

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
12th December, 2006



Report of: Director of Adult and Community Services

Subject: FOOTBALL DEVELOPMENT PROGRAMME –
PROGRESS UPDATE

SUMMARY

1.0 PURPOSE OF REPORT

To update the Portfolio Holder of progress made with the delivery to date of the Football Development Programme in Hartlepool.

2.0 SUMMARY OF CONTENTS

Since the establishment of an externally funded Football Development Officer post in February 2005, significant progress has been made with the development of football across Hartlepool. This report serves to update the Portfolio Holder on progress made and highlights key achievements.

3.0 RELEVANCE TO PORTFOLIO MEMBER

Culture, Leisure and Transportation Portfolio includes Sport and Recreation.

4.0 TYPE OF DECISION

Non Key.

5.0 DECISION MAKING ROUTE

Culture, Leisure and Transportation Portfolio, 12th December, 2006.

6.0 DECISION(S) REQUIRED

Comments from the Portfolio Holder are welcomed.

Report of: Director of Adult and Community Services

Subject FOOTBALL DEVELOPMENT PROGRAMME –
PROGRESS UPDATE

1. PURPOSE OF REPORT

- 1.1 Since the establishment of an externally funded Football Development Officer post in February 2005, significant progress has been made with the development of football across Hartlepool. This report serves to update the Portfolio Holder on progress made and highlights key achievements.

2. BACKGROUND

- 2.1 The Football Development Officer post was originally established in February 2005 as a key component of the Grayfields Football Foundation capital project. The project was as much about the development and delivery of football across Hartlepool and creating a football centre of excellence as it was about the building of new facilities and creating new and improved pitches at the site.
- 2.2 Funding for the post and associated development programme has come from a variety of sources, namely the Neighbourhood Renewal Fund and New Deal for Communities, as well as the Football Foundation. This has provided enough revenue funding to support the programme until August, 2009.

3. PROGRESS OF FOOTBALL DEVELOPMENT PROGRAMME

- 3.1 In order to deliver any sport, it is necessary to ensure that the Sports Development Team work closely with Clubs and individuals within the voluntary sector. Whilst the Council is the major provider within Hartlepool, there is also a huge reliance on the voluntary sector to deliver sport and physical activity within the community. As a consequence, a large part of any sports development programme is concerned with the development of new coaches, improving the skills of those already coaching, as well as improving clubs and their infrastructures.
- 3.2 To date, a large part of the Football Development Officer's work has focused on these areas and key points to note are as follows:-

- 101 individuals have completed a Level 1 FA Coaching course. Nearly 50% of participants have been women.
 - 18 individuals are currently undertaking their Level 2 qualification. This is the first Level 2 course to be delivered in the County other than at the FA County Headquarters for 5 years.
 - 15 individuals have taken their Coaching Disabled Footballers qualification.
 - 10 Clubs have newly affiliated to the Football Association.
 - 11 Clubs or schools have achieved Charter Standard Club status, a mark of best practice.
 - One Club (St Francis 2000) have achieved Charter Standard Community Club status, which is the pinnacle of the FA's Club Development scheme and should be the ultimate goal of all grass roots clubs. They are only one of 16 clubs to have achieved this in the County and are the first in Hartlepool.
- 3.3 Another key success of the Football Development Officer has been with encouraging and assisting local clubs and residents associations to secure funding for their own football programmes, thus providing sustainable football provision. To date, over £52,000 has been secured from various funding sources.
- 3.4 One of the most successful participation projects this year has been the creation of an U18 Youth League in Hartlepool. The establishment of this League was unusual enough with it being the only one in the County other than that operated by the County FA, but it was unique in that it was made up of teams coming from areas in town where anti-social behaviour was prevalent (West View, Owton Manor, Burn Valley, Dyke House, Burbank and Lynnfield). Working in partnership with the FAST Project, some initial sessions and outreach work were developed and out of this, the League was created.
- 3.5 Sessions continue to run in these areas and the Resident Associations have now accessed coaching courses and small grant schemes to further develop programmes within their community. This is a really excellent example of how sport can provide community cohesion and make a significant difference to those within our local communities.
- 3.6 This progress report therefore serves to demonstrate the impact of the Football Development programme to date and full detail of the Football Development Officer's most recent progress report is attached at **Appendix A**. Certainly the County Football Association are delighted at the progress made with the development programme in Hartlepool and talk in terms of it being a model of best practice that they wish to replicate across the County.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no financial implications arising out of this programme for the Council. However, it should be noted that the programme is externally funded until August, 2009 only and whilst a key area of the development programme is to create sustainability, the post and development programme will cease unless alternative funding can be found.

