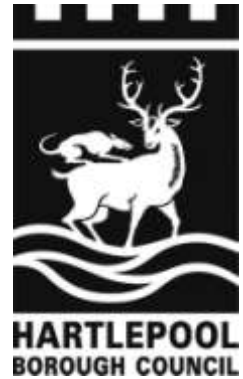


NEIGHBOURHOOD SERVICES COMMITTEE

AGENDA



Monday 25 February 2019

at 4.00 pm

**in Committee Room B,
Civic Centre, Hartlepool**

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors S Akers-Belcher, Belcher, Cassidy, James, Loynes, Marshall and T Richardson.

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 21 January 2019 (previously circulated)

4. KEY DECISIONS

No items

5. OTHER ITEMS REQUIRING DECISION

- 5.1 St. Aidan's, Stockton Road – Proposed Puffin Crossing – *Assistant Director (Environment and Neighbourhood Services)*
- 5.2 Evaluation of Seaton Parking Scheme – *Assistant Director (Environment and Neighbourhood Services)*



6. ITEMS FOR INFORMATION

No items.

7. ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT

FOR INFORMATION

Date of next meeting – Monday 18 March 2019 at 4.00 pm in the Civic Centre,
Hartlepool.



NEIGHBOURHOOD SERVICES COMMITTEE

25th February 2019



Report of: Assistant Director (Environment & Neighbourhood Services)

Subject: **ST. AIDAN'S, STOCKTON ROAD – PROPOSED PUFFIN CROSSING**

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non Key.

2. PURPOSE OF REPORT

2.1 To report objections to the proposed puffin crossing at St. Aidan's School, Stockton Road. (See Appendix 1).

3. BACKGROUND

3.1 Several requests have been received from ward Members for a light controlled crossing in the vicinity of St. Aidan's School, Stockton Road.

3.2 This section of road is a busy cross town route, and is subject to a 30mph speed limit. St Aidan's School is located on the southern side of the carriageway and residential houses and the Greenside Public House are situated on the northern side. A school crossing patrol operates on this section of carriageway.

4. PROPOSALS

4.1 It is proposed to introduce a puffin crossing on the section of carriageway immediately north east of the Loyalty Road junction, 2-3m east of the existing school crossing patrol point. Several private access points are located within the controlled zone (zig zag area). Although this is not ideal, it is considered that this is the best location for the crossing as it is on the desired pedestrian route to the school.

- 4.2 Double yellow lines will also be introduced on the north side of Stockton Road extending from the end of the controlled zone to a point past the frontage of No.144. This was in response to one of the comments received in the consultation exercise.

5. CONSULTATION

- 5.1 The initial consultation exercise undertaken showed 74 people in favour of the crossing, and 4 against, although this was part of a wider consultation exercise which also included proposals for Westbrooke Avenue and other parts of Stockton Road.
- 5.2 Residential properties in close proximity to the crossing, St. Aidan's School, The Greensides PH and local Ward Members were subsequently sent consultation letters and plans of the detailed scheme, and there were 2 objections received at that time. A further objection was then received at a later date. One of the initial objections has now been resolved by the proposed introduction of double yellow lines.
- 5.3 The remaining objectors are concerned that the proposed crossing will cause a road safety hazard with potential for accidents and congestion due to the close proximity of several junctions, and private access points.
- 5.4 The original objector requested that an independent safety audit be carried out, and suggested an alternative location further up Stockton Road past the Greensides PH. This location is away from the main pedestrian desire line of parents and children crossing after using the pub car park to park, and is also complicated by the presence of bus stops and junctions.
- 5.5 A safety audit was undertaken, which identified that, in view of right turning manoeuvres which could be undertaken by large vehicles, the crossing could benefit from being moved slightly to the east. This can be done without having a significant effect on the proposed scheme and will be addressed during the detailed design of the scheme.
- 5.6 Warning signs are also to be introduced for vehicles travelling on Loyalty Road approaching the Stockton Road junction, to highlight the presence of the crossing. An amended guard rail arrangement to prevent pedestrians from running out of the footpath from the pub straight into the road is also to be investigated.
- 5.7 Following further dialogue with the school it was clear that their preference was for the existing School Crossing Patrol officer be retained. It is not the intention of this scheme to replace this officer with the new crossing. Once this was clarified with the school there was an acknowledgement that the crossing will improve safety by relocating the existing crossing further away from the junction and restrict parking in the vicinity of the crossing.

