

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

21 December 2015

The meeting commenced at 10.00 am in the Civic Centre, Hartlepool

**Present:**

Councillor: Councillor Marjorie James (In the Chair)

Councillors: Jim Ainslie, Steve Gibbon, Peter Jackson, Brenda Loynes and Jean Robinson

**Also Present:**

In accordance with Council Procedure Rule 5.2 (ii) Councillor Jim Lindridge was in attendance as substitute for Councillor Allan Barclay

Officers: Denise Ogden, Director of Regeneration and Neighbourhoods  
Mike Blair, Technical Services Manager  
Peter Frost, Highways, Traffic and Transport Team Leader  
Steve Hilton, Public Relations Officer  
Jon Hepworth, Group Accountant, Regeneration and Neighbourhoods  
Denise Wimpenny, Principal Democratic Services Officer

## **45. Apology for Absence**

An apology for absence was submitted on behalf of Councillor Allan Barclay.

## **46. Declarations of Interest**

None

## **47. Minutes of the meeting held on 23 November 2015**

Received

**48. Clavering Road – Parking Scheme** (Assistant Director, Neighbourhoods)

**Type of decision**

Non-key

**Purpose of report**

To seek approval for the implementation of parking restrictions on Clavering Road.

**Issue(s) for consideration**

The Technical Services Manager reported that following concerns raised by local residents and Stagecoach with regard to parked vehicles on Clavering Road in the vicinity of Belasis Grove, it was initially proposed to construct a 6 space parking area on land to the side of 43 Clavering Road and implement a Prohibition of Waiting restriction (double yellow lines) on the north side of the road.

Consultation had taken place with four households in the immediate vicinity of the car park and restrictions, three of whom were against the proposals. However, only one of the two properties affected by the yellow lines objected and the other two responses came from residents of Belasis Grove. Details of the concerns raised by residents were set out in the report and a response to each was provided.

In view of residents' concerns, it was not proposed to proceed with the parking area at this time. However, the road safety benefits of implementing yellow lines, close to a busy primary school, would be a significant improvement and was therefore recommended for approval. It was estimated that the scheme would cost approximately £1,000 and would be funded from the Local Transport Plan budget allocation.

A resident from Bellasis Grove, who was in attendance and invited to address the Committee, raised concerns regarding the original proposal to construct a six space parking area given that one particular resident would monopolise the car park. Whilst the resident expressed support for the installation of yellow lines, a view was expressed that that they may contribute to future problems. The Committee was also asked to consider introducing additional parking restrictions on the opposite side of the road to the rear of the bus lay-by, as parking in this area was also causing concerns in respect of highway safety which the Committee agreed. It was agreed that a review of the impact of the introduction of the parking restrictions be carried out within six months of them being implemented and that residents in attendance be informed of the outcome of the review.

In the discussion that followed a Member advised that the six parking spaces originally proposed were still highlighted on Appendix 1 of the agenda documentation. The Chair requested that the Appendix be amended to reflect the revised proposals. The benefits of permit parking were discussed and clarification was provided in terms of permit parking arrangements.

The Chair advised that following installation of the double yellow lines the restrictions would be monitored and revisited in six months time.

### **Decision**

- (i) That the implementation of parking restrictions (double yellow lines) on Clavering Road be approved.
- (ii) That Appendix 1 be amended to reflect the Committee's decision not to include a six space car park at this time.
- (iii) That the request for additional parking restrictions to the rear of the bus stop be agreed and, as part of a wider review and monitoring arrangements, permit parking be explored if necessary, the outcome of which to be reported to a future meeting of this Committee in six months time as well as to residents in attendance.

## **49. Seaton Carew Parking Options** (*Assistant Director, Neighbourhoods*)

### **Type of decision**

Non-key

### **Purpose of report**

To investigate potential improvements to car parking provision within Seaton Carew (Relates to Minute (i) of the 28 August 2015 Regeneration Services Committee).

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

The report provided background information to the referral from the Regeneration Services Committee to explore parking provision and consider imposing weight or time restrictions on Seaton Front. A number of potential car parking options had been investigated, details of which were included in the report:-

Option 1 – surfacing of former fairground site to join coach park, along with marking of the existing coach park, was estimated to cost £210,000.

However, given that a development agreement was required, it may be prudent to leave this option for the time being.

Option 2 – Marking out of existing coach park was estimated to cost £5,000.

Option 3 – Extension of toilet block parking was estimated to cost £70,000

Members were referred to the weight restriction considerations, as detailed in the report. The Committee was advised that following investigation of this issue, it was considered impractical to implement a weight restriction on the A178 or Seaton Lane/Station Lane.

With regard to the financial considerations, scheme funding options were to be explored. If external funding could not be secured it was suggested that the Finance and Policy Committee be requested to consider potential funding for options 2 and 3 at a total cost of £75,000 from the 2016/17 Council Capital Fund Priorities Budget of £0.4m, alongside other capital priorities.