5. RECOMMENDATIONS

Comments from the Portfolio Holder are welcomed.

CONTACT OFFICER: Pat Usher – Sport & Recreation Manager

Background Papers



Football Development Programme Year 2

David Burns Football development Officer

Lisa Allan Football Administrator

Key Achievements (Feb) 2005 – (March) 2006

Investment / Funding

Over £15,000

Coach Education

63 FA Level 1 Coaches

15 Junior Football Organisers

Improving Standards (Charter Standard)

5 Charter Standard Clubs

3 Charter Standard Schools

New Affiliated Clubs

Final Touch Paving F.C

Selected Programmes - School-Club-Links, OSHL, holiday programmes, multi agency initiatives i.e. Football & Citizenship, Headers and Pirouettes initiatives

Participation figures

- NDC - 1184
- NRF - 762

Key Achievements (April) 2006 – (Oct) 2007 (To date)

Investment / Funding

£37,201

Small Grants Scheme

Hartlepool Juniors F.C	£6,980
Greatham F.C	£4,080
Burn Valley F.C	£7,140
Owton Manor F.C	£7,495

Barclays Spaces for Sport

St Francis F.C	£1,000
Chester Boys F.C	£1,000
Hartlepool F.C	£1,000

Local Network Fund

Stranton U8's F.C	£2,306
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Awards 4 All

Mencap	£5,000
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Junior Kit Scheme

King Ozzy Diamonds F.C	£400
Stranton U8 F.C	£400
Burn Valley F.C	£400

Coach Education

38 FA Level 1 Coaches
24 FA Level 1 Coaches (In Progress)
15 Coaching Disabled Footballers
18 FA Level 2 coaches (in progress)

New Affiliated clubs

King Ozzy Diamonds U13's F.C
Stranton U8's F.C
Burn Valley F.C (U11's, U18's)
West View 18's F.C
Flam borough 18's F.C
Burn Valley F.C (U11's, U18's)
Dyke House Avondale U18's F.C
Dyke House Brougham U18's F.C
Owton Manor U18's F.C

Improving Standards (Charter Standard)

**Charter Standard Community Club*
St Francis 2000
**Charter Standard Club*
Stranton F.C
Brinkburn F.C
Burn Valley F.C

Programmes

*Holiday programmes – Sports Development (3) Rossmere, Stranton Centre, King George V, Central Estate
*NE1 Baptist Church initiative
*Stranton Active Kids Club
*Ward Jackson & St Teresa's after school clubs
*High Tunstall/St Carew F.C- School Club Link Programme
*St Hilds/Hartlepool Juniors - OSHL programme

- *Mosaic Competition
- *D.I.P programme
- *Headland Hall sessions
- * Multi agency tournament
- *FAST Football initiative sessions - West View, Owton Manor, Burn Valley, Dyke House, Burbank, Lynnfield
- *Affiliated U18's Youth League 6 clubs

Participation figures

- NDC - 634
- NRF - 2559

Report

The Football Development Programme is really starting to take shape. The project is 18 months into a 5 year plan. Strong links, structures and partnerships have been formed within the town with key agencies in and out of football. Partners are now aware that I am a key stakeholder in regards to football development. I am the first port of call, or at least consulted at some stage for advice and guidance in regards to programmes, initiatives, development and funding etc.

