

# **NEIGHBOURHOOD SERVICES COMMITTEE**

## **MINUTES AND DECISION RECORD**

25 October 2016

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

**Present:**

Councillor Marjorie James (In the Chair)

Councillors: Paul Beck, Sandra Belcher, Dave Hunter, Brenda Loynes Jean Robinson and George Springer

Officers: Denise Ogden, Director of Regeneration and Neighbourhoods  
Clare Clark, Head of Community Safety and Engagement  
Peter Frost, Highways Traffic and Transport Team Leader  
Tony Davison, Sustainable Travel Officer  
Jeff Mason, Strategic Policy and Performance Management Manager  
Denise Wimpenny, Principal Democratic Services Officer  
Lorraine Percival, Support Officer, Regeneration and Neighbourhoods

### **36. Apologies for Absence**

None

### **37. Declarations of Interest**

Councillor Loynes declared a personal interest in minute 40.

### **38. Minutes of the meeting held on 20 September 2016**

Received

### **39. Minutes of the meeting of the Emergency Planning Joint Committee held on 20 July 2016**

Received

**40. Greatham Bus Shelter** (*Director of Regeneration and Neighbourhoods*)

**Type of decision**

Non-key

**Purpose of report**

To advise Members of the Committee of a petition requesting the installation of a seat immediately outside the bus shelter in Greatham High Street, and also an objection to it.

**Issue(s) for consideration**

The report outlined the background to a request from Greatham Parish Council that a seat be installed outside the bus shelter. The Parish Council had consulted with residents directly affected by the proposals and, as a result, one resident expressed support for the proposals and one resident from the house closest to the proposed seating location was against the proposals. The letter focused its objection around anti-social behaviour, details of which were included in the report.

In view of the objection, the Council asked the Parish Council to consider having the seat installed inside the bus shelter, rather than outside adjacent to the objector's property. The Parish Council were of the view that as it was a brick shelter it was difficult for people sat within it to see approaching buses. A 123 signature petition was subsequently submitted by the Parish Council supporting the installation of a seat. Members were referred to the type of seat proposed and the location of the bus stop and handouts showing a view from both angles were provided at the meeting. It was noted that if approved, the seat would be purchased by the Parish Council and the Council would install it at a cost of £75.00.

A resident from Greatham, who was in attendance at the meeting and invited to speak, expressed support for the proposals highlighting that the people of Greatham had campaigned for a seat for a number of years and, having considered the matter in some detail and the recommendations in the report, was of the view that a seat close to the entrance of the bus shelter should be beneficial.

Members considered the report and views expressed and whilst the issues highlighted by the Parish Council were acknowledged, Members commented on the benefits for the elderly and mobility impaired of providing a seat within the shelter particularly during inclement weather. The location of the seat was debated at length and Members concluded that given there was only one bus which serviced Greatham and, provided the seat was

installed close to the entrance, this would give some degree of visibility of approaching buses. Members unanimously supported the proposals to install a seat within the existing bus shelter.

### **Decision**

That the installation of a seat within the existing bus shelter at Greatham, as outlined in the report, be approved.

## **41. Draft Clean and Green Strategy** (*Director of Regeneration and Neighbourhoods*)

### **Type of decision**

Budget and Policy Framework

### **Purpose of report**

To agree a draft Clean and Green Strategy for formal consultation.

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

The Head of Community and Engagement referred to plans for the development of the Strategy and process that had been agreed by this Committee in September. The first draft of the Strategy was attached at Appendix A, details of which were provided. The Strategy covered a three year period and would be supported by an action plan that would be refreshed and reported to this Committee on an annual basis. It was proposed that the action plan and associated performance measures were developed during the consultation stage and considered by this Committee at the second draft stage.

The Committee's views were requested in order to further shape the Strategy prior to consultation. Details of the consultation arrangements were provided, as set out in the report. Members were also asked to consider whether there were any clean and green themes they would particularly wish to see highlighted during the consultation process. The timescales for presenting the second draft and final strategy were outlined.

In response to concerns raised as to what additional enforcement measures could be utilised to address the level of litter on the streets, the Chair reported on the enforcement difficulties policing all areas within the town given the limited resources available and the financial pressures faced by the Council. The Chair suggested that organised litter picks should be introduced to involve schools and residents' organisations. The need to educate young people and adults on the environmental impact and costs

associated with litter problems was emphasised. The powers available to the Council in terms of enforcement, including the Council's recycling arrangements were reported in response to further queries raised. Members went on to debate the most appropriate methods of tackling litter problems in the town including the benefits of education as opposed to enforcement. Reference was made to the advantages of a litter prevention campaign that had taken place a number of years ago where young people had been involved in designing posters to discourage littering in local communities. The need to consider a rewards system to encourage group participation was also suggested as well as the need to include schools within the consultation process.

