

# NEIGHBOURHOOD SERVICES COMMITTEE AGENDA



Monday 13<sup>th</sup> July 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 15<sup>th</sup> June (previously circulated)

4. **KEY DECISIONS**

No items.

5. **OTHER ITEMS REQUIRING DECISION**

- 5.1 Proposed Changes to Residential Parking Permit Scheme – *Assistant Director (Neighbourhoods)*
- 5.2 Proposed Residential Controlled Parking Scheme – South Crescent, Headland – *Assistant Director (Neighbourhoods)*



6. **ITEMS FOR INFORMATION**

6.1 North Linear Park Project – *Assistant Director (Regeneration)*

7. **ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT**

**Date of next meeting – Monday 10 August at 10.00 am in Committee Room B,  
Civic Centre**



# NEIGHBOURHOOD SERVICES COMMITTEE

13<sup>th</sup> July 2015



**Report of:** Assistant Director (Neighbourhoods)

**Subject:** PROPOSED CHANGES TO RESIDENTIAL  
PARKING PERMIT SCHEME

## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 This is a non-key decision.

## 2. PURPOSE OF REPORT

2.1 To review the current costs of resident permits and propose revisions to the existing charges.

## 3. BACKGROUND

3.1 There are several established controlled parking zones within Hartlepool, where parking spaces are restricted for use by residents / visitors. The scheme operates Monday – Saturday between the hours 8:00 am – 6:00pm and is enforced by Hartlepool Borough Council Civil Enforcement Officers under the regulated powers of the Traffic Management Act 2004.

3.2 There are currently eight resident controlled zones within the Borough with over 2,000 permit holders. In most cases the areas have limited parking provision, often with no alternative “off street” parking areas. The formal traffic management controls ensure a degree of parking availability for those residents displaying a valid parking permit.

3.3 A variety of permits are currently available which help address the needs of residents and include:

a) Residents permits – issued to the resident where the vehicle is registered to them at the street of residency.

b) Open residents permit – Offered to non car owning residents, who have a need to accommodate infrequent visitors.

- c) Visitor permits – Permits allocated to visitors who can demonstrate a regular need to visit the residential property.
- 3.4 Resident permit controls were introduced in the town centre initially to discourage commuter parking in predominantly residential areas close to the town centre. Many areas of the town centre became congested with commuters, keen to avoid paying for parking once charges were introduced in the public car parks.
- 3.5 Provision of the service is not without cost to the Council, involving an administrative fee to process the application, produce and issue the annual permit as well as a resource to patrol the controlled areas.
- 3.6 The current permit charges were set by Members in 2008 when a phased two tier pricing policy was approved which established non town centre permits at an annual charge of £20 but created a subsidised town centre zone where permits are offered at a discounted rate of £5.
- 3.7 In 2007, consultation took place with all permit holders that fell within the higher permit zone to determine if individual streets wished to continue within the controlled zones. A significant number of the streets opted out of the scheme, citing the revised pricing policy as the main reason for this decision. Although many streets have since asked for permit controls to be reintroduced, subsequent consultations often fail to meet approval due predominantly to the perceived unfairness of the current pricing policy.
- 3.8 The geographical boundaries can result in neighbouring streets operating differing permit charges, often within the same permit zone. The current arrangement is perceived by many residents as being both confusing and unfair and although residents accept traffic management controls are required and beneficial, many are unwilling to accept the present arrangements.

#### **4. PROPOSALS**

- 4.1 In order to address the perceived unfair charging issues, an alternative scheme is proposed, which would unify the cost of all resident permits and remove the existing subsidised discounted areas. The existing two tier geographical scheme would be replaced and charges recalculated based instead on the number of permits issued to individual properties.
- 4.2 The proposal would abolish the existing zonal subsidised areas. All qualifying residential properties would be offered an initial permit at the current discounted charge of £5. Those properties requiring additional permits would be charged at an additional supplementary fee, dependant on the number of permits required.