A key priority and focus, building on the success of last years participation figures has been investment into the area. Substantial funding has been able to be secured so far this year. This is evidence of the structures and partnerships that are starting to be formed and established within local clubs, resident associations and programmes, therefore providing sustainable football provision. Funders will only invest their monies in strong projects which are robust with strong development plans.

The infrastructure and quality of football provision (club development) within the town is really starting to gain momentum with more and more grass-roots clubs achieving the Charter Standard Accreditation (Best Practice). Hence, producing more qualified coaches, first aiders, codes of conducts, and policies and procedures etc. St Francis 2000 F.C has just received Charter Standard Community Club Status which is the pinnacle of the FA's Club Development Scheme and the ultimate goal of thousands of clubs at grass-roots level across the country. There are only 16 Charter Standard Community Clubs within the County (13 districts). They are the first club in Hartlepool to achieve the top award. St Francis 2000 have an incredible 20 teams ranging from U8's to U18's boys at every age group, a men's and woman's senior team and a U12's and U13's girls teams.

They also have 5-7 year old development sessions and are looking to develop a disability section in the near future, all of which is undertaken at Rossmere field. They provide a fantastic club development pathway with high quality, multi teams, excellent social and playing opportunities for all. It is the FA's vision to construct clubs with many teams and lots of opportunity rather than single teams, therefore providing real sustainable infrastructure for years to come, and St Francis 2000 now have this. However, there are numerous excellent clubs in Hartlepool with Charter Standard Accreditation who are aspiring to become Charter Standard Community Clubs or move up the tiers in the future. With St Francis 2000 achieving this award, I am positive this will create “ripples in the water” and encourage other clubs to follow suit.

I have also been working in partnership with Durham County Football Association and the Hartlepool Snooker league (adults). The league has committed through consultation with their clubs to achieving Charter Standard Status and becoming a Charter Standard league. Historically there has unfortunately been a problem with teams from this league, and with this in mind, this will improve standards and codes of conduct etc.

The Teesside Junior Alliance has also committed to becoming a Charter Standard League and has put a deadline of the start of next season on this. Therefore it will be a requirement of any team affiliated to them to have Charter Standard status. Most junior teams from Hartlepool compete in this league so again, this will improve standards and it will be a key theme within my role to support clubs in achieving this.

The Football Development Programme in partnership with DCFA has a comprehensive and strong Coach Education programme. This is due to the excellent partnership the project has with DCFA. The number of coaches qualified in the town through the project is evidence of this i.e. Level 1, Level 2 and Coaching Disabled Footballers. In fact there were only three Level 1 courses to be delivered within the first 3 years of the programme. 5 have been delivered half way through year 2. There was also not a level 2 course scheduled until year 5. This year Hartlepool had its first level 2 course at Seaton Carew FC.

Hartlepool F.C has been filtered into the Wearside League, a feeder league to the Northern league (Tier 7 of the football pyramid) and this was an objective of the Football Development Plan in improving quality of football. The club play their home games at Grayfields Recreation Ground on the enclosure pitch and this is a great for the area as it improves the quality, standards and development of football. Additional new stadium requirements have had to be made, to bring the facilities up to standard with the league rules. Two teams who played on that pitch have been moved off and accommodated with an additional enclosure pitch which has been created at Grayfields. These teams are Chester F.C and Hartlepool Town who play in the Teesside Alliance and Junior Alliance league respectively.

The FAST football projects have been very successful, working with key external agencies within the community i.e. resident associations, FAST Team, Youth Service, local police and facilities etc. The project has been running for well over a year and started through outreach work in the most deprived areas of the town through the FAST Team's focus on areas where anti-social behaviour was prevalent. First, weekly sessions were delivered to gauge interest and commitment by local residents and these sessions are still taking place today.

Residents associations have taken ownership, local residents have gained FA coaching awards and external funding (Small Grant Scheme) has been secured through the Football Development Programme alongside local NAP 'Neighbourhood Action Plan' funding. There are 7 sessions across the town at West View, Dyke House, Burn Valley, Owton Manor, Burbank, Throston and Lynnfield. All coaching sessions have been catered to deliver to the age demand of its specific area.

