50	50	50	50	50
	LTP Development						10
Total		719	719	719	719	719	719

APPENDIX 2

Scheme Type	2014/2015	2015/2016
Bus Network Improvement Schemes	<p>Contribution to:-</p> <p>Hart Lane (Sacred Heart Area Back Street Scheme) – Improved security, accessibility and parking areas, to make back street parking more attractive, enabling yellow lines to be placed on Hart Lane.</p> <p>Raby Road/ Middleton Road – Junction widening scheme.</p>	<p>Contribution to:-</p> <p>Powlett Road – Provision of extra lane westbound to reduce delays.</p>
Bus Infrastructure	<p>Low floor bus stops provided at:-</p> <p>Middleton Rd / Addison Rd Park Square Jesmond Rd (x2) Elwick Rd (x2) Alston St & Belmont Gds Dunston Rd / Burnston Close</p>	<p>Bus stop improvements at:-</p> <p>Clavering Rd – shops area Brenda Rd / Golden Flatts (southbound)</p> <p>Junction widening improvements at Tarnston Rd / Dunston Rd.</p>
Cycle tracks / lanes	<p>Seaton 5 public footpath west – Completion of the top surfacing of the remaining section</p> <p>Seaton 5 public footpath east – the resurfacing and completion of drainage & fencing works to the entrance, and first 60 metres of this section of public footpath. Installation of “A” frame and locked field gate.</p>	<p>A range of potential schemes, identified as part of preliminary works for Local Growth Funding (LGF) bid – routes to access Elwick / Dalton / Seaton Carew could be brought forward, with a potential spend of over £100K from LTP.</p> <p>Seaton 5 public footpath – provide a cycle wheel</p>

Scheme Type	2014/2015	2015/2016
	<p>Hart Lane to Middle Warren (adjacent Hart Reservoirs) – surface improvements to 310 metres of this path, to provide a safe & clear route for walkers & cyclists. Installation at Hart Lane – fencing, “A” frame and locked field gate.</p> <p>Junction of Hart 1 and Hart 5 public footpaths – resurfacing of the approach paths & steps, complete with the revetment and realignment of associate path levels.</p> <p>Hart 10 public bridleway – the realignment / positioning of existing vehicle barrier, installation of two self closing bridle gates and associated fencing. To reduce fly tipping and to allow safe use by cyclists, horse riders and pedestrians.</p> <p>Hartlepool 3 public footpath – the revetment of the path to allow safe passage by pedestrians & cyclists.</p> <p>River Tees Rediscovered HLF Landscape Partnership – the match cash funding contribution towards the North Tees Nature Trail project – this assisted towards the development and installation of a safe and vehicular traffic free cycle & pedestrian route from North Gare car park, to Greatham Creek</p>	<p>rail, for cyclists, enabling access up & down the steps, and improve these steps on the west side of Seaton Walkway.</p> <p>Seaton Walkway / Seaton Station – formalise the informal link between the walkway & the station. Remove small number of trees (6), and create a surface from the station to the walkway</p> <p>Warrior Park, The Stell – improvement of the informal path & its surface, thus providing a safe route for cyclists & walkers</p> <p>A689 cycleway, and some additional routes to the southern industrial areas of the town, are also potential schemes for 2014/15. Examples are as follows:</p> <p>Graythorp Ind Estate to Greatham Creek – construction of a new path, to link the existing paved access way, at the industrial estate, to the newly diverted public footpath at Greatham Creek</p> <p>Graythorp Ind Estate to Greatham – investigate the costs for improvements which are required, to provide permissive cycle rights on the existing public footpath between Greatham & Graythorp</p> <p>Other potential schemes to be identified and added to the list, as and when appropriate.</p>

Scheme Type	2014/2015	2015/2016
	and beyond. Safe route to employment and recreation are the main drivers for this contribution.	
New cycle parking facilities	Balmoral Court, enhancement of existing facilities at the Civic Centre & central library. Schools (scooter / cycle pods) – Clavering, Ward Jackson, St Helens	Schemes to be identified
Cycle Route Signage	Sign costing / manufacturing & installation, was not undertaken during 2014/15. Moved into 2015/16 programme (see opposite), using budget balance which is to be carried forward from 2014/15.	Permissive cycle signs to be costed & manufactured, for installation along all of the recently improved public footpaths. This will provide a number of safe permissive cycle routes to schools, shops and work places for users in and out of the town.
Sustainable Travel Improvements	New budget for 2015/16.	New officer expected in post (June 2015) – schemes to be identified.
Safer Routes To School	Puffin Crossing on West View Road, at 'D' islands, and associated footpath improvements.	20 mph zone at Callander Road/ Balmoral Rd (Rossmere & St Teresa's schools). School crossing patrol schemes – Minor improvements at sites on King Oswy Drive,