4.3 The following table sets out the existing and proposed permit charges:

Existing charges			Proposed charges	
	Subsidised Zone	None subsidised	All areas - permit per household	
Resident	£5	£20	first permit	£5
Visitor	£5	£20	second permit	£10
Open resident	£5	£20	third permit	£20
			fourth permit	£30

- 4.4 The permit charge revisions are likely to be perceived as fairer with the increased permit charges being directed at those who benefit most from the scheme. This would remove the imbalance “catch all” charge imposed on those areas currently outside of the discounted town centre area and ensure the additional permit costs are instead met by the main benefactors.
- 4.5 Residents permits are currently issued on an annual basis, any revision to the charges would therefore be required to be introduced on a phased basis as and when the current permits expire.
- 4.6 Hartlepool Borough Council also issues a number of non-residential essential concessionary permits for use within the controlled permit areas. It is proposed that such permits will remain at the current annual fee of £20.

## 5. FINANCIAL CONSIDERATIONS

- 5.1 Hartlepool Borough Council currently issue 2,000 resident permits generating an income of £47,000. It is not envisaged that the proposed revisions to the new permit charges would have a significant impact on this overall net income figure. The fairer and more acceptable charge may actually encourage new locations into the controlled zone and cause some locations that previously opted out of the scheme, to reconsider earlier decisions.
- 5.2 The Head of Financial Services has reviewed the proposed cost charges and likely financial impact on the service and concurs that any net impact should be minimal.
- 5.3 The proposed permit charges are competitively priced. A sample of the costs made by neighbouring Local Authorities which charge for this service are shown below:

Stockton BC - £10 per annum  
Darlington BC – 3 months (£12) 6 months (£24) 12 month (£40)  
Durham CC- £30 per annum  
Newcastle CC – 1<sup>st</sup> car (£25) 2<sup>nd</sup> car (£75)

## **6. LEGAL CONSIDERATIONS**

- 6.1 The new permit charges would be controlled by legal orders. As part of the legal process the revised charges are required to be advertised by the Chief Solicitor for a statutory period. Any objections received during the consultation period would be required to be reconsidered by this committee.

## **7. STAFF CONSIDERATIONS**

- 7.1 Enforcement would be carried out by Hartlepool Borough Council Civil Enforcement Officers (parking) 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 Community Safety considerations.

## **10. RECOMMENDATIONS**

- 10.1 That the proposed revisions to the residents permit parking scheme be approved and that the current geographical subsidised area be replaced with a fixed permit cost per household.

- 10.2 That the Chief Solicitor be requested to advertise the necessary Legal Order revisions showing the revised charge per household as:

1<sup>st</sup> permit - £5  
2<sup>nd</sup> permit - £10  
3<sup>rd</sup> permit – £20  
4<sup>th</sup> permit - £30

**11. REASONS FOR RECOMMENDATIONS**

- 11.1 To ensure a fairer and more balanced charging policy for residents.

**12. BACKGROUND PAPERS**

- 12.1 Cabinet Report Jan 2008  
12.2 Neighbourhood and Communities Portfolio Report Aug 2008

**13. CONTACT OFFICER**

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# NEIGHBOURHOOD SERVICES COMMITTEE

13<sup>th</sup> July 2015



**Report of:** Assistant Director (Neighbourhoods)

**Subject:** PROPOSED RESIDENTIAL CONTROLLED  
PARKING SCHEME – SOUTH CRESCENT,  
HEADLAND

## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 This is a non-key decision.

## 2. PURPOSE OF REPORT

2.1 To inform and seek the views of the Committee regarding a number of letters of objection which have been received following the formal advertising of the proposed resident only permit controlled parking scheme at South Crescent.

## 3. BACKGROUND

3.1 Residents of South Crescent submitted a petition to Hartlepool Borough Council requesting the introduction of parking controls in order to protect the properties and provide some available On Street parking provision for residents.

