

NEIGHBOURHOOD SERVICES COMMITTEE

MINUTES AND DECISION RECORD

29 February 2016

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

Present:

Councillor: Councillor Marjorie James (In the Chair)

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

Officers: Denise Ogden, Director of Regeneration and Neighbourhoods
Alastair Smith, Assistant Director, Neighbourhoods
Mike Blair, Technical Services Manager
Phil Hepburn, Enforcement Services Team Leader
Steve Hilton, Public Relations Officer
Denise Wimpenny, Principal Democratic Services Officer

65. Apologies for Absence

None

66. Declarations of Interest

None

67. Minutes of the meeting held on 25 January 2016

Received

68. Five Year Highway Maintenance Programme (*Assistant Director, Neighbourhoods*)

Type of decision

Key decision tests (i) and (ii) apply – Forward Plan Ref No RN 4/15

Purpose of report

To seek approval for the five year planned Highway Maintenance

Programme for the period April 2016 to March 2021 (Appendix 1)

Issue(s) for consideration

The report included background information to highway condition reports and the £1,086,000 that had been allocated for highway maintenance from the Local Transport Plan. The highway maintenance planned for the next five years was set out at Appendix 1 and was based on the assumption that future year allocations would be of the levels indicatively provided by the Department for Transport.

Reconstruction works had been identified where other processes were not appropriate and would be carried out in the interests of highway safety. Generally, however, other treatments such as re-surfacing and surface dressing, which were cheaper but had shorter term impact than full reconstruction would be utilised. The Highways Maintenance Programme in previous years had been funded by The Local Transport Plan Structural Maintenance block together with a contribution from revenue budgets. However, due to recent savings on revenue budgets the work would only be funded from LTP budgets for the foreseeable future.

It was reported that the 2016/17 LTP Structural Maintenance allocation was £1,086,000 and the programme had been established using estimated costs which may result in an under spend when all identified works had been completed. If this was the case a further report would be submitted to seek approval for additional works.

In response to a request for clarification, the Committee was advised that the highway maintenance works scheduled for year 1 were the roads in most need of repair.

Decision

That the proposed Highway Maintenance Programme, for the period April 2016 to March 2021, as shown at Appendix 1, be approved.

69. Ocean Road Area Proposed 20 MPH Limit *(Assistant Director, Neighbourhoods)*

Type of decision

Non-key

Purpose of report

To seek approval for the introduction of a 20 mph limit in the Ocean Road area.

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 Ocean Road and adjacent streets as detailed at Appendix 1.

From a total of 177 residential letters issued, 95 replies had been received. The response was positively in favour of the scheme with 80 responses in favour, 14 against and 1 was undecided.

It was proposed that the scheme would be delivered using appropriate 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 £2,000.

Decision

That the proposed scheme to introduce a 20 mph speed limit in the Ocean Road area, as outlined in the report, be approved.

70. School Time Parking Restriction – Talland Close (Assistant Director, Neighbourhoods)

Type of decision

Non-key

Purpose of report

To report on the outcome of a consultation with residents regarding an experimental school time parking restriction at Talland Close.

Issue(s) for consideration

The Assistant Director reported on the background to the decision taken by the Committee in November 2014 to introduce a 12 month experimental school time parking restriction at Talland Close. It was also agreed that the scheme be reviewed following further consultation with residents in relation to the effectiveness of the restrictions.

Residents in Talland Close had been consulted on the effectiveness/impact on traffic during this experimental period and asked if they wished the existing arrangements to be formally adopted or that the temporary Traffic Regulation Order be revoked.

Of the 52 residents consulted, 25 responses had been received of which 16 were in favour of formally adopting the experimental traffic restrictions on a permanent basis, whilst 9 residents preferred to revoke and remove the temporary Traffic Regulation Order currently in place.

The carriageway markings and appropriate signage was already in place and there would therefore be no initial financial cost.

A Member, whilst in support of the parking restriction, queried the reasons why some residents were against formal adoption of the temporary Traffic Regulation Order. In response, Members were advised that as consultation had taken place with the whole street, some residents that were not directly affected by the impact of driveway obstruction or inconsiderate parking may be against the proposals. It was highlighted that an education programme had taken place with the school to encourage parents not to park in this location.

Decision

That the existing experimental Restriction of Waiting, loading and unloading traffic regulation order, applicable Monday – Friday between the hours of 8.30 – 9.30 and 14.30 – 15.30 be formally adopted on a permanent basis.

71. Brenda Road Speed Limit Change (*Assistant Director, Neighbourhoods*)

Type of decision

Non-key

Purpose of report

To update the Committee on further investigations into potential speed limit alterations on Brenda Road.

Issue(s) for consideration

The Assistant Director reported on the background to the decision taken by this Committee in October 2015 that further options be explored into potential speed limit alterations on Brenda Road and whether the section of

road from the B and Q roundabout to Seaton Lane roundabout should also be reduced to 30mph. It was highlighted that this section of road was currently a 50 mph limit which would require a reduction of 20mph. Members were referred to the Department for Transport guidance on setting speed limits which indicated that either a 40mph or 50mph limit would be appropriate.

The Committee was advised that a speed survey had also been carried out, the results of which were outlined in an appendix to the report. This showed that the 24 hour 85th percentile speed was 41mph suggesting that a reduction from 50mph to 40mph would be acceptable. The survey also showed that the 24 hour average speed was 36mph. A reduction to 30mph would therefore mean a significant number of motorists being well in excess of the speed limit which the Police would enforce.

It was therefore recommended that the speed limits on Brenda Road be reduced as follows:-

- (i) Seaton Lane – B & Q roundabout – 50 mph to 40 mph
- (ii) B & Q roundabout to A689 – 40 mph to 30 mph

With regard to consultation, the survey had been discussed at the Council's Traffic Liaison Group and the Police stated that they would be against a reduction to 30 mph for the reasons outlined in the report. Stagecoach was also opposed to a 30 mph reduction.

In relation to the financial considerations, the scheme would be funded from the Council's Local Transport Plan at an estimated cost of £2,000.

In the debate that followed presentation of the report, the Chair proposed that two separate orders be implemented and, whilst support was expressed for a reduction of 40 mph to 30 mph from the B & Q roundabout to the A689, it was suggested that a reduction from 50 mph to 30 mph should also apply on Seaton Lane to the B & Q roundabout. In addition, it was proposed that pedestrian crossing facilities be introduced between the Seaton Lane and B & Q roundabouts to improve the safety for pedestrians accessing the shopping area.

The Committee commented on the benefits of the Chair's proposals noting the road safety benefits and expressed support for extending the 30 mph speed restrictions as well as installing appropriate pedestrian crossing arrangements to facilitate pedestrian safety.

Decision

- (a) The Committee approved the following reduction in speed limits on Brenda Road:-
 - (i) Seaton Lane – B & Q roundabout – 50 mph to 30 mph
 - (ii) B & Q roundabout to A689 – 40 mph to 30 mph

- (b) That appropriate pedestrian crossing facilities be introduced between the Seaton Lane and B & Q roundabouts.

The meeting concluded at 10.20 am.

P J DEVLIN

CHIEF SOLICITOR

PUBLICATION DATE: 7 MARCH 2016