Scheme Type	2014/2015	2015/2016
		<p>Grange Road, Winterbottom Avenue, Brougham Terrace, Masfield Road & Stockton Road.</p> <p>Further schemes to be identified.</p> <p>A number of smaller scale improvements, identified as part of Living Streets project work.</p>
Local Safety Schemes	Rossmere Way vehicle activated signs, Belle Vue Way verge regarding to prevent surface water run-off, and associated improvements	Easington Road puffin crossing, Park Avenue traffic calming, Wordsworth Avenue traffic calming
Road Crossings	Dropped kerbs at appropriate locations, including Oxford St and Belle Vue areas	Tactile / dropped kerbs at appropriate locations, including Greatham & Albany Court areas.
School Safety Schemes	Speed activated signs St Helens School. Upgraded 20 mph speed activated signs at Elwick Village	<p>School safety scheme for St. Cuthbert's Primary.</p> <p>Crossing to be investigated for Merlin Way.</p>
Signage Improvements	New budget for 2015/16.	Improved destination signage to Marina and pedestrian signage within town centre areas.
Parking Lay-bys	<p>Macaulay Road</p> <p>Forfar Road</p> <p>Greenock Road</p> <p>Owton Manor Lane</p> <p>Lindsay Road</p>	<p>All requests are now collated on a list, and the worst areas will be prioritised.</p> <p>As many of the prioritised schemes, as the budget allows, will be implemented.</p>

Scheme Type	2014/2015	2015/2016
Traffic Signal Improvements	New budget for 2015/16.	Upgrading of York Road / Park Road junction, and addition of Hart Lane / Tarnston Road right turn signal filter.
Car Park Improvements	Improvements to various car parks – works included painting of walls / ceilings / emergency exit stairwells to the multi-storey. Re-wiring and visual improvement work to the basement car park, together with surface re-marking and potential CCTV coverage to surface car parks.	Capital funding for radio & communication equipment. Car park refresh & maintenance schemes to be identified, as appropriate.
Highway Improvement Schemes	New budget for 2015/16.	Various junction improvement schemes currently being investigated.
School Crossing Improvements	No budget 2014/15 – school crossing improvement schemes were incorporated within the Safer Routes To School budget heading.	Improvements at Fens, Rift House and Sacred Heart Schools.
Access To Employment	New budget for 2015/16.	Potential highway improvements – Longhill

Scheme Type	2014/2015	2015/2016
		Industrial Estate
Master Plan Improvements	New budget for 2015/16	Appropriate contributions to Hartlepool Vision improvements
Street Lighting	Stockton Street, Newburn Bridge lighting improvements, corroded columns various locations, approx 30No.	Concrete column replacement programme (H&S issue – cracked columns).
Bridges	Brenda Road bridge – additional reinforcement	<p>Greatham Creek bridge – replacement of expansion joints</p> <p>Other potential schemes include Cloff Bridge and Newburn Bridge maintenance works.</p> <p>Structural assessments to be undertaken, with schemes then being identified, as appropriate.</p>
Structural Highway Maintenance	<p>A179 Hart By pass</p> <p>A689 Dalton Back Lane to Greatham</p> <p>A1086 King Oswy Drive / Easington Rd roundabout</p>	<p>Refer to Appendix 3 – schemes were approved on 16th March 2015/16</p> <p>Also schemes (x 2) which were not undertaken during 2014/15 – see below.</p>

Scheme Type	2014/2015	2015/2016
	<p>A178 Seaton Front</p> <p>Seaton Lane / Brenda Rd (Golden Flatts) roundabout</p> <p>A689 Huckelhoven Way junction</p> <p>Moffat Road</p> <p>Elwick Rd – West Park area</p> <p>Sandringham Rd</p> <p>Cliffe Court</p> <p>Marley Walk</p> <p>Marshall Close</p> <p>Welldeck Rd</p> <p>Stratford Rd</p> <p>Huntley Rd</p> <p>Highland Rd</p> <p>Leas Grove</p> <p>Lindsay Rd</p>	<p>A179 Hart roundabout to Easington Road roundabout – scheduled for completion during 2015/16, as the condition of the carriageway is worse than was initially thought.</p> <p>Powlett Road (service road) – this will be completed, during 2015/16, as part of the overall Powlett Road improvement scheme (currently ongoing).</p>

