

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

DECISION SCHEDULE



Tuesday 26th September 2006

at 10 a.m.

in Committee Room 'A'

Councillor Tumilty, Cabinet Member responsible for Culture, Leisure and Transportation will consider the following items.

1. KEY DECISIONS

No items

2. OTHER ITEMS REQUIRING DECISION

- 2.1 St Patrick's Shops, Ow ton Manor Lane – *Head of Technical Services*
- 2.2 Traffic Regulation Orders – *Head of Technical Services*
- 2.3 Mountston Close Gating Order – *Head of Technical Services*
- 2.4 Thornbury Close Traffic Calming Petition – *Head of Technical Services*

3. REPORTS FOR INFORMATION / DISCUSSION

- 3.1 Adult and Community Services Departmental Plan 2006/07 – 1st Quarter Monitoring Report – *Director of Adult and Community Services*
- 3.2 GP Referral Scheme – Hartlepool Exercise For Life Programme (HELP) – *Director of Adult and Community Services*

4. REPORTS FROM OVERVIEW OF SCRUTINY FORUMS

No items

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
26 September 2006



Report of: Head of Technical Services

Subject: ST PATRICK'S SHOPS, OWTON MANOR
LANE

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To seek approval to a proposed scheme to improve accessibility to St Patrick's shopping parade on Owton Manor Lane.

2. SUMMARY OF CONTENTS

- 2.1 Reasons for proposals and details of proposals.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 The Portfolio Holder has responsibility for traffic and transportation issues.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

- 5.1 This is an executive decision made by the Portfolio Holder.

6. DECISION(S) REQUIRED

- 6.1 Approval to the implementation of works to the shopping parade subject to funding becoming available.

Report of: Head of Technical Services

Subject: ST PATRICK'S SHOPS, OWTON MANOR
LANE

1. PURPOSE OF REPORT

- 1.1 To seek approval to a proposed scheme to improve accessibility to St Patrick's shopping parade on Owton Manor Lane.

2. BACKGROUND

- 2.1 A local Ward Councillor has raised an issue with accessibility problems to the shopping precinct in Owton Manor Lane known as St Patrick's shops.
- 2.2 Due to large level differences, between the carriageway and footway, access from the road, especially for people with mobility problems, is very difficult.
- 2.3 The shops themselves also have existing steps, ranging in depth from 50mm to 150mm, which limits access to facilities for disabled customers. Under the Disability Discrimination Act (DDA) these will need to be accessed and appropriate measures taken by the shop owners.

3. CONSIDERATION OF ISSUES

- 3.1 Under DDA accessibility to facilities must be addressed. This can be achieved in various ways when access is limited due to level differences from the public highway to the shops. Ramps to individual premises can be built by the owners, under highway licence, or the entire footway can be re-levelled, by the Council, to provide access directly from the adopted footway.
- 3.2 **Appendix 1** indicates a proposed scheme that would include the re-profiling of the adopted footway to provide individual ramped access to each shop and the construction of parking bays and steps from road level to the footway.

4. FINANCIAL IMPLICATIONS

- 4.1 An estimated cost of the works is £130,000, excluding any possible public utility apparatus diversions. No funding has yet been identified.

5. RECOMMENDATIONS

- 5.1 That approval be granted for the implementation of the works as indicated in **Appendix 1** subject to funding being identified.

APPENDIX 1



CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
26 September 2006



Report of: Head of Technical Services

Subject: TRAFFIC REGULATION ORDERS

SUMMARY

1. PURPOSE OF REPORT

To seek approval for the traffic regulation orders following objections to the Cornwall Street traffic calming scheme and the proposal to introduce a business parking bay in Lowthian Road.

2. SUMMARY OF CONTENTS

This report details the background to the various orders and the investigations into the objections submitted.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 The Portfolio Holder has responsibility for traffic and transportation issues.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

- 5.1 This is an executive decision made by the Portfolio Holder.

6. DECISION(S) REQUIRED

- 6.1 That the objections are noted and the traffic regulation orders outlined in the report be approved.

Report of: Head of Technical Services

Subject: TRAFFIC REGULATION ORDERS

1. PURPOSE OF REPORT

- 1.1 To seek approval for the traffic regulation orders following objections to the Cornwall Street Traffic Calming scheme and the proposal to introduce a business parking bay in Lowthian Road.

2 BACKGROUND

Cornwall Street – Traffic Calming

- 2.1 Traffic Calming in the form of road humps and raised junctions were introduced on Cornwall Street in April 2006 (**Appendix 1**).
- 2.2 Following the introduction of the traffic calming a resident objected, stating that the Council had not advertised its intention to introduce road humps as required by The Highways Act 1980 Section 90 C (2)(a) and (b).
- 2.3 The Highways Act requires that such schemes are advertised in the local press and that notices are posted on site, although the Council carried out considerable consultation, which included 2 public exhibitions and a site meeting with residents it did not advertise the scheme as required by the Highways Act.
- 2.4 The Council's Legal section decided that the best course of action would be to advertise the scheme retrospectively, the objector then decided to report his complaint to the Local Government Ombudsman. The Ombudsman ruled that the Council was guilty of maladministration, however since the Council had agreed to carry out the necessary publicity considered the matter closed. A time limit of 3 months was imposed on the necessary publicity being carried out.
- 2.5 The scheme was advertised within the time limit imposed and one objection was received from the above complainant.
- 2.6 The objection consisted of 24 Specific points and 9 general points. The main points are as follows. The full Objection Letter (**Appendix 2**) is attached.