6. RISK IMPLICATIONS

6.1 There are no risk implications attached to this report.

7. FINANCIAL CONSIDERATIONS

7.1 The puffin crossing is estimated to cost approximately £50,000, and will be funded from the existing 2018/19 LTP allocation.

8. LEGAL CONSIDERATIONS

8.1 In relation to the proposed yellow lines, there is a statutory requirement on the Council under the Road Traffic Regulation Act 1984 to advertise its intentions in a newspaper circulating in the area, with on-site notices posted for additional publicity. Anybody wishing to object to the proposal must do so within 21 days of the publication.

9. CHILD AND FAMILY POVERTY

9.1 There are no child and family poverty implications attached to this report.

10. EQUALITY AND DIVERSITY CONSIDERATIONS

10.1 There are no equality and diversity considerations attached to this report.

11. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

11.1 There are no Section 17 considerations attached to this report.

12. STAFF CONSIDERATIONS

12.1 There are no staff considerations attached to this report.

13. ASSET MANAGEMENT CONSIDERATIONS

13.1 There are no asset management considerations attached to this report.

14. RECOMMENDATIONS

- 14.1 That the proposed puffin crossing at St. Aidan's, Stockton Road is approved.

15. REASONS FOR RECOMMENDATIONS

- 15.1 To improve road safety by moving the existing crossing location further from the junction taking into consideration the results of the road safety audit.
- 15.2 To improve pedestrian crossing facilities in the area.

16. BACKGROUND PAPERS

- 16.1 None.