Scheme Type	2014/2015	2015/2016
	<p>Speeding Drive</p> <p>Bulmer Place</p> <p>Darvel Rd</p> <p>Erskine Rd</p> <p>Forth Grove</p> <p>Heortness Rd</p> <p>Catcote Rd</p> <p>A689 (northbound) - Truro Drive to Owton Lodge roundabout</p> <p>Park Rd – Eldon to Belmont</p> <p>Elwick Rd – Caroline Street to Powell Street</p> <p>Fernwood Ave – Greta to Heathfield Drive</p> <p>Grange Rd – Mulgrave to Tankerville</p> <p>Warren Rd – Winterbottom Ave to dual carriageway</p> <p>Marsh House Lane – Greatham</p>	

APPENDIX 3

Highway Maintenance 2015/2016

Year 1 2015/16			
Street	Location	Type	Treatment
A689 Stockton Road	Sappers Corner to Claxton Bridge	Masterflex	Full construction
A689	Stockton Road to Brenda Road	Masterflex	Full construction
A689	Thomlinson Road to Brenda Road	Masterflex	Full construction
A689 Stockton Road	Tesco Rbt to Huckelhoven Way	Masterflex	Surface and Binder
Easington Road	John Howe Rbt to Warren Road	Masterflex	Surface and Binder
A179	John Howe Rbt to Hart Rbt	Masterflex	Surface and Binder
A1086 Coast Road	King Oswy to Crimdon	Masterflex	Resurface
Golden Flats Rbt	Remainder of patches	Masterflex	Full construction
Brenda Road	A689 to Windermere Road	DBM	Resurface
Caledonian Road	Full Length	DBM	Resurface
Kendal Road	Full Length	DBM	Resurface
Dalton Piercy Main Road	Down bank to over bridge	DBM	Resurface
Catcote Road	Elwick Road to Browning Avenue	DBM	Full construction
Raby Road	50m either side of Chester Road	DBM	Resurface
Hart Lane	Dunston Road to Duke Street	DBM	Resurface
Powlett Road	Full Roundabout	Masterflex	Surface and Binder
Coronation Drive	O'Brien's tip area	DBM	Resurface
Stratford Road	Wolviston Rd. To Caledonian Road	DBM	Resurface
Seaton Lane	Brenda Road to Rail Bridge	DBM	Resurface
Elizabeth Way	All	DBM	Resurface
Grange Road	St Paul's to Catcote	DBM	Surface and Binder
Duke Street	Full Length	DBM	Resurface
St Paul's Road	Full Length	DBM	Resurface
Raby Road	Museum Road to Victoria Road	DBM	Resurface
Jesmond Road	Chester Road to Hart Lane	DBM	Resurface
York Road	Park road to Victoria Road	Masterflex	Surface and Binder
Otterpool Close	All	DBM	Resurface

NEIGHBOURHOOD SERVICES COMMITTEE

15th June 2015



Report of: Assistant Director (Neighbourhoods)

Subject: PETITION REQUESTING THE INTRODUCTION OF
TWO HOUR FREE PARKING AT HARTLEPOOL

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key Decision.

2. PURPOSE OF REPORT

2.1 To consider a petition requesting the introduction of an initial two hour free parking period within Council managed car parks and to note a secondary petition which requests a similar arrangement on the privately managed site at Hartlepool Marina.

3. BACKGROUND

3.1 Hartlepool Borough Council has received a petition signed by 517 residents and local businesses seeking that the Local Authority reviews its current parking policy in relation to pay and display parking tariffs, and considers the introduction of an initial two hours free parking period within the town centre local authority managed car parks. An additional petition also seeks that the Local Authority supports a similar two hour free parking provision at the Marina Site, although accepts that this is privately managed land and as such the Council has no control on the setting of tariffs.

3.2 The petition points out that recent changes to statutory legislation within the Deregulation Act requires Local Authorities to consider changes to its parking policy if such a petition is received. Petitions have always been reported to Committee so this is not a significant change to the Council's democratic process. In this case the financial implications of this decision require the report is submitted to Neighbourhood Services Committee. The petition cites the policy changes made by Middlesbrough Borough Council to introduce an initial two hour parking stay and requests this policy be adopted in Hartlepool.