- 2.7 Residents voted 20/11 against the proposals - The figure above was obtained following an independent survey carried out by Councillor Lauderdale. The survey did not distinguish between the introduction of parking restrictions and traffic calming. From the councils own consultations it was noted that the parking restrictions were unpopular and subsequently were not approved at Portfolio. Only 3 specific objections to the traffic calming were received.
- 2.8 The average speed of traffic in 2004 in Cornwall Street was 22.3mph - This figure was obtained from a survey carried out by the Council. The prime objective of the scheme was to deter traffic from using Cornwall Street as a short cut. Residents did however voice concerns of the traffic speed during consultation. A survey conducted after the traffic calming was put in place showed that the average speed of traffic was reduced to 16 mph and the volume of traffic had also been reduced from 1103 vehicles per day to 1045.
- 2.9 The works add to the egress problem into Oxford Road from Marlborough Street as traffic, which would otherwise travel down Cornwall Street, turns into Marlborough Street, after the first hump, exacerbating the congestion and sight line problem at Oxford Road - Traffic should not be using Cornwall Street as a through route as described above, the prime objective of the scheme was to deter through traffic. Junctions with Oxford road now have improved sight lines due to the construction of build outs and the introduction of parking restrictions.
- 2.10 The Street has become a nuisance playground for unruly youths as less cars gives them license to spend longer on and around roads and street corners - This statement confirms that the road is now safer. It would be remiss of the Council not to introduce road safety schemes because such measures may encourage children to hang around street corners.
- 2.11 Traffic light waiting times could have been revised or left turns permitted - The traffic lights at the Oxford Road/Stockton Road junction operate fairly efficiently. Opposing traffic coming from Oxford Street is relatively light and would rarely hold up right turning traffic coming out of Oxford Road for any length of time.

Lowthian Road Business Parking Order

- 2.12 Following the closure of Lowthian Road with York Road it was proposed to introduce parking restrictions in the location of the closure point to maintain a turning area for vehicles (**Appendix 3**)
- 2.13 Sure Start is located on the corner of York Road/Lowthian Road and have requested that a business parking bay is provided in conjunction with the waiting restrictions. This would be used by employees of Sure

Start to load/unload their vehicles, although no waiting at any time restrictions permit loading/unloading to take place it was felt that these restrictions were inappropriate since this activity would be undertaken from private motor cars, several visits may be required to load the vehicle and at times the time between visits may take longer than normally permitted, so this may lead to the issuing of a Fixed Penalty Notice. It was therefore considered appropriate to include a business parking bay to facilitate Sure Start's request.

- 2.14 A resident of Lowthian Road has objected to the proposal to introduce the business parking bay (**Appendix 4**) on the grounds that the bay will make turning difficult and will encourage dangerous reversing manoeuvres. He has suggested that Sure Start should carry out their loading activities in the back street.
- 2.15 The siting of the business bay will require some vehicles to reverse along Lowthian Road and into Wharton Street. Both these streets carry relatively low volumes of traffic since the closure of Lowthian Road. It is therefore unlikely that this would cause any problems.

3 CONSIDERATION OF ISSUES

Cornwall Street – Traffic Calming

- 3.1 The Portfolio Holder should consider that from a street of approximately 150 households only 3 objections were received during the original consultation and 1 during the schemes advertisement.
- 3.2 The scheme has achieved a considerable reduction in the speed of traffic and helped reduce slightly the volume of traffic using Cornwall Street. I would therefore consider the scheme a success and would not recommend its removal.

Lowthian Road Business Parking Order

- 3.3 The Portfolio Holder should consider whether the provision of a business parking bay would compromise road safety by encouraging some vehicles to reverse out of Lowthian Road.
- 3.4 It should be noted that since the closure of Lowthian Road traffic volumes have been considerably reduced and only residential and specific business traffic now enters this section of Lowthian Road. I would therefore consider the siting of a business bay in this location to be acceptable.

4 RECOMMENDATION

- 4.1 That the Traffic Regulation Orders outlined in the report are approved for the above reasons.

APPENDIX 1



Dear Sir,

(Cornwall Street) (Road Humps) Order 2006
Hartlepool Mail Notice (28/7/2006)

I refer to the above matter and without Prejudice to the involvement of The Local Government Ombudsman I object to the proposal as follows:

A(1) Legality

Hartlepool Borough Council did not, prior to the works, prove compliance with The Highways Act 1980 Section 90 C(2)(a) and (b), thus affecting Secretary of State intervention in S.90 C(6) and S.90(D) (1), (2) and (3) (and Supplementary legislation).

There was also a breach of The Highways (Road Humps) Regulations 1997.

On the later occasion there have been no concurrent public lamp post notices displayed.

I consider the notification process invalid, the works illegal and a persistent public nuisance remains with damage to the road and hindrance of free and uninhibited passage.

passage/

B. The Council's Justification

- (1) Peter Nixon's original letter stipulated 'traffic travelling down side streets to miss the traffic signals at Oxford Road / Stockton Road.
- (2) Later, 'Cornwall Street and Rugby Street are used to travel between Caledonian Road and Blakelock Gardens.