### **Decision**

That the draft strategy be approved for consultation and the comments of Members, as outlined above, be utilised to further shape the strategy.

## **42. Hartlepool Cycling Development Plan** (*Director of Regeneration and Neighbourhoods*)

### **Type of decision**

Key decision – tests (i) and (ii) – Forward Plan Reference No RN05/16

### **Purpose of report**

To seek approval for an over-arching Cycling Development Plan for Hartlepool, to include the development of cycle tracks to link employment, housing and leisure sites, and the investigation of works to support cycling generally including cycle hubs, cycle parking, cycling information and volunteer development. Hartlepool's Plan will link to the Tees Valley Combined Authority Local Growth Fund/Access to Employment programme.

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

The report provided background information in relation to the development of the Cycling Development Plan, the Cycling Plan Structure as well as feedback from the consultation. The Plan provided a specific document for the Council that both summarised the current picture relating to cycling in Hartlepool and identified a wide range of ideas and suggestions for the future development in order to work towards the general aim of 'getting more people cycling, more often and more safely'. The Plan provided a 'long list' of potential projects for future funding opportunities. The consultation process had proved to be a worthwhile exercise through the amount of ideas and observations generated.

In support of the report, the Committee was provided with a detailed and comprehensive presentation on the outcome of the consultation exercise that had been undertaken in August and September 2016 which had helped shape the final document. Whilst the consultation on the Plan had a set time limit the wider development was very much an ongoing process. The revised plan with key actions was included in Appendix 1.

In the lengthy discussion that followed, officers responded to issues raised by Members in relation to the report and presentation. Clarification was provided in terms of the purpose and benefits of developing cycle routes including the links with the national cycle network developed by Sustrans and the enforcement measures available to prevent cars parking on cycle paths. It was noted that there appeared to be some confusion around parking restrictions on roads adjoining cycle paths and it was suggested that the introduction of double yellow lines be considered in such areas.

A view was expressed regarding the benefits of publishing rules and regulations around parking restrictions in the Council's Hartbeat magazine. The importance of safety was emphasised as well as the need for pathways to be sustainable and well maintained. A Member commented on the need for adequate cycle parking bays being made available as widely as possible.

A query was raised as to whether a cycle route plan for Hartlepool was available. In response, the Committee was advised that the Hartlepool Access and Cycling Plan was currently being updated and reprinted by Sustrans and would be available in the coming weeks.

Some concerns were expressed in relation to some children and young people being careless whilst cycling and it was suggested that an education programme in schools be undertaken to remind children and young people of the importance of cycle safety. The Sustainable Transport Officer advised that the Council ran a Bike Ability Cycling Training Scheme targeted at Years 5 to 8. The Chair commented on the issue of safety generally and the importance of drivers being more aware of cyclists on roads.

## **Decision**

- (i) The Committee noted the contents of the report including the full Hartlepool Cycling Development Plan and consultation results as outlined in the presentation.
- (ii) That the revised Hartlepool Cycling Development Plan be approved.
- (iii) That the installation of double yellow lines adjacent to cycle paths be explored.
- (iv) That an education programme be rolled out in schools on cycling safety.

### **43. Local Growth Fund Cycling Schemes** *(Director of Regeneration and Neighbourhoods)*

#### **Type of decision**

Key decision – Forward Plan Ref RN21/15

#### **Purpose of report**

To seek approval for cycleway improvements on the A689 and A179 funded by the Tees Valley Combined Authority Local Growth Fund Access to Employment Programme.

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

The report provided background information to the proposals for cycleway improvements on the A689 and A179 roads to address safety and connectivity issues. In relation to the A689 project, it was proposed to install an off-road cycleway on the northern side of the carriageway linking to the traffic signal junctions at either end, as shown in Appendix 2. It was also proposed to install a toucan crossing on the A179 as detailed in Appendix 3. The crossing would link to existing route ways on the Bishop Cuthbert estate.

Works on both projects were expected to take place this financial year funded from the Tees Valley Local Growth Fund Access to Employment Programme.

The A689 project unfortunately was not part of the National Cycle Network route 14 although it would provide part of a link to it.

#### **Decision**

That the A689 cycleway link and A179 toucan crossing be approved.

### **44. Dates and Times of Next Meetings**

The Chair advised that the next meeting would be held on Tuesday 22 November at 10.00 am. Future meetings would be held at 4.00 pm to facilitate work commitments.

The meeting concluded at 11.15 am.

**P J DEVLIN**

**CHIEF SOLICITOR**

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