- 3.3 Hartlepool Borough Council has an existing Parking Strategy covering long term aims of the Local Authority. The strategy defines several key groups of parking provision including long stay commuter parking sites and dedicated shopper car parks within the town centre. The shopping car parks operate an hourly tariff charge. In order to ensure a degree of parking availability which is both convenient and close to the shops and town centre facilities, the tariffs have been set to encourage vehicle turnover after a four hour stay. Without such controls, spaces would be in use all day and shoppers would be displaced to the long stay parking areas on the fringe of the town centre.
- 3.4 Although the strategy sets out the long term aims of the Council, tariff charges are considered annually as part of the review of service. Members have been of the opinion to recognise the importance of a vibrant commercial town centre and accept the difficulties of many local traders in recent years. They have therefore opted to maintain the level of pay and display parking charges in Hartlepool for a number of years now, whilst ensuring that such charges remain competitive with those charged by neighbouring authorities.
- 3.5 Hartlepool Borough Council has in conjunction with the shopping centre management and local businesses introduced several initiatives to encourage trade and boost activity in the town centre. Such measures have included a revision of the hourly pay and display charge and removing the previous minimum two hour stay tariff, extending an initial Christmas promotion “free parking after 4pm” to operate all year round in all the integrally linked car parks to Middleton Grange Shopping Centre. In addition and in response to increasing demand for Sunday trading, the Council has continued to promote and support “free parking on Sundays”. More recently free parking has also been introduced on each Saturday in December as part of a Christmas shopping incentive to support local traders.
- 3.6 The loss of revenue to the Council in support of such initiatives has however been significant. The free after 4pm promotion is estimated to cost £100K per year, the Christmas promotion campaigns cost in the region of £40K.
- 3.7 Hartlepool Borough Council manages over 2000 parking spaces within the town centre of which almost half are currently tarried as short stay shopping car parks. Recent analysis has shown that on average, 65% of those visitors paid to park for one hour or less with 90% paying to park for two hours.
- 3.8 This apparent trend is consistent to the findings in 2012, when the then minimum two hour stay tariff was replaced at the request of the traders, to a more customer appealing hourly charge.
- 3.9 Customer surveys carried at this time also showed that cost was not necessarily the main consideration for motorists when using car parks in Hartlepool. Although cost was an inevitable factor, a safe, secure, well lit and maintained site were of equal importance to motorists. As a result the

Council have concentrated on ensuring all car parks are to a standard that meets Park Mark accreditation standard.

4. PROPOSALS

- 4.1 The petition makes specific reference to the success of the Middlesbrough initiative which was introduced in 2012 which has resulted in a 128% increase in usage on the comparative period before the free two hour parking was introduced. Middlesbrough parking provision and circumstances are however very different to that of Hartlepool.
- 4.2 Middlesbrough has a much larger retail centre than Hartlepool and significantly more parking spaces to meet this demand. In addition there are two main indoor shopping complexes (Cleveland Centre and Hill Street) which have their own dedicated parking provision for shoppers from car parks integrally linked to each of the facilities. Both car parks are privately operated by the retailers but surprisingly neither participated in the Local Authorities free two hour parking initiative. There are also a number of smaller privately managed sites within Middlesbrough which indirectly compete with the Local Authority as an alternative long and short stay parking option.
- 4.3 The apparent success of the two hour free initiative in attracting significant numbers of additional vehicles into the Local Authority managed car parks, has to be compared to the inevitable decline in usage within the privately operated sites that did not participate in the free parking scheme, otherwise the increased numbers merely reflect the displacement of vehicles rather than any actual new visitors that the initiative is aimed at. As the two main operators continued to make a parking charge throughout this promotion, they must have considered that there were sufficient numbers of customers who still preferred to park close to the shops and facilities and were willing to pay a fee for this convenience.
- 4.4 The Middlesbrough initiative undoubtedly has brought some positive publicity and coincides with a decrease in vacant properties in the town centre. Commercial property occupancy has increased in Hartlepool over the same period so any comparison with the parking charges may be coincidental.
- 4.5 In Hartlepool town centre with the exception of Hartlepool FE College and some supermarkets, the majority of managed parking spaces are controlled by the Council. There are however a number of sites which the Council manages under a joint legal agreement under a licence arrangement. Introducing changes to the tariff charges in such a significant way may require the separate renegotiating of the existing licences on such sites.
- 4.6 Operating an initial two hour free parking period would have significant financial implications for the Local Authority. Such a scheme works best under a pay on exit system where the fee can be calculated on the length of stay with any subsidised parking period built into the payment request.