C. Specific Counter Argument

- (1) Residents voted 20/11 against the proposals. Ork have got positive complaints.
- (2) On 19/10/2005 The Mayor promised to monitor the situation prior to any scheme, but did not.
- (3) At a street meeting, called at a time of his own choosing, Councillor Poyce (Portfolio Holder) could not point out a single moving vehicle, when I made the point to him personally.
- (4) The average speed in November 2004 in Cornwall Street was 22.3mph.
- (5) Community Watchers to 12/12/2005 have not reported any incidents of speeding.
- (6) There should have been Traffic Forecasts or Traffic Assignments for the street and surrounding roads, without them B (1) and (2) are knowns and not facts.
- (7) A Cost - Benefit Analysis was not undertaken.
- (8) The Council have not undertaken Environmental Impact Assessments.
- (9) The side streets were in severe disrepair.
- (10) Oxford Street is an accident blackspot and so less traffic in that area would be beneficial.
- (11) Caledonian Road and Blakelock Road are peripheral to The New Deal Area.

(of 5)

Area/

- 12) The Council had the opportunity to stop the work on 6/4/2006 but did not.
- 13) The works add to the egress problem into Oxford Road from Marlborough Street as traffic which would otherwise travel down Cornwall Street turns into Marlborough Street, after the first hump, exacerbating the congestion and sight line problem at Oxford Road.
- 14) The Butcher and at least 1 other business have closed.
- 15) If traffic was increased in Cornwall Street (and Kingsley Avenue) it is at least in part due to Speed Cameras in Oxford Road.
- 16) The street has become a nuisance 'playground' for unruly youths as less cars gives them license to spend longer on and around roads and street corners.
- 17) The sign at the top of Cornwall Street is useless. Cars are in the street by then and may be initially alarmed to see it late, with loss of concentration. They then turn off into Marlborough Street. The sign(s) should be in Shrewsbury Street.
- 18) A similar scenario to (17) at the bottom of Cornwall Street in terms of immediate turn off.
- 19) The humps have effectively sub-divided the street into block areas. I identify with Westbourne Road more, not lower Cornwall Street.
- 20) Cyclists use the pavements not the road, creating safety issues.
- 21) Virtually only trade vehicles (with no real ownership concerns) travel the full length of the street. Others with any sense will turn off, sooner or later, or not bother. This represents a loss of local amenity for residents.
- 22) The Council have strained Community Relations, affected business, employment and safety.

Safety/

- 23) Traffic Light waiting times could have been revised (see B(1))
 24) Traffic Light left turn could have been permitted / investigated.

D General Counter Argument

- 1) They cause accidents and injuries to motorcycles
- 2) They frequently cause damage to vehicles, particularly older, heavier vehicles.
- 3) They cause damage to tyres, lead to blowout after accumulative damage.
- 4) They cause atmospheric pollution (see EIA) - speeding up and slowing down between humps, encourage use of larger vehicles which are more polluting and noisier.
- 5) Cause subsidence of road and buildings alongside due to creation of ground pressure waves.
- 6) They cause problems for emergency vehicles eg ambulance and fire with discomfort for passengers, substantially delayed response time. More deaths from delayed arrival than are saved by accident reduction.
- 7) They cause additional road maintenance costs because the road surface before and after develops potholes after a couple of years. Heavier costs than normal. To fully resurface the road it is often necessary to remove and replace the road speed humps, adding to costs.
- 8) There is little evidence to support a reduction of accidents. Most are not caused by speed but careless driving.
- 9) There are new Counter Arguments being raised as time progresses.

(45)