Special praise should go to the Fast Team and especially Martin Dearlove (project Coordinator) and Gary Wilson (Football Outreach Worker) as without their dedication and coordination, this project would not have been possible. An FA affiliated U18 Youth league has been piloted over the last 4 months with 6 teams from the areas mentioned competing with the league being played at English Martyrs and Dyke House School. The league has been FA affiliated and local qualified referees have been involved in the 11 a-side matches. There has

also been a young person's steering group set up with one representative from each of the areas; in essence, taking ownership and becoming the management committee of the league. This league has been a great success and an evaluation and report will follow to determine the best way forward. It is important to note that there is only one other U18's League in the whole of the County and this is coordinated through DCFA, hence, to be the only other league and specific to a district, providing opportunity locally is fantastic.

The football development programme I believe is making a significant impact and difference locally; whether it is attending school meetings to improve community use, links and quality of facilities or a consultative neighbourhood meeting in relation to local issues at the heart of the community.

With the near completion of Grayfields Recreation Ground, the next step of the project will be able to be kick started. This will then complement the work completed to date and will really drive forward the Football Development Programme and its overall objectives.

David Burns
Football Development Officer

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
12 December 2006



Report of: Head of Technical Services

Subject: PROPOSED RESIDENTS ONLY PARKING
SCHEME - EAMONT GARDENS, BELMONT
GARDENS, ELDON GROVE AND PART
ELWICK ROAD

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To consider introducing residents only permit parking controls on Eamont Gardens, Belmont Gardens, Eldon Grove and part Elwick Road.

2. SUMMARY OF CONTENTS

- 2.1 The report outlines the background and considers the results of a consultation exercise, which has taken place with residents.

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 The Portfolio Holder refuse the request to introduce residents only parking permit controls.

Report of: Head of Technical Services

Subject PROPOSED RESIDENTS ONLY PARKING
SCHEME - EAMONT GARDENS, BELMONT
GARDENS, ELDON GROVE AND PART
ELWICK ROAD

1. PURPOSE OF REPORT

- 1.1 To consider introducing residents only parking permit controls on Eamont Gardens, Eldon Grove, Belmont Gardens and part Elwick Road.

2. BACKGROUND

- 2.1 This residential area is on the fringe of the current residential controlled parking zone to the north and east of Grange Road.
- 2.2 **Appendix 1** shows the location of the proposed new controlled zone.
- 2.3 Several request have been received from residents asking for a permit controlled zone in order to ease traffic congestion and provide parking availability close to the residential properties. Since July 2005 the introduction of Decriminalised Parking Enforcement (DPE) within the district has allowed further opportunities to consider potential extensions to the current permit zones. Residents directly affected by this proposal have therefore been consulted.
- 2.4 The area has several factors that contribute to its parking demand. Eamont Gardens and Belmont Gardens contains terraced housing with only on street parking provision available to residents. Eldon Grove has some private driveways and as a result on street demand is less severe. The school collection times can however exacerbate parking availability and during such periods residents have complained of driveways being obstructed and access ways being blocked by inconsiderate parking.

3. CONSIDERATION OF ISSUES

- 3.1 Consultation has taken place with residents in this area over a five-week period to determine the level of support or otherwise for the proposal. The table below shows the response from residents by the location.

	Number of Properties Consulted	Number In favour	Number Against	% return	% in favour	% against
Eamont Gardens	84	10	25	42	29	71
Belmont Gardens	88	16	20	41	44	56
Eldon Grove	23	5	6	47	45	55
Elwick Road	6	1	1	33	50	50

- 3.2 The majority of residents who returned the consultations expressed that permit controls should not be introduced. Most residents felt that main problem periods related to either the school collection times or were a result of residents own excess parking demands for limited parking spaces. The introduction of residents permit controls would do little to create additional parking space in such circumstances with much of the residents parking requirements being needed outside of the scope of the current enforcement hours of Monday-Saturday 8am-6pm.
- 3.3 Other residents felt that any charge to park outside their own house was unreasonable and there were concerns that any permit scheme would only work if the number of permits per household were limited and excluded “works” vehicles. Such changes to the permit scheme would affect all controlled zones in the district and should not be considered in isolation, however the concerns of the residents should be referred to permit users group for consideration.