Operating such a system would however require investment in new barrier controls and payment machines. Middleton Grange Shopping Centre new owners are supportive of such an initiative.

5. FINANCIAL CONSIDERATIONS

- 5.1 The introduction of an initial two hour free parking period would have a direct impact on Parking enforcement and a significant financial impact on the Authority's budget. The Medium Term Financial Strategy report considered by the Finance and Policy Committee in February 2015 advised Members that further significant cuts in Government funding will be made over the period 2016/17 to 2018/19. On the basis of current planning assumptions it is anticipated the Council will need to make further budget cuts over the period 2016/17 to 2018/19 of £14m. The actual cuts may be higher if Government grant cuts are higher than forecast.
- 5.2 A report to the Finance and Policy Committee on 1st June 2015 advised Members of the outcome of the Power Station Business Rates appeal which will reduce the Business Rates paid by the Power Station. 49% of this income reduction is borne by the Council, which will increase the budgets cuts the Council will need to make to offset this permanent income reduction.
- 5.3 In 2014/15, income from car parking charges for the shopping centre sites totalled £490,000. An analysis of the income collected shows that within the Middleton Grange Shopping Centre Basement, Waldon Street and Eastside car parks, 92% of the total transaction made were to park for a period of two hours or less. In the Multi Storey Car Park (where levels 3 and 4 operate an all day tariff rate) 65% of the purchases were to park for less than two hours. **Appendix A** shows a breakdown of actual income recovered per car park site, and the percentage of transactions involving a stay of 2 hours or less.
- 5.4 Based purely on the four shopping centre car parks therefore, the proposals would likely result in a reduction in expected income of £430,000. The actual figure however is likely to be significantly higher as displacement would occur from other Council car parks, On street pay and display areas and potentially permit controlled and staff car parks where a parking fee is charged. The total income from car parking last year totalled £1,300,000 and the impact of a free two hour parking initiative is estimated to see a reduction in the actual income collected of between £650,000 and £800,000.
- 5.5 All income collected from car parking charges is currently used to cover the annual running costs associated with car parks and any surplus is used to fund other Transportation and Highway associated costs in the Borough. Owing to the current condition of the Highway Network and general infrastructure these budgets are under increasing pressure year on year. Any loss of income would result in a reduction in expenditure in these areas increasing the pressure on already limited maintenance budgets.

- 5.6 Statutory legislation also requires that any income from Penalty Charge Notices (fines) are used to fund and support the service with any surplus being used to support traffic and transport related schemes. Few Local Authorities generate sufficient income to support the service in its entirety and rely on an element of the pay and display revenue to support the running of the service.

6. LEGAL CONSIDERATIONS

- 6.1 The Deregulation Act requires that a Local Authority reviews its parking policy should a petition of the nature be received.
- 6.2 Any changes to the tariffs would be required to be formally advertised by the Head of Legal Services as an amendment to the relevant Traffic Regulation Order and any objections received during this period would need to be referred to members for further consideration.

7. STAFF CONSIDERATIONS

- 7.1 There are no staffing 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 That Members note the two petition and comments.
- 10.2 That the petition requesting the introduction of a two hour free parking period be considered by Members but note the financial implications of such a proposal i.e. the reduction in income and the significant budget deficits already facing the Council in 2016/17 to 2018/19 from continuing reductions in Government grant funding.
- 10.3 That the Council continues its ongoing support for parking initiatives in the town centre including: -
- 1) Free after 4pm (within those sites integrally linked to the shopping centre)

- 2) Free Saturday parking in December
- 3) Continued free parking on Sundays

11. REASONS FOR RECOMMENDATIONS

- 11.1
 - a) The direct and indirect loss of revenue make the proposal cost prohibitive.
 - b) The loss of income is estimated at £650K but could be as much as £800K. This would be unsustainable for the Local Authority.
 - c) Despite a significant reduction of income, the Service on cost would remain and become a financial pressure for the Council.
 - d) A loss of income of such an amount would have a significant affect on the self funding of the service and would indirectly reduce the pay and display revenue.
 - e) It is unlikely that the proposal will meet the expectation levels of additional visitor numbers with any perceived increase in car park users being displaced from existing car parks.
- 11.2 The Council currently supports several parking initiatives which are estimated to cost the authority £140,000 per year in potential lost revenue.
- 11.3 Hartlepool Marina is not publicly owned or managed and parking controls are enforced by a private operator on behalf of the land owner. The Council has no jurisdiction or regulatory powers in this area and is unable to influence or determine what fees the land owner may impose.