progressed/

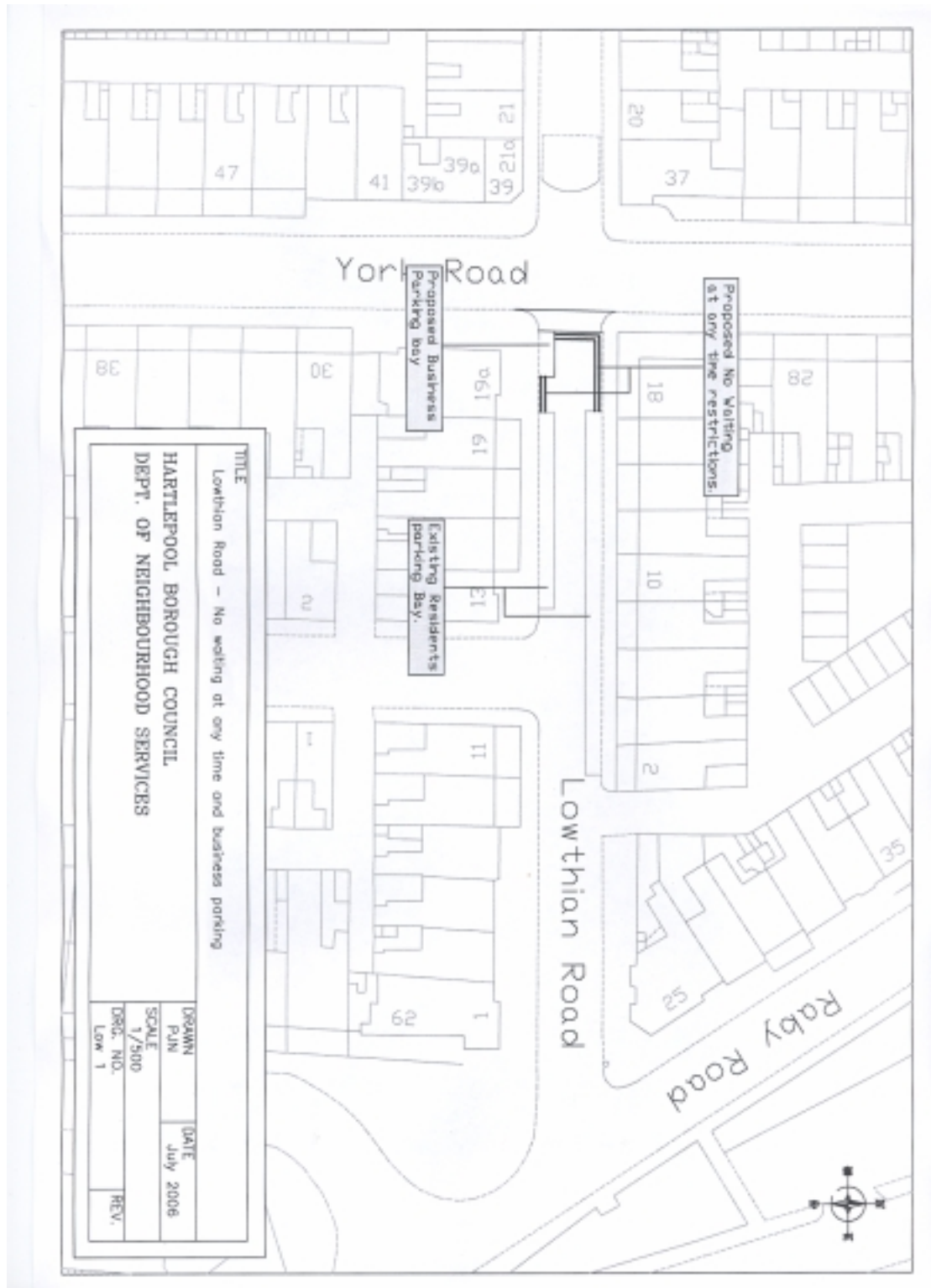
E. Conclusion

There have been more houses for sale in my area, in as short a space of time, as I can remember, since the humps

We risk a no-go area and it is about time The Council realised it and took responsibility.

The Council are not justified in approving the subject proposal and I reserve the right to refer the matter to The Secretary of State and The Standards Board For England.

APPENDIX 3



APPENDIX 4

Reference numbers 00006019, 0006021

Dear Sir

I wish to object to the proposed amendment on the following grounds

- There is not a need for business parking bay at this end of road there are bays down near businesses at the east end of Lowthian Road (Raby Road end)
- It will make the road more dangerous for pedestrians especially young children.
- Vehicles reverse out now at quite a high speed, but a lot use turning area that is situated at the end of the road.
- I also believe it is an offence to reverse unnecessarily (too far and too fast)
- I also believe that there should have been some consultation with local residents as we are the people who have to live with the parking problems

May I suggest that this idea is shelved or amended, so there is no parking in present turning area and that any delivery access should be at rear of their building.

I have on many an occasion had to park and unload my car in the back street as I could not park on my front or even near to it. I would like to add that I am disabled and I cannot have a parking bay designated as disabled for me to unload, so why should an able bodied person be given preference?

Yours faithfully

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
26 September 2006



Report of: Head of Technical Services

Subject: MOUNTSTON CLOSE GATING ORDER

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To seek approval to the implementation of a gating order, under the conditions of the Clean Neighbourhoods and Environment Act 2005, in Mountston Close

2. SUMMARY OF CONTENTS

- 2.1 A brief history of the situation and the procedures necessary under the Act.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 The Portfolio Holder has responsibility for traffic and transportation issues.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

- 5.1 Previously reported to Culture, Leisure and Transportation Portfolio in July and August 2006.

6. DECISION(S) REQUIRED

- 6.1 That approval be granted to start the necessary processes required to implement a gating order in Mountston Close.

Report of: Head of Technical Services

Subject: MOUNTSTON CLOSE GATING ORDER

1. PURPOSE OF REPORT

- 1.1 To seek approval to the implementation of a Gating Order, under the conditions of the Clean Neighbourhoods and Environment Act 2005, in Mountston Close

2. BACKGROUND

- 2.1 In July 2005 a temporary order was introduced, through powers contained under Sections 1 and Schedule 9 Part IV of the Road Traffic Regulations Act 1984, for the erection of an alleygate in Mountston Close.
- 2.2 The order was introduced for a twelve month trial period and was subject to further consultation being undertaken before being made permanent.
- 2.3 The expiry date for the experimental order was 31 July 2006 and a report was presented to this Portfolio prior to this date containing the results of the consultation exercise. Unfortunately it was not possible for a decision to be made at that time and this was put back until the August Portfolio meeting resulting in the gate not being subject to a legal order since 31 July 2006. As a result the gate has now been temporarily removed until such time as a new order can be introduced.
- 2.4 Since the implementation of this experimental order new legislation has been introduced through the Clean Neighbourhoods and Environment Act 2005, known as Gating Orders, which allows gates to be erected on public highways where the Council are satisfied that premises adjoining the highway are effected by crime or anti-social behaviour, which was the case in this location prior to the erection of the existing gate.

3. CONSIDERATION OF ISSUES

- 3.1 The Gating Order legislation requires the Council to consider several factors before implementing an order. These are that:

- premises adjoining or adjacent to the highway are affected by crime or anti-social behaviour;
- the existence of the highway is facilitating the persistent commission of criminal offences or anti-social behaviour;
- it is in all the circumstances expedient to make the order for the purpose of reducing crime or anti-social behaviour.

3.2 The circumstances that the Council must take into consideration are:

- the likely effect of making the order on the occupiers of premises adjoining or adjacent to the highway,
- the likely effect of making the order on other persons in the locality;
- in the case where the highway constitutes a through route. The availability of a reasonably convenient alternative route.

3.3 A gating order can restrict access at all times or at certain prescribed times of the day and days of the week as appropriate for each situation.