4. FINANCIAL IMPLICATIONS

- 4.1 Permits are currently available to residents at a cost of £1. This does not cover the entire cost of the service and any additional cost would be supplemented from the Parking Services budget.
- 4.2 Patrol Officers do however already enforce controlled zones in the area and the inclusion of the additional properties would be an extension to the current zone at a minimal cost increase to the service.

5. RECOMMENDATIONS

- 5.1 The Portfolio Holder rejects the request to create a resident's only permit parking zone for Eamont Gardens, Belmont Gardens, Eldon Grove and part Elwick Road for the following reasons:
- (a) insufficient residents support the proposal;

- (b) residents consider the parking problems exist outside of the core enforcement hours;
- (c) an on going education awareness and traffic enforcement programme should continue in relation to tackle the traffic demands at school collection times.



TITLE		
PROPOSED RESIDENTS PARKING SCHEME – EAMONT GARDENS, BELMONT GARDENS & ELDON GROVE		
HARTLEPOOL BOROUGH COUNCIL		
DEPT. OF ENVIRONMENT & DEVELOPMENT		
HEAD OF HIGHWAYS AND TRANSPORTATION: L.PARKER		
DRAWN PMJ	CHECKED PH	
SCALE NTS	DATE 11/10/06	
DRG. NO.	REV.	

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
12 December 2006



Report of: Head of Technical Services

Subject: PROPOSED RESIDENTS ONLY PARKING
SCHEME- HOUGHTON STREET/WHITBURN
STREET/ELWICK ROAD

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To consider introducing residents only permit parking controls on Houghton Street, Whitburn Street and Elwick Road.

2. SUMMARY OF CONTENTS

- 2.1 The report outlines the background and considers the results of a consultation exercise, which has taken place with residents.

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 The Portfolio Holder approves the introduction of residents only parking permit controls.

Report of: Head of Technical Services

Subject PROPOSED RESIDENTS ONLY PARKING
SCHEME- HOUGHTON STREET/WHITBURN
STREET/ELWICK ROAD

1. PURPOSE OF REPORT

- 1.1 To consider introducing residents only parking permit on Houghton Street, Whitburn Street and Elwick Road.

2. BACKGROUND

- 2.1 This residential area suffers from parking difficulties as it is situated in close proximity to the fringe of the current permit residential controlled zone. The area is also close to commercial properties on York Road and Stranton. In recent years there has been a noticeable increase from long stay commuter drivers who either work in close proximity or park to avoid the town centre car parking charges.
- 2.2 Several requests have been received from residents asking for a permit controlled zone in order to ease traffic congestion and provide parking availability close to the residential properties. Since July 2005 the introduction of Decriminalised Parking Enforcement (DPE) within the district has allowed further opportunities to consider potential extensions to the current permit zones. Residents directly affected by this proposal have therefore been consulted.
- 2.3 **Appendix 1** shows the location of the proposed residential controls.

3. CONSIDERATION OF ISSUES

- 3.1 Consultation has taken place with residents in this area over a five-week period to determine the level of support or otherwise for the proposal. The table overleaf shows the response from residents by the location.

	Number of Properties Consulted	Number In favour	Number Against	% return	% in favour	% Against
Houghton Street	23	12	0	52	100	0
Whitburn Street	23	7	1	34	88	12
Elwick Road	8	6	0	75	100	0
Bathgate Terrace	5	3	0	60	100	0

- 3.2 The consultation responses were well supported and a clear majority of residents favour the introduction of residents only permit controls.