12. BACKGROUND PAPERS

- 12.1 There are no background papers for this report.

13. CONTACT OFFICER

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Shopping Centre Car Parks

Car parks	Basement (112 bays)	Waldon St (251 bays)	M&S Eastside (138 bays)	Multi CP (454 bays)	TOTALS
Transactions	119,968	232,032	127,411	70,388	549,799
% of stay of 2 hours or less	93%	91%	94%	66%	
Annual revenue takings	£92,292	£192,300	£111,078	£96,343	£492,013
Expected potential revenue loss	£85,831	£174,993	£104,413	£63,586	£428,823

Remaining short stay town centre car parks

Car parks	Roker Street (96 bays)	West side (137 bays)	Open Market (39 bays)		TOTALS
Annual revenue takings	£96,920	£88,688	£54,789		£240,397
% of stay of 2 hours or less	93%	92%	90%		
Expected potential revenue loss	£90,135	£81,593	£49,310		£221,038

Potential combined revenue loss**£649,861**

NEIGHBOURHOOD SERVICES COMMITTEE

15th June 2015



Report of: Assistant Director (Neighbourhoods)

Subject: FULTHORPE AVENUE VERGE TARMACKING
UPDATE

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 For Information.

2. PURPOSE OF REPORT

2.1 To provide Members of the Committee with an update from the report previously presented to Committee on 16th February 2015, which advised on a request to have a grass verge in Fulthorpe Avenue tarmacked.

3. BACKGROUND

- 3.1 Residents in Fulthorpe Avenue have previously requested that the verge be tarmacked due to it regularly being damaged by large vehicles over-running it. Consultation was carried out with residents, which gave a response of 4 people in favour and 6 against. Consequently, it was agreed that the verge would not be tarmacked, but other options be explored to facilitate delivery vehicles to the nearby shops.
- 3.2 Further consultation then took place with the shops over the possibility of extending the existing bus lay-by, in order to provide a loading bay for deliveries. It was determined that the shops did not wish to see this happen, as they felt the current bus stop location was a good source of footfall into the shops. However the Nisa shop, which tends to receive the largest deliveries, did agree to use smaller vehicles providing the bus stop remain in the same position. This commitment has since been confirmed in writing (See **Appendix 1**).

4. PROPOSALS

- 4.1 That Members note the written undertaking by NISA to utilize smaller vehicles which should resolve the issues around vehicle over riding and damaging grass verges in this area. Officers will, of course, continue to monitor the situation.

5. FINANCIAL CONSIDERATIONS

- 5.1 There are no financial implications.

6. EQUALITY AND DIVERSITY CONSIDERATIONS

- 6.1 There are no equality or diversity implications in relation to this report.

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

- 7.1 There are no Section 17 implications in relation to this report.

8. RECOMMENDATIONS

- 8.1 That Members note the report

9. REASONS FOR RECOMMENDATIONS

- 9.1 This is a follow up report to recommendations made by Neighbourhood Services Committee on 16th February 2015.

10. BACKGROUND PAPERS

- 10.1 There are no background papers.

11. CONTACT OFFICER

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APPENDIX 1

Denise Ogden
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Our Ref:

Your Ref:



4th February 2015

The Manager
NISA
King Oswy Drive Shops
Hartlepool

Dear Sir/ Madam,

DELIVERIES TO NISA STORE, KING OSWY DRIVE

I write following the discussions between yourselves and the Council late last year, regarding damage to grass verges in adjacent streets caused by deliveries, and the possible lay-by extension and bus stop re-location in King Oswy Drive.

From those discussions it was established that you had no wish to see the lay-by extended and subsequent re-location of the bus stop to allow for a loading bay, but were happy to look at using smaller vehicles for deliveries, to help prevent damage in the nearby streets.

This was an agreeable solution to both parties, and the Council are now looking to confirm this agreement in writing.

I would be grateful if you could please sign one copy of this letter and return it in the freepost envelope attached, and keep the other for your own records.

I would like to thank you for your co-operation in this matter, and in helping to reach a successful solution.

Yours sincerely,

.....**Peter Frost**
Highways, Traffic & Transport Team Leader
Hartlepool Borough Council

.....**NISA Retail Ltd**