3.3 The procedure for the introduction of a gating order includes:

- the publication of a proposed order (by way of site notices, newspaper notice and publication on the Council's web site for a 28 day period);
- public availability of copies of a proposed order;
- notification of persons likely to be affected by a proposed order;
- the making of representations about a proposed order.

3.4 The Council may be required to hold, or can instigate at their own discretion, a public enquiry into a proposed order if the validity of a gating order is questioned during the advertising process.

3.5 In the case of Mountston Close it would be proposed that the gate be locked permanently but that keys be made available to those residents who would wish to acquire one.

3.6 Gating orders can be varied, or revoked at a future date to accommodate changing circumstances.

4. FINANCIAL IMPLICATIONS

- 4.1 All costs of advertising and the re-erection of the gate (if the order is approved) will be met from existing highway budgets.

5. RECOMMENDATION

- 5.1 That approval be granted to start the necessary processes required to implement a gating order in Mountston Close.

**CULTURE, LEISURE AND TRANSPORTATION
PORTFOLIO**

Report to Portfolio Holder
26 September 2006



Report of: Head of Technical Services

Subject: THORNBURY CLOSE TRAFFIC CALMING
PETITION

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To consider a petition submitted from residents of Thornbury Close requesting traffic calming.

2. SUMMARY OF CONTENTS

- 2.1 The report details the action requested, the investigations into the request and the recommended course of action.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 The Portfolio Holder has responsibility for traffic and transportation issues.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

- 5.1 This is an executive decision made by the Portfolio Holder.

6. DECISION(S) REQUIRED

- 6.1 That the Portfolio Holder note the petition, and no further action be recommended at this time.

Report of: Head of Technical Services

Subject: THORNBURY CLOSE TRAFFIC CALMING
PETITION

1. PURPOSE OF REPORT

- 1.1 To consider a petition submitted from residents of Thornbury Close requesting traffic calming.

2. BACKGROUND

- 2.1 A petition has been submitted seeking the installation of traffic calming measures in Thornbury Close, which is situated off Westwood Way, in Clavering. An investigation has taken place into the request, which looked at the accident record for the road and also included a speed survey being undertaken.
- 2.2 The Council prioritises potential safety schemes primarily on the basis of the number of accidents on a road, and then by the level of speeding recorded during surveys. The current list of roads eligible for schemes is shown in **Appendix 1**.

3. CONSIDERATION OF ISSUES

- 3.1 Investigations have shown that there have been 0 accidents in the last 3 years in Thornbury Close. Speed survey results have given 85th percentile speeds of 25mph.
- 3.2 In view of the low speeds recorded and zero accident record, it would be difficult to recommend traffic calming, particularly given the number of roads with higher accident records and speeds shown in **Appendix 1**, many of which will not receive funding for a scheme for some time.
- 3.3 Concerns have also been raised via Iain Wright MP over an adjacent road, Templeton Close. This road also has a zero accident record and surveys have also given speeds of 25mph.

4. RECOMMENDATIONS

- 4.1 That the petition be noted, and no further action taken at this time, but as with all roads, the accident record will continue to be monitored.

APPENDIX 1

LOCATION	No. OF ACCIDENTS _x	SPEEDS* RECORDED	SPECIAL CIRCUMSTANCES	PRIORITY
Newburn Bridge	1 fatal 1 serious 5 slight	35mph		1
Victoria Road (York Rd – A689)	1 serious 8 slight	N/A	High pedestrian usage.	2
Marlowe Road	1 serious 5 slight	35.6mph		3
King Oswy Drive (shops area)	1 serious 2 slight	34.6mph	All pedestrian accidents.	4
Hart Lane (Outside Sacred Heart School)	1 serious 1 slight	32.4mph	Request for controlled crossing outside school.	5
Park Avenue (The Parade – Cresswell Rd)	3 slight	36.8mph	Children crossing to and from the park.	6
Westbrooke Avenue	1 serious	37.7mph		7
Easington Road (West View Rd – King Oswy Drive)	2 slight	49mph. See note 1	Safety Camera Partnership complaint site.	8
Clavinging area (Westwood Way, Bamburgh Rd, Clavinging Rd, Woodstock Way).	2 slight	39.2, 35.5, 36, 34mph Av. 36.2mph	School on Clavinging Road.	9
Eskdale Road	1 slight	35.8mph	School.	10
Park Avenue (Elwick Rd – The Parade)	0	40mph	Children crossing to and from the park.	11
Cleveland Road	1 slight	37mph	Request for pedestrian island.	12
Chester Road (Jesmond Rd – Thomhill Gdns)	1 slight	37mph		13
Front Street, Greatham	1 slight	32.4mph		14

APPENDIX 1

LOCATION	No. OF ACCIDENTS _x	SPEEDS* RECORDED	SPECIAL CIRCUMSTANCES	PRIORITY
Caledonian Road	1 slight	32.2mph		15
Elwick village	0	37mph		16
Clifton Avenue	0	35.8mph		17
Burn Road (adjacent to Vicarage Court)	1 slight	24.5mph	Request for pedestrian island. Above average numbers of elderly residents crossing from nearby sheltered housing.	18
Holdforth Road	0	34mph	Request for zebra crossing. Elderly residents crossing from nearby sheltered housing.	19
Owton Manor Lane (Kintra Rd – Kirriemuir Rd)	0	33mph		20

_x Accidents over the previous 3 years.

* Figures are 85th percentile speeds – The speed at which 85% of traffic is travelling at or below.