3.2 South Crescent has residential properties on its western border and over looks the sea. Its close proximity to the paddling pool, slipway and pier attracts a number of visitors to the area but the limited number of available parking spaces has led to several complaints of inconsiderate parking and obstruction of access which residents have cited as justification for introducing such controls. The increased vehicle activity from additional visitors to the area can during peak times, exceed parking availability and the creation of a residents only permit controlled scheme would provide residents with a degree of managed parking space for their use.

3.3 Following receipt of the request, a consultation was carried out with the properties directly affected by the proposal to introduce permit controlled parking restrictions outside 1- 6 South Crescent and 32 -33 St Hilda Chare.



The consultation showed majority support from those residents in favour of the proposed permit scheme.

- 3.4 The report was considered by Members of the Neighbourhood Services Committee at its meeting on 2<sup>nd</sup> September 2014. Several letters of objection were received to the proposal from neighbouring properties who considered the formal restrictions in the area would merely displace vehicles into other residential areas. As a result the Committee deferred the decision and asked if parking issues on the Headland would be considered as part of the then emerging Neighbouring Plan for the area. In addition Members requested that the Parish Council be formally consulted for their views in relation to the scheme and the consequential traffic displacement concerns.
- 3.5 The subsequent responses were reconsidered at the Neighbourhood Committee on 16<sup>th</sup> March 2015 when despite objections from The Headland Parish Council and several residents, Members approved the scheme in principle and requested the Head of Legal Services formally advertise the Traffic Regulation Orders.
- 3.6 As a consequence, the formal Legal Orders were advertised in the local public notices and displayed on temporary information boards at South Crescent. During the consultation period, the Head of Legal Services has received a number of letters of objection to the proposal from The Headland Parish Council, Headland Neighbourhood Planning Team and several local residents opposing the proposal. Formal objection submitted during this period are required to be referred back to the Neighbourhood Committee for further consideration
- 3.7 The key reasons for objection cover several areas of concern. They include:
- a) An acceptance that parking in the area can be difficult, with supply sometimes exceeding demand, but such a scenario is not unique to South Crescent and by providing an unfair advantage for those residents, this will have a detrimental effect on other properties in the area.
  - b) The restrictions will merely displace traffic congestion into other areas which will likely lead to similar requests for traffic management controls.
  - c) The problems exist on an evening and weekend when the permit scheme would not apply.
  - d) The consultation process only involved those properties directly affected and who initially petitioned for the scheme. Residents consider a “wider review” of parking which was suggested should be included in the Neighbourhood plan for the area, has not specifically considered the implications of this particular scheme.
  - e) Residents of the Headland believed that the Neighbourhood Plan would form a key part of the planning process and would help contribute to the future development of the Headland. They are therefore extremely

disappointed that these comments have so far been ignored in this process.

- f) The consultation process has been too selective and failed to capture the majority view of Headland residents. A larger consultation area would not support the scheme.
- g) Some of the properties on South Crescent have dropped kerbs providing alternative Off Street parking areas. There may also be some parking provision to the rear of the properties.
- h) The Neighbourhood Plan has been developed with the help of local volunteers who have formulated the plan as a result of development workshops, working group meetings and public consultation events. The Plan, as envisaged under The Localism Act 2011, is being driven forward by local residents in line with local and national planning policy. The group opposes the proposed residents parking scheme and this should be reflected in the decision making process..
- i) The area has worked hard to encourage visitors to the area in an effort to boost the local economy. There is a belief that restrictive parking controls would have a detrimental impact on potential visitor number.

#### **4. PROPOSAL**

- 4.1 A map showing the extent of the proposed parking controls is shown on **Appendix A** of this report.
- 4.2 Residents of 1-6 South Crescent and 32- 33 St Hilda Chare have previously been consulted on the residents only parking proposal. The consultation response showed the majority of residents favoured the parking controls.
- 4.3 Residents were made aware that the scheme would operate under the same terms and conditions as other permit areas of the town. The permit controlled restrictions would be applicable Monday – Saturday between the hours 8:00am – 6:00pm. As part of the consultation process, residents were sent an explanation of the enforcement hours, permit application process and terms and conditions of use. Residents are also aware that the current annual cost would be £20 per permit.
- 4.4 Following the decision of this Committee on 16<sup>th</sup> March 2015, the Head of Legal Services has formally advertised the legal orders and the letters of objection that have subsequently been received, are now required to be further considered by Members.