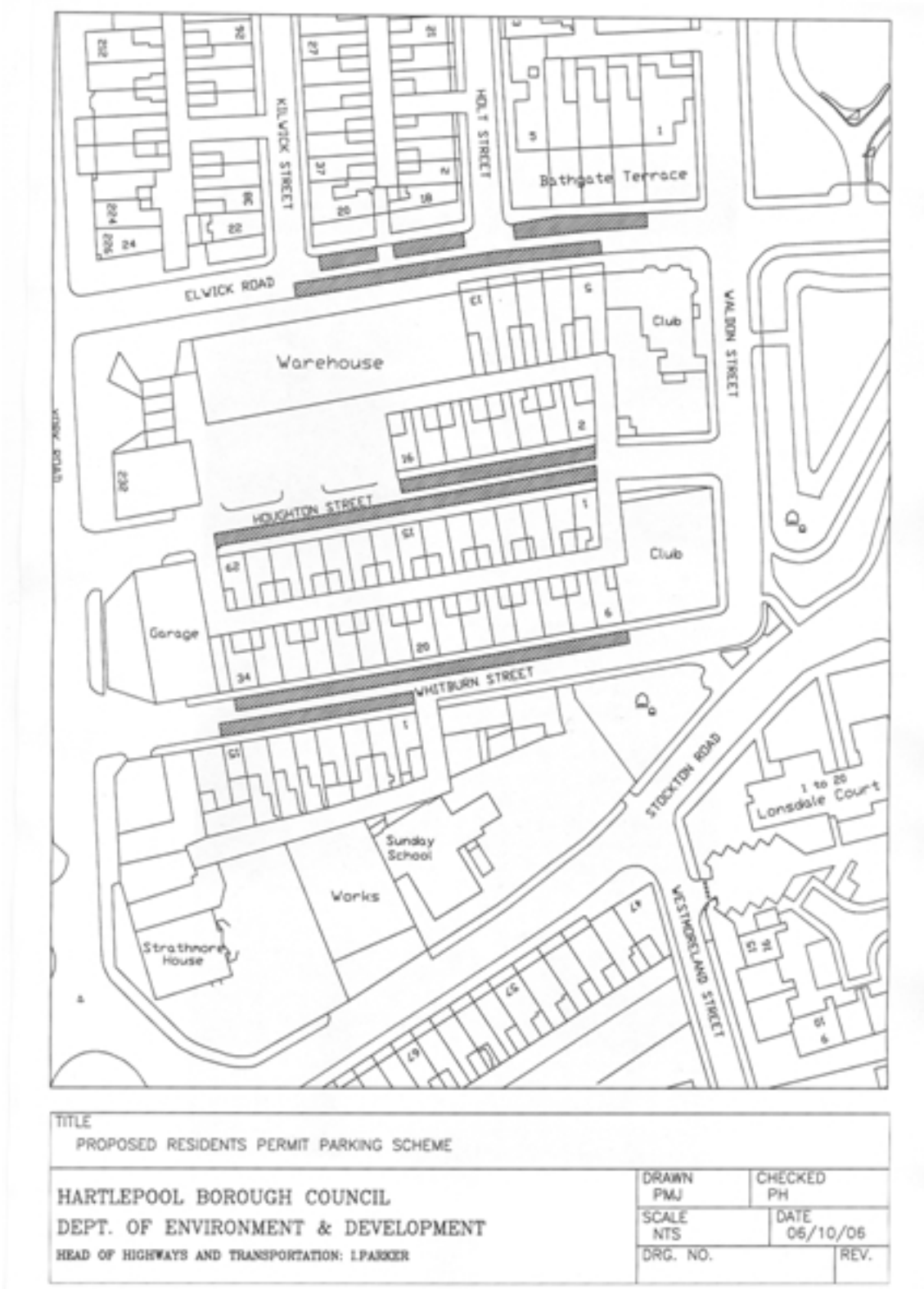
4. FINANCIAL IMPLICATIONS

- 4.1 Permits are currently available to residents at a cost of £1. This does not cover the entire cost of the service and any additional cost would be supplemented from the Parking Services budget.
- 4.2 Patrol Officers do however already enforce controlled zones in the area and the inclusion of the additional properties would be an extension to the current zone at a minimal cost increase to the service.