Note 1 – Posted limit of 40mph. Recorded speed 22.5% above limit. Clavering area 20.7% above limit.

REVISED REPORT

**CULTURE, LEISURE AND TRANSPORTATION
PORTFOLIO**

Report to Portfolio Holder
26th September 2006



Report of: Director of Adult and Community Services

Subject: ADULT AND COMMUNITY SERVICES
DEPARTMENTAL PLAN 2006/07 – 1ST
QUARTER MONITORING REPORT

SUMMARY

1. PURPOSE OF REPORT

To inform the Portfolio Holder of the progress made against the Adult and Community Services Departmental Plan 2006/07 in the first quarter of the year.

2. SUMMARY OF CONTENTS

The progress against the actions contained in the Adult and Community Services Departmental Plan 2006/07, and the first quarter outturns of key performance indicators.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Member has responsibility for performance management issues in relation to Culture and Leisure Services.

4. TYPE OF DECISION

Non-key.

5. DECISION MAKING ROUTE

Portfolio Holder meeting 26th September 2006.

6. DECISION REQUIRED

Achievement on actions and indicators be noted

REVISED REPORT

Report of: Director of Adult and Community Services

Subject: ADULT AND COMMUNITY SERVICES
DEPARTMENTAL PLAN 2006/07 – 1ST
QUARTER MONITORING REPORT

1. PURPOSE OF REPORT

- 1.1 To inform the Portfolio Holder of the progress made against the key actions identified in the Adult and Community Services Departmental Plan 2006/07 and the progress of key performance indicators for the period up to 30 June 2006.

2. BACKGROUND

- 2.1 The Adult and Community Services Department includes Community Services, reporting to Culture, Leisure and Transportation Portfolio Holder, and Adult Services reporting to the Adult and Public Health Portfolio Holder.
- 2.2 The Adult and Community Services Departmental Plan 2006/07 sets out the key tasks and issues with an Action Plan to show what is to be achieved by the department in the coming year. The plan also describes how the department contributes to the Organisational Development Improvement Priorities as laid out in the 2006/07 Corporate Plan. It provides a framework for managing the competing priorities, communicating the purpose and challenges facing the department, and monitoring progress against overall Council aims.
- 2.3 The Council recently introduced an electronic Performance Management Database for collecting and analysing corporate performance. In 2006/07 the database will collect performance information detailed in the Corporate Plan and the five Departmental Plans. The aim is that the database will eventually collect performance information for all levels of the Council, including individual service/operational plans in each department.

3. FIRST QUARTER PERFORMANCE

- 3.1 This section looks in detail at how the Community Services Division has performed in relation to the key actions and performance indicators that were included in the Adult and Community Services Departmental Plan 2006/07.

REVISED REPORT

- 3.2 On a quarterly basis officers from across the department are asked, via the Performance Management database, to provide an update on progress against every action contained in the Departmental Plan and, where appropriate, every Performance Indicator.
- 3.3 Officers are asked to provide a short commentary explaining progress made to date, and asked to traffic light each action based on whether or not the action will be, or has been, completed by the target date set out in the Departmental Plan. The traffic light system has been slightly adjusted in 2006/07, following a review of the system used previously. The traffic light system is now: -

Red	- Action/PI not expected to meet target
Amber	- Action/PI expected to be meet target
Green	- Action/PI target achieved

- 3.4 Within the Community Services there were a total of 22 actions and 25 Performance Indicators identified in the 2006/07 Departmental Plan. Table 1, below, summarises the progress made, to the 30 June 2006, towards achieving these actions and PIs.

Table1 – Community Services progress summary

	Community Services	
	Actions	PIs
Green	2	3
Amber	20	10
Red	0	0
Annual	0	8
Total	22	21

- 3.5 A total of 2 actions (9.1%) have already been completed, and a further 20 (91.9%) are on target to be completed by the target date. No actions have been highlighted as not being on target.
- 3.6 It can also be seen that 48% of the Performance Indicators have been highlighted as being expected to hit the target. There are only 3 indicators (14.3%) currently being highlighted as having achieved the target, as many indicators have annual targets ending in March 2007, and will be unable to be signed off until then. No Performance Indicators have been highlighted as not being expected to hit the year end target. There are 8 indicators (38.1%) that are only collected on an annual basis and therefore no updates are available for those indicators.

REVISED REPORT

3.7 Within the first quarter Community Services Division completed a number of actions, including: -

- **The 2006 Maritime Festival was very successful, with record attendances**
- **The exhibition programme and supporting activities has contributed to the museum and gallery attendances exceeding targets set.**

4. RECOMMENDATIONS

- i) It is recommended that achievement of key actions and first quarter outturns of performance indicators are noted.

CONTACT OFFICER: Alan Dobby, Assistant Director (Support Services)

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report To Portfolio Holder
26th September 2006

Report of: Director of Adult and Community Services

Subject: GP REFERRAL SCHEME – HARTLEPOOL
EXERCISE FOR LIFE PROGRAMME (HELP)

SUMMARY

1. PURPOSE OF REPORT

To inform the Portfolio Holder on the background and ongoing development of the GP Referral Scheme within the Sport and Recreation Service.

2. SUMMARY OF CONTENTS

A GP Referral scheme, H.E.L.P. (Hartlepool Exercise for Life Programme), has been running in Hartlepool for nearly 12 years and it is managed by the Councils Sport & Recreation Service within Sports Development. Funding for it originally came from the Hartlepool Health Action Zone and latterly, Hartlepool PCT. More recently, a three year Public Service Agreement has been secured to finance the scheme.