#### **5. FINANCIAL CONSIDERATIONS**

- 5.1 Residents permits would be offered to residents at a cost of £20 per permit

per year. This charge is consistent with other resident controlled parking zones the authority operates.

- 5.2 Any restrictions would need to be to be marked in accordance with the requirements of The Traffic Signs and General Directives Order. The new markings and any subsequent maintenance issues would be met from the Parking Services maintenance budget.

## **6. LEGAL CONSIDERATIONS**

- 6.1 The letter of objections and points of concern which have been received following the advertisement of the formal legal orders are now required to be considered by this committee.

## **7. STAFF CONSIDERATIONS**

- 7.1 There are no staffing implications in this instance.

## **8. EQUALITY AND DIVERSITY CONSIDERATIONS**

- 8.1 There are no equality or diversity implications in this instance.

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

- 9.1 There are no section 17 considerations

## **10. RECOMMENDATIONS**

- 10.1 That in view of the comments and letters of objection received to the advertised order, the original decision of this Committee should be reviewed.
- 10.2 After considering the issues raised in the submitted formal objection, members may wish to :
- a) Withdraw the proposed resident scheme in South Crescent.
  - b) Proceed with the original scheme as per the original decision of Neighbourhood Services Committee on 16/3/15.
  - c) Consult and engage with residents to assess the likely support (or otherwise) to a permit controlled resident parking zone for the Headland.

**11. BACKGROUND PAPERS**

- 11.1 Neighbourhood Committee report – 16/3/15  
Neighbourhood Committee report – 2/9/13

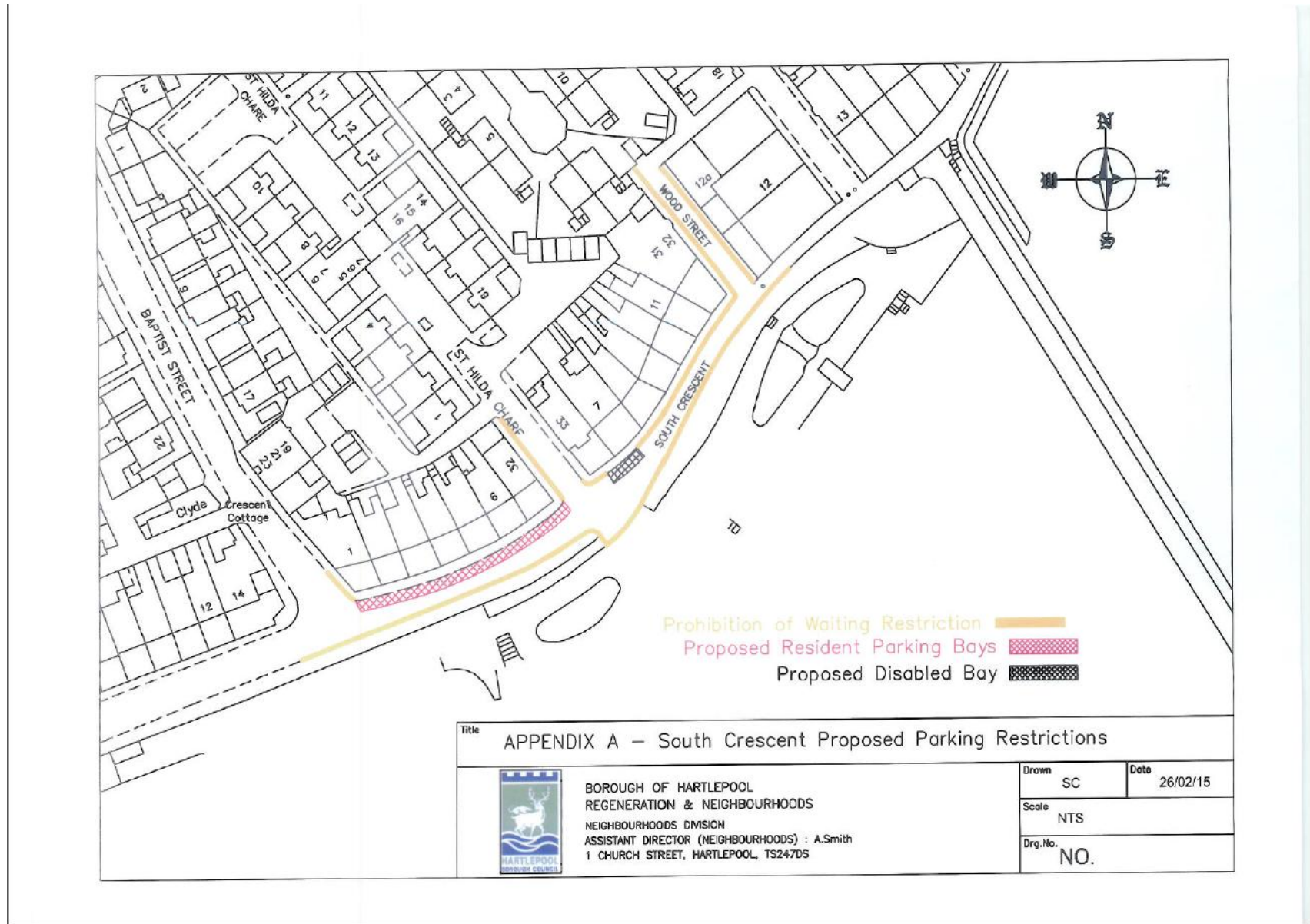
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# NEIGHBOURHOOD SERVICES COMMITTEE