17. CONTACT OFFICER

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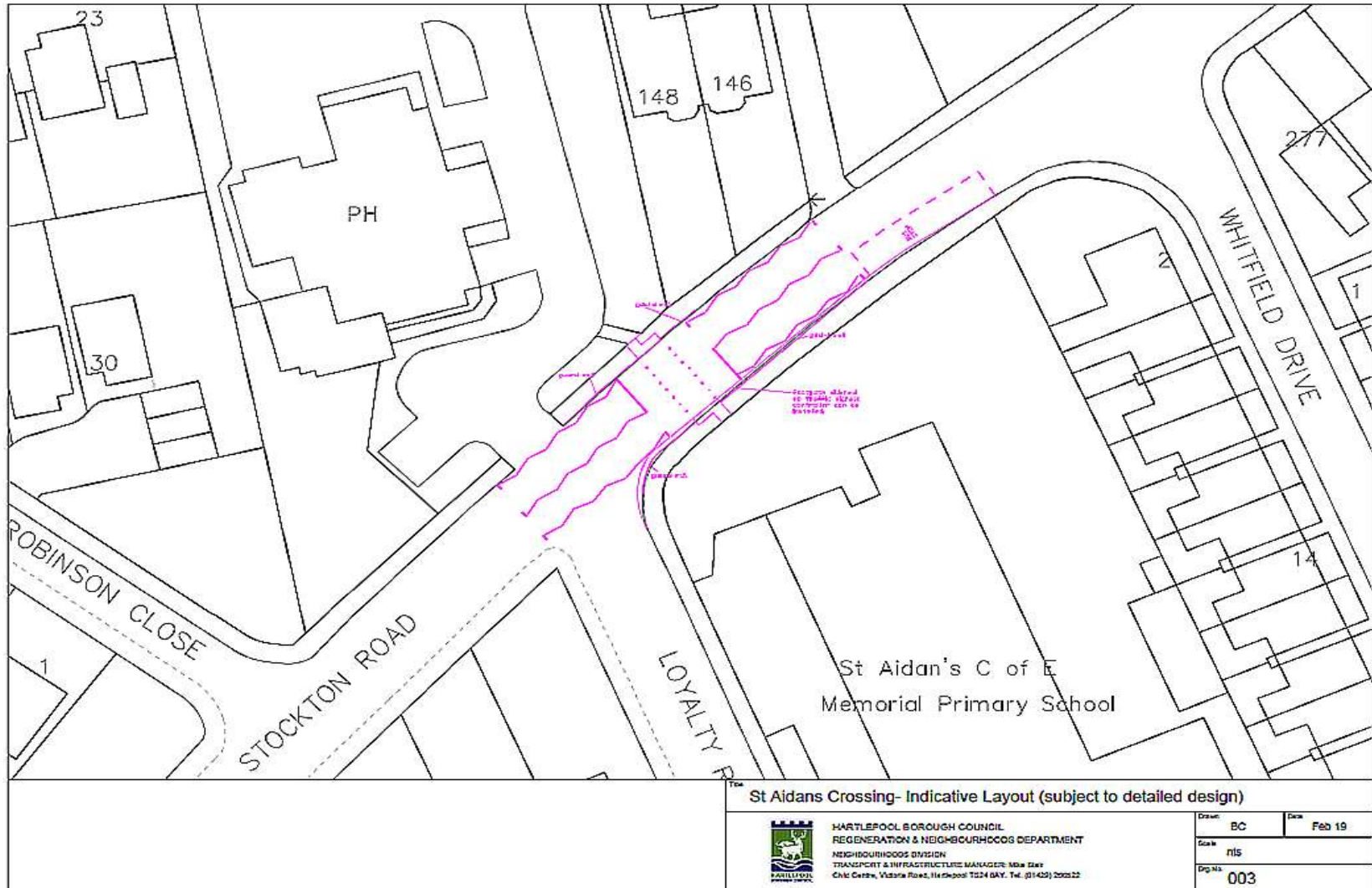
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Sign Off:-

Director of Policy and Finance

Chief Solicitor



<p style="text-align: center;">NEIGHBOURHOOD SERVICES COMMITTEE 25th February 2019</p>
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Report of: Assistant Director (Environment and Neighbourhood Services)

Subject: **EVALUATION OF SEATON PARKING SCHEME**

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

2. PURPOSE OF REPORT

2.1 To consider and evaluate the impact of the seasonal parking restrictions at Seaton Carew.

2.2 Members requested a twelve month review at the meeting of the Neighbourhood Services Committee on the 22nd January 2018, specifically to consider if the parking discs used on sections of the Sea Front and Station Lane car park should continue to be provided to motorists free of charge.

3. BACKGROUND

3.1 Seasonal parking restrictions at Seaton Carew were approved by Neighbourhood Services Committee in December 2016 and introduced initially under an Experimental Order, which after several amendments, were later formally approved as a permanent Traffic Regulation Order.

3.2 The restrictions included the introduction of on street and off street parking tariffs, limited stay disc parking areas, resident only permit parking areas and parking prohibition areas. The permanent scheme varies from the original proposal, having been amended following several public consultation meetings throughout the summer of 2017. As a result, the approved Traffic Regulation Orders now reflect the views and concerns of businesses and residents and includes new residential locations where permit parking traffic management was requested as a result of displaced traffic.

- 3.3 The amended Traffic Regulation Orders were approved by Neighbourhood Services Committee on the 22nd January 2018, however Members requested a further report be prepared in 12 months' time to consider if the limited stay parking discs used on sections of the Sea Front and Station Lane car park should continue to be provided to motorists free of charge.