The Committee discussed the costs associated with the recommendations. Reference was made to activities that currently took place in the coach park and assurances were sought that the proposal to mark out the existing coach park would not have a detrimental impact on such activities. The Director of Regeneration and Neighbourhoods outlined the benefits of the proposals and stated that this issue would be further explored to ensure there was no negative impact as a result of marking out the bays. The need to include designated disability bays was also highlighted.

### **Decision**

- (i) That Options 2 and 3 be approved, at a cost of £75,000.
- (ii) That a funding request be submitted to the Finance and Policy Committee to consider potential funding from the 2016/17 Council Capital Fund Priorities budget of £0.4m, alongside other capital priorities.

## **50. St Cuthbert's School Safety Scheme** (*Assistant Director, Neighbourhoods*)

### **Type of decision**

Non-key

### **Purpose of report**

To seek approval for the implementation of a safety scheme in the area around St Cuthbert's Primary School.

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

It was reported that following concerns raised by local residents with regard to the speed of traffic in close proximity to a busy primary school, on both Stratford Road, where the school was situated, and the roads leading off Stratford Road (Wolviston Road, Barton Avenue, Stirling Street, Leamington Parade, Alvertstone Avenue and Beachfield Drive, it was initially proposed to implement a series of four road humps on Stratford Road itself, a 20mph speed limit on the other roads leading off Stratford Road without traffic calming and the introduction of double yellow lines at junctions to improve visibility, as detailed in appendices to the report.

However, following consultation, the road humps had not proved popular with residents. With regard to the results of the consultation, letters and plans had been sent out to around 350 households in the area, 15 of which were in favour of the 20 mph limit only, 8 in favour of the road humps, and 10 objections to the proposals. The yellow lines at junctions were well received across the board. Given that the road humps had not proved popular with residents, it was proposed to omit these from the scheme at this time. Ward Members had indicated their support for this approach.

It was estimated that the scheme would cost approximately £4,000 and would be funded from the Local Transport Plan budget allocation.

The benefits of including additional streets within the scheme were discussed to which the Chair advised that the issue could be revisited at a later date should this prove necessary.

### **Decision**

That the proposed 20mph speed limit and yellow lines as detailed in appendices to the report, be approved.

## **51. Throston Primary School Safety Schemes** *(Assistant Director, Neighbourhoods)*

### **Type of decision**

Non-key

### **Purpose of report**

To seek approval for two safety schemes on the approaches to Throston Primary School.

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

The Committee was advised that following concerns raised by local residents with regard to the speed of traffic and the potential for conflict with children on the two main approaches to Throston Primary School, it was proposed to introduce a 20mph speed limit and a series of 4 road humps on Torbay Grove, one of which would form a raised pedestrian crossing point. It was also proposed to implement a 20mph limit along with a series of 3 road humps on Anglesey Grove, details of which were outlined in appendices to the report.

With regard to the results of the consultation, of the 25 letters and plans that had had been sent out to all households on Torbay Grove, 3 replies had been received all of whom were in favour of the proposals. In relation to the Anglesey Grove scheme, of the 60 letters that had been sent out, 3 replies had been received, 2 in favour and 1 against the proposals.

It was estimated that the scheme would cost approximately £20,000 and would be funded from the Local Transport Plan budget allocation.

Following assurances provided that flat top speed humps were as effective as rounded speed humps and that there was little difference in cost it was suggested that flap top speed humps be utilised for this scheme.

### **Decision**

That the proposed 20mph speed limit and traffic calming measures on the approaches to Throston Primary School, as detailed in appendices to the report, be approved.

## **52. Strategic Financial Management Report – as at 30 September 2015** *(Director of Regeneration and Neighbourhoods and Chief Finance Officer)*

### **Type of decision**

For information

### **Purpose of report**

The report informed Members of the 2015/16 Forecast General Fund Outturn, 2015/16 Capital Programme Monitoring and provided details of the specific budget areas that the Committee was responsible for.

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

The Director of Regeneration and Neighbourhoods advised, prior to presenting the report, that this report had been written before the local government financial settlement announcement last Friday and would therefore now be out of date. It was noted that the settlement had not been positive and there would be a further significant impact on the Council's financial position.

The report provided the background and financial reporting arrangements for 2015/16 as well as the General Fund budget outturn information in relation to the Neighbourhood Services Department.

As recently reported to the Finance and Policy Committee, Members were advised that there would be an estimated net underspend of between £669,000 and £889,000.

Details of the overall budget position for the Regeneration and Neighbourhood Services Department was summarised in a table included in the report which included the reasons for the forecast outturn. Further details of specific budget areas were outlined at Appendix A. Members were provided with details of recommended reserves together with planned capital expenditure, as set out in the report.

### **Decision**

That the contents of the report be noted.

## **53. Chair's Closing Remarks**

In concluding the meeting, the Chair took the opportunity to wish the Committee and all attendees a very Merry Christmas and a Happy New Year.

The meeting concluded at 10.35 am.

**P J DEVLIN**

**CHIEF SOLICITOR**

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