5. RECOMMENDATIONS

- 5.1 The Portfolio Holder approves the creation of a resident's only permit zone for Houghton Street, Whitburn Street and Elwick Road.
- 5.2 The necessary Legal orders be advertised.
- 5.3 The effect of traffic displacement be monitored.

APPENDIX 1



CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
12 December 2006



Report of: Head of Technical Services

Subject: PETITION AGAINST CLOSURE OF
FOOTPATHS, FENS ESTATE

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To advise on the receipt of a 1000 name petition against the closure of footpaths and a back street on the Fens Estate.

2. SUMMARY OF CONTENTS

- 2.1 Details of petition and brief history of closures objected to.

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 Report to Regeneration, Liveability and Housing Portfolio on 17 November 2006.

6. DECISION(S) REQUIRED

- 6.1 That the receipt of the petition is acknowledged.

Report of: Head of Technical Services

Subject: PETITION AGAINST CLOSURE OF
FOOTPATHS, FENS ESTATE

1. PURPOSE OF REPORT

- 1.1 To advise on the receipt of a 1000 name petition against the closure of footpaths and a back street on the Fens Estate.

2. BACKGROUND

- 2.1 In June 2006 the Portfolio Holder agreed to the principal of applying to a Magistrates Court for the stopping-up of two footpath links on the Fens Estate namely at Brandon Close and Aldeburgh Close, subject to the availability of funding.
- 2.2 There has also been carried out a consultation exercise with residents of Upton Walk as to their desire for the gating of the highway to the rear of their properties due to anti-social behaviour activities. The consultees were the 12 residents of Mowbray Road and Upton Walk whose properties back onto the road in question and resulted in a 9 for and 2 against vote by those who replied. This has not yet been reported in view of the fact that the new Thoroughfare policy was being developed at this time which was likely to have an impact on what actions could be recommended.
- 2.3 A petition has been received, (copy to be made available at the meeting), signed by 1000 residents of the Fens Estate objecting to all three of the above proposed closures.

3. CONSIDERATION OF ISSUES

- 3.1 The two footpath closures that have been approved in principal would have to be submitted to a Magistrates Court as residents directly affected by them do not want gates to be erected, rather the paths stopped-up and the land taken into adjoining properties. Any member of the public can object to the court if the advertising stage is reached and also make representation to the Magistrates personally. If this stage is reached this petition will be submitted as evidence on behalf of the objectors.

- 3.2 The situation at Upton Walk is different in that the residents would prefer a gate to be erected, as the road gives access to private garages. This application will be subject to the new Thoroughfare Policy requirements before consideration can be given to the erection of a gate.

4. FINANCIAL IMPLICATIONS

- 4.1 No funding has yet been identified for any of the above proposals.

5. RECOMMENDATIONS

- 5.1 That the Portfolio Holder acknowledges receipt of the petition against the closure of the footpaths at Brandon Close, Aldeburgh Close and the back street at Upton Walk.

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
12 December 2006



Report of: Head of Technical Services

Subject: PROPOSED RESIDENTS ONLY PARKING
SCHEME - MARSKE STREET, THE
MALTINGS, REDCAR CLOSE AND
BLAKELOCK GARDENS

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To consider introducing residents only permit parking controls on Marske Street, The Maltings, Redcar Close and Blakelock Gardens.

2. SUMMARY OF CONTENTS

- 2.1 The report outlines the background and considers the results of a consultation exercise, which has taken place with residents.

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 The Portfolio Holder refuse the request to introduce residents only parking permit controls.