This report aims to provide an insight into the effectiveness of the programme to date and secondly underlines the importance of the programme to Hartlepool in meeting the Council's corporate objectives around improving health and well being via physical activity and participation in health related exercise.

3. RELEVANCE TO PORTFOLIO MEMBER

Sport and Recreation is part of the Culture, Leisure and Transportation Portfolio.

4. TYPE OF DECISION

Non-Key

5. DECISION MAKING ROUTE

Culture, Leisure and Transportation Portfolio – 19th September 2006.

6. DECISION(S) REQUIRED

Comments are invited from the Portfolio Holder.

Report of: Director of Adult and Community Services

Subject: GP REFERRAL SCHEME – HARTLEPOOL
EXERCISE FOR LIFE PROGRAMME (HELP)

1. PURPOSE OF REPORT

- 1.1 A GP Referral scheme, H.E.L.P. (Hartlepool Exercise for Life Programme), has been running in Hartlepool for nearly 12 years and it is managed by the Councils Sport & Recreation service within Sports Development. Funding for it originally came from the Hartlepool Health Action Zone and latterly via Hartlepool PCT. More recently, a three-year Public Service Agreement has been secured with Government Office, that through the pump-priming and subsequent performance reward grant available should targets be met, should provide sustainability for the scheme over the next few years.
- 1.2 The report aims to provide an insight into the effectiveness of the programme to date and secondly underlines its importance to Hartlepool in meeting the Council's corporate objectives around improving health and well being via physical activity and participation in health related exercise.

2. BACKGROUND

- 2.1 The publication in 2001 of a National Quality Framework for Exercise on Referral schemes set out a definite model for the development of schemes such as H.E.L.P. The framework established clear guidelines for the quality assurance of schemes and stated that exercise on referral schemes would be a key factor in the delivery of local action plans to increase activity levels, reduce obesity and tackle chronic diseases.
- 2.2 The North East Regional plan for Sport also clearly sets out its vision as *"to make the North East an active and successful sporting region"* and goes on to clarify sport and physical activity as being "the single most effective way of improving the health of the region's people". It is within this context that H.E.L.P. has and continues to be a programme of major importance both in its wide range of activities and partnerships currently on offer but also the potential for further development in the future.
- 2.3 Hartlepool has high levels of multiple deprivation with all but one of its wards appearing in the 'top' third most deprived wards in the country. Ten Hartlepool wards are in the 10% most "health" deprived in the country and eight of these are in the top 5%. This equates to 49% of

the population of Hartlepool living in wards that are in the 5% most “health” deprived in the country.

- 2.4 The residents of Hartlepool suffer more ill health and disability and higher death rates from diseases such as cancer, heart and respiratory diseases than in any other area of the country. They also live shorter lives than most other parts of the country; the life expectancy for men (2001) being 73.3 years compared with the national rate of 75.7 years and for women, 79.0 years compared with nationally 80.4 years.
- 2.5 There is however evidence to suggest that Adults who are physically active have a 20-30% reduced risk of premature mortality i.e. before the age of 75 years (Chief Medical Officers Report 2004). Working in partnership with the Health Service therefore, H.E.L.P. supports the continuity of care between health service agencies and services offered by Hartlepool Borough Council within the community.
- 2.6 The Hartlepool Vision for Care document also clearly sets out the importance of the prevention of ill health as being a priority for Hartlepool. The education and empowerment of people in order to give them the skills, confidence and opportunities to make lifestyle changes has been highlighted as a key priority under this vision. Similarly, Health and Care, specifically “improved health” is a key outcome within Hartlepool’s Local Area Agreement.

3. CURRENT SITUATION

- 3.1 H.E.L.P. provides structured activity programmes for people with a range of health problems and relies on referrals from health professionals as an alternative to conventional medication and treatment. These referrals are accepted in accordance with the National Service Framework document “Exercise Referral Systems, a National Quality Assurance Framework” published by the Department of Health.
- 3.2 Funding for the programme currently is via a Public Service Agreement that with the pump-priming and subsequent performance reward grants support available, will provide sustainability for the programme over the next few years. This allows for the employment of two part-time Referral Coordinators and a development budget to cover the costs of facility hire, instructors, administration, and marketing and programme evaluation. There is also substantial support of the scheme by the Council’s Leisure Centres with the use of facilities being made either free of charge or at a heavily subsidised rate.
- 3.3 Currently, there are 51 referring partners amongst who include: -
 - Consultants
 - General Practitioners
 - Practice Nurses

- Specialist Nurses i.e. Diabetes Specialists
- Dieticians
- Community Nutritionists
- Mental Health Services
- Hartlepool MIND
- Elderly day centres
- Hospital Physiotherapists from across four local hospitals
- Private Physiotherapists
- Cardiac Rehabilitation Teams
- Pulmonary rehabilitation Unit
- Care Nurses
- Stroke Care Unit
- Hartlepool Borough Council Occupational Health

3.4 Referrals from the above partnerships, developed over a number of years, cover a wide spectrum of lifestyle diseases, chronic illnesses and general conditions including:

- Coronary Conditions – Angina, CHD, Bypass, Angioplasty etc.
- Lifestyle – Obesity, diabetes
- Mental Health – stress, anxiety, depression low self esteem
- Diseases – cancers
- Musco skeletal – osteoarthritis, joint problems, knee and hip replacements, back problems, ME, Fibromyalgia, MS
- Strokes

3.5 Referrals are sent to the Coordinators (who are qualified as a minimum requirement with a Foundation GP Referral qualification) and telephone contact is made with the participant . A questionnaire is completed and the participant is invited to attend an initial 10-week programme of their chosen activity that is exclusively for H.E.L.P. participants. The Coordinator also ensures that the Instructor associated with the activity is introduced to the participant as a “buddy” which allows for the development of participants confidence, particularly where motivation levels may be very low.