4. PROPOSALS

- 4.1 Disc parking has allowed self-regulating managed short stay parking provision on areas of The Front and in Seaton Park. This ensures a regular turnover of vehicles and frequent availability of parking spaces. Much of the customer use is short stay and this option allows for a degree of “free parking bays” to be incorporated within the overall scheme.
- 4.2 However the production and supply of discs currently costs the Council £6,000 per annum, while there is no encouragement for the re-use of these discs while they are offered for free, meaning the present arrangements are not environmentally sustainable.
- 4.3 Other local authorities that offer similar disc parking arrangements have introduced a nominal charge with the aim of encouraging the re-use of the discs, meaning the numbers required each year diminish as people re-use and recycle their existing disc.
- 4.4 They either sell the parking discs through local businesses, or use disc dispensing machines, and one of the proposals could consider the adoption of one of these approaches to help address the unnecessary wastage.
- 4.5 Additionally a total of 14 dedicated parking spaces were initially set aside for business use, however following further consultation with businesses, this was later increased to meet perceived demand incorporating the nine pay and display parking bays directly outside Seaton Bus Station. In 2018 and once the £204 permit charge became applicable, demand substantially decreased.
- 4.6 Therefore it is proposed to re-designate the nine parking bays as pay and display parking spaces, with the 14 bays on the Beach Slip Road and the Sea Front Service Road remaining as designated business parking spaces.
- 4.7 Furthermore, the existing white hatching down the centre of the carriageway along The Front will be reviewed by the Councils Highway department. Given the presence of the parking laybys and the condition of the existing road markings, consideration will be given to either removing or not renewing these markings.

5. FINANCIAL CONSIDERATIONS

- 5.1 The introduction of parking charges at Seaton has achieved the anticipated income as set out in the original proposal agreed by this Committee.
- 5.2 The Council spent £6k on 12,000 discs last year, and it is proposed that a charge is implemented to recover this cost going forward.
- 5.3 The proposed change of business parking bays to pay and display, along with the review of hatched white line markings, can be accommodated within existing budgets.

6. LEGAL CONSIDERATIONS

- 6.1 Any revocation of the designated business permit parking bays within the existing Traffic Regulation Orders will be required to be advertised as part of the formal legal process.
- 6.2 Traffic Regulation Orders are enforced under the jurisdiction of the Traffic Management act 2004.

7. CONSULTATION

- 7.1 Public consultation events were held throughout the trial period of the scheme. A number of amendments and additions have already been incorporated into the scheme having been presented to Members at meetings of the Neighbourhood Services Committee on 23rd May 2017, 22nd January 2018 and 19th March 2018.

8. OTHER CONSIDERATIONS

- | | |
|--|--------------------|
| 8.1 Risk Implications | No relevant issues |
| Child/Poverty Impact Assessment | No relevant issues |
| Equality and Diversity Considerations | No relevant issues |
| Section 17 of The Crime And Disorder Act 1998 Considerations | No relevant issues |
| Staff Considerations | No relevant issues |
| Asset Management Considerations | No relevant issues |

9. RECOMMENDATIONS

- 9.1 That a charge is introduced to cover the costs associated with the production and distribution costs of the parking discs operational in the limited stay parking areas at The Front and within Station Lane Car Park.

- 9.2 That the additional business permit bays created outside Seaton Bus Station are revoked and revert back to pay and display parking bays.
- 9.3 That the existing centre hatched carriageway markings are reviewed.

10. REASONS FOR RECOMMENDATIONS

- 10.1 Members requested a twelve month review of the parking scheme at Seaton.
- 10.2 To encourage the re-use of the parking discs, making the process more environmentally sustainable.
- 10.3 The current demand for designated business permits does not justify the current number of existing parking bays.
- 10.4 To reflect the new parking arrangements in Seaton.

11. BACKGROUND PAPERS

- 11.1 Neighbourhood Services Committee – 13th December 2016
- Neighbourhood Services Committee – 20th February 2017
- Neighbourhood Services Committee – 23rd May 2017
- Neighbourhood Services Committee – 22nd January 2018
- Neighbourhood Services Committee – 19th March 2018

12. CONTACT OFFICER

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Sign Off:-

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