13<sup>th</sup> July 2015



**Report of:** Assistant Director (Regeneration)

**Subject:** NORTH LINEAR PARK PROJECT

## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 For information.

## 2. PURPOSE OF REPORT

2.1 The purpose of this report is to notify the Committee of the proposal to submit a Heritage Lottery Fund (HLF) grant application based on the area around the former Hartlepool to Haswell railway line and the surrounding area. A report is being taken to the Regeneration Committee on this matter as the majority of the works covered by this application fall within the remit of that Committee. The proposed works include improvement works to public rights of way which fall within the remit of this Committee.

## 3. BACKGROUND

3.1 The Hartlepool Heritage and Green Spaces Group (formerly North Linear Park Steering Group) is made up of local residents and representatives from interest groups. They have met on a regular basis for a number of years to discuss proposals in and around the area with the main focus of work developing and connecting the public spaces in the North West part of the town.

3.2 After initial discussions with the HLF an application was submitted in 2014 for a project in the area. The Local Authority was notified at the beginning of 2015 that the application was unsuccessful however feedback from the HLF was positive and officers were encouraged to consider revising the submission. It was considered that there was scope to pursue an amended application for this area.

#### 4. HERITAGE LOTTERY FUND APPLICATION

- 4.1 The North Linear Park extends from Hartlepool Headland to the County Durham border and includes the communities of Hart Station and Clavering.
- 4.2 The project will raise awareness of the natural and built heritage in the area and improve access to that heritage. The Linear Park is dominated by the old railway which was constructed in 1835 to link Durham Collieries to new coal staithes built at Hartlepool. The success of the venture led directly to the development of West Hartlepool. The project area includes evidence of industrial activity and 20<sup>th</sup> century defences and encompasses the most diverse suite of habitats in Hartlepool ranging from ancient semi-natural woodland through calcareous grassland, open mosaic habitat, dune and inter-tidal habitats. Much of this landscape is accessible and enjoyed by many. The project will develop areas of natural habitat and involve the community in a series of activities, guided walks and workshops.
- 4.3 The North Linear Park contains some important and varied natural and built heritage sites which vary in scope and scale from hidden but important archaeological sites to the visible evolving landscape all along the historic railway. The Project will improve access, raise local awareness and increase involvement in the natural and built heritage of the area.
- 4.4 The application is for an initial grant to support the development of the project. Should this be successful the first phase would be an audit of the historic environment in order to inform the detailed content of the second phase of the project and to provide information that can be made available to the local community. This would include liaising with residents and interested parties to develop individual projects.
- 4.5 A further application would then be made within a year of the initial application for the second phase of the project. Examples of the type of projects that would be run in this phase of the scheme include,
- A series of workshops showing local people how they can find out about their own heritage. These will be combined with visits to raise the profile of particular aspects of the heritage of the area.
  - Local people will take part in Geophysical Surveys and Archaeological Excavations to reveal aspects of the heritage of the area. This will look in particular at the location of a rare First World War Sound Mirror and Medieval Settlement in the area.
  - A Building Recording project in the area will train local volunteers in how to record buildings and raise their awareness of the built heritage of the area.