3.6 The design and the content of the programme will depend on the health reasons for referral and will vary from very light activity to more active cardio-vascular activity using the gym equipment. There is a range of activities on offer including: -

- Resistance training
- Water mobility
- “Heart Zone” (cardiac patients referred by the Hospital’s Cardiac Rehabilitation Programme)
- Chair aerobics
- Musical circuits
- Yoga
- Health Club (nutritional advice also)

- “Shapes and Sizes” (Pharmacist, Hartlepool Mind and Diabetic Nurse also)
 - Men’s Health Programme (nutritional advice also)
 - Comprehensive Walking Programme (graded walks)
 - Swimming Sessions
- 3.7 Following the initial 10-week programme, clients are encouraged to maintain and over time increase activity by joining “stepping stone” classes before going onto mainstream activity. This is supported by the receipt of a free Active Card (leisure card scheme) allowing for access to all activities within the Sport & Recreation service area at the concessionary rate for a period of six months.
- 3.8 Enhancements to the activity programme available are periodically made. For example, following on from the success of the cardiac rehabilitation element of the scheme, Hartlepool PCT in partnership with Hartlepool Borough Council has also recently made application to the Hartlepool Partnership for Neighbourhood Renewal Funding of £55,000 to extend this work. This service enhancement was identified as having the potential to help achieve LAA floor and life expectancy targets for Hartlepool.
- 3.9 The proposal aims to enhance the current Phase 4 work that is currently being delivered solely at one site, Mill House Leisure Centre, by two BACR qualified instructors by:-
- Extending the cardiac rehab sessions to a further three sites situated in areas of greatest need, at the Headland Sports Hall, Brierton Community Sports Centre and Belle Vue Sports Centre.
 - Provide training to gain a further three BACR qualified instructors.
 - Specifically target over 75’s to become involved in the programme.
 - Provide training for instructors in other chronic disease issues in patients with coronary heart disease.
- 3.10 Based on a best practice model from Lambeth and Southwark PCT’s and the London Borough of Lambeth, given the large number of over 75’s who die from CVD in Hartlepool, it was felt that this sort of programme might help add life years and quality of life years to this age group after a CVD event.

4. SCHEME PARTNERS

- 4.1 The current scheme is the result of close partnership working between Hartlepool Borough Council, Government Office North East and Hartlepool PCT. Key to the success of H.E.L.P. has crucially been the engagement of referring partners as detailed in section 3.3 and very early on, it was recognised that winning over Hartlepool’s GP’s in particular would be critical to its success.

- 4.2 To address this, the Coordinators accessed GPs and practice based staff to discuss the referral scheme and worked with them on drawing up the administrative procedures. Since this time, regular contact has been maintained. A H.E.L.P. coordinating group made up of key partners has also been formed that meets on a quarterly basis to monitor the progress of and look at future developments, particularly with the PSA targets now set with Government Office for 2006 to 2009.

5. FINANCIAL IMPLICATIONS

- 5.1 There are no financial implications to the Council in relation to the scheme other than those of an “in-kind” nature associated with the management of a programme of this type and the free availability of leisure facilities.
- 5.2 With the Public Service Agreement (PSA) now in place, pump-priming funding of £84,010 has been allocated to spend on the delivery of the scheme over the next 3 years, April 2006 to March 2009. A shortfall of £21,668 however does remain for 2008/09, but discussions are ongoing with the PCT regarding the provision of this funding.
- 5.3 Post 2008/09, a PSA performance reward revenue grant of £153,287 payable as a result of successfully achieving targets, coupled with any additional funding available from the PCT will provide sustainability for the scheme for a further 4 or 5 years.
- 5.4 The indicators set by which targets will be monitored are: -
- The number of patients completing a 10-week programme of referred activity as a result of health practitioner recommendation.
 - Of those completing the 10-week programme, the percentage going onto mainstream activity.
- 5.5 Officers are confident that targets set within these indicators are achievable.

6. ACHIEVEMENTS

- 6.1 Between April 2005 and March 2006, 616 people were referred to the H.E.L.P. scheme. Of these, 355 participants (58%) were aged 50 years or over, 223 (36%) were aged 60 years or over. Of the 616 participants, 308 (50%) completed the initial 10-week programme of structured activity and it is thought that around 70% of these are still currently participating in activity.
- 6.2 Base-line information gathered from participants at the beginning of the 10-week programme is compared with further information gathered via a questionnaire after six months based on current activity levels.

- 6.3 Up until March 2006, insufficient staff resource had left us unable to evaluate the scheme thoroughly. However, the newly acquired funding via the PSA has allowed us to appoint a second Coordinator in April 2006 and provided the funding required to bring in external expertise needed in order to properly monitor and evaluate the scheme. This will therefore provide us with evidence of the impact that we know this successful scheme is having on individuals health and well-being in Hartlepool.

7. RECOMMENDATIONS

- 7.1 Comments are invited from the Portfolio Holder.

CONTACT OFFICER: Pat Usher, Sport and Recreation Manager

Background Papers

Cabinet – 19th June 2006 – Local Public Service Agreement 2 – Monitoring /Allocation of pump priming grant & performance reward grant.