  - Local volunteers will be trained in carrying out Oral History interviews and a project will take place which will try to capture the changes in the area that have happened since the Second World

War, a period when many of the communities in the area came into being.

- Local volunteers will be trained in species identification and survey techniques with a view to trying to rediscover 'the lost beasts of Hartlepool' or to add to our knowledge of the distribution of other key species in the project area.
- Local people will be encouraged to provide positive management of a number of Local Wildlife Sites in order to restore their interest features and carry out some habitat creation.
- The Biodiversity and management of High Springwell Community Woodland will be improved through greater community engagement and training.
- A pond/ wetland area will be created in Central Park. This will be a valuable addition to the wildlife habitats in the area as, currently, the only other publically accessible wetlands in the project area are two small ponds on the Hart to Haswell Walkway. Volunteers will be involved in the creation, maintenance and monitoring of the pond/ wetland.

- 4.6 In relation to public rights of way the application's access proposals centre on two new important paths that will link existing walkways and footpaths to the landscape that is 'out of reach' at the moment.

Hart to Haswell Walkway to Public Footpath no.11, Hart

This new footpath will provide safe and traffic free enjoyment south to Hart village and beyond as well as link the Town with the new routes to the north, namely the England Coast Path (ECP) National Trail and the Durham Heritage Path (DHP).

Hart to Haswell Walkway to Brus Tunnel

This new route will provide a more enjoyable alternative to the existing section of the National Cycle Route that runs between these two locations, through an urban area of north Hartlepool. The new path would be located on the seaward side of the railway embankment, between the golf course and the embankment and will give safe, enjoyable and traffic free links to the Headland and Hartlepool Town as well as north to the ECP and the DHP.

- 4.7 The promotion of the current local footpath network will be encouraged by local people through a programme of organised walks including guides to identify the natural and built heritage that can be seen along the route.
- 4.8 These activities will be brought together through the provision of - guided walks / visits; information leaflets and reports which will be produced in a range of physical and media formats. An educational programme will be provided working with local schools which will involve specialist staff going into schools and schools taking part in site visits.



**5. RISK IMPLICATIONS**

- 5.1 The main costs to Hartlepool Borough Council are staff time to support the development of the application.
- 5.2 Should the application be successful funding would be provided for an officer to support the development of the project. There would be sufficient grant to cover the core costs of any post for the whole development period where upon a further grant application would then be submitted.

**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. RECOMMENDATION**

- 8.1 Committee is requested to note the proposal to submit an application to the Heritage Lottery Fund in August 2015 for a development grant to support the development of a project based around the Hartlepool to Haswell Railway.

**9. REASONS FOR RECOMMENDATION**

- 9.1 The potential benefits that could accrue from the project are extremely high. The project would support work with community groups and volunteers from the wider area resulting in an increased awareness of the heritage and natural environment of this part of Hartlepool, and improved access within the area.

**10. BACKGROUND PAPERS**

- 10.1 There are no background papers.

**11. CONTACT OFFICER**

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