Report of: Head of Technical Services

Subject PROPOSED RESIDENTS ONLY PARKING
SCHEME - MARSKE STREET, THE
MALTINGS, REDCAR CLOSE AND
BLAKELOCK GARDENS

1. PURPOSE OF REPORT

- 1.1 To consider introducing residents only parking permit controls on Marske Street, The Maltings, Redcar Close and Blakelock Gardens.

2. BACKGROUND

- 2.1 **Appendix 1** shows the location of the proposed new controlled zone.
- 2.2 Several requests have been received from residents asking for a permit controlled zone in order to ease traffic congestion and provide parking availability close to the residential properties. Since July 2005 the introduction of Decriminalised Parking Enforcement (DPE) within the district has allowed further opportunities to consider potential extensions to the current permit zones. Residents directly affected by this proposal have therefore been consulted.
- 2.3 The area has several factors that contribute to its parking demand. Blakelock Gardens can experience some excess demand for parking space and serves as both residents parking and as a parking provision for visitors to Burn Valley. The road is a busy thoroughfare to Rift House and although there are no current parking restrictions on either side of the carriageway, the road can become congested when vehicles park on both sides making access difficult.
- 2.4 Marske Street can experience some parking congestion particularly with visitors to the nearby premises on Stockton Road. The easier parking availability of Marske Street can lead to some excess demand for parking space.
- 2.5 Redcar Close and The Maltings are cul-de-sacs where most residents have either private drives or off street communal parking areas. The roads are narrow and it would be difficult to allow any parking without obstructing access.

3. CONSIDERATION OF ISSUES

- 3.1 Consultation has taken place with residents in this area over a five-week period to determine the level of support or otherwise for the proposal. The table below shows the response from residents by the location.

	Number of Properties Consulted	Number in Favour	Number Against	% Return	% In favour	% Against
Blakelock Gardens	13	7	5	92	58	42
Marske Street	26	11	3	53	79	21
The Maltings	12	2	1	25	67	33
Redcar Close	19	4	5	47	44	56

- 3.2 The majority of residents from Marske Street, who returned the consultation, expressed that permit controls should be introduced. Residents of Blakelock Gardens are evenly split over the scheme slightly favouring the proposal whilst the returns from residents of The Maltings and Redcar Close would suggest that they oppose the proposal.
- 3.3 The low response/negative feed back of residents of The Maltings/Redcar Close probably reflects the fact that many residents have private parking areas available to them and on street parking is already difficult due to the narrowness of the road. It is unlikely therefore that any on street parking could be permitted at these locations. The need for residents parking permits is therefore questionable.
- 3.4 Formalised parking in Marske Street is also difficult and parking may well have to be restricted to one side of the road to allow access. This may well reduce the number of parking spaces residents currently utilise. Although residents have complained that visitors to nearby premises on Stockton Street often exacerbate the parking demand the business premises do have dedicated car parks to the rear of their properties and there is little evidence to suggest that demand exists during the current hours of enforcement.

4. FINANCIAL IMPLICATIONS

- 4.1 Permits are currently available to residents at a cost of £1. This does not cover the entire cost of the service and any additional cost would be supplemented from the Parking Services budget.

- 4.2 Patrol Officers do however already enforce controlled zones in the area and the inclusion of the additional properties would be an extension to the current zone at a minimal cost increase to the service.

5. RECOMMENDATIONS

- 5.1 The Portfolio Holder rejects the request to create a resident's only permit parking zone for Blakelock Gardens, Marske Street, Redcar Close, and The Maltings for the following reasons:
- (a) there is no clear indication residents support the proposal;
 - (b) there is no clear evidence that any congestion occurs within the current hours of enforcement;
 - (c) formalising the parking bays may reduce the number of parking spaces available to residents;
 - (d) the narrowness of the roads prevents any parking at some locations.

APPENDIX 1



CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
12 December 2006



Report of: Head of Technical Services

Subject: MOUNTSTON CLOSE ALLEYGATE - UPDATE

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To advise on the latest developments in respect of the alleygate located in Mountston Close, (temporarily removed), and the implications of the Council's new Thoroughfare Policy on the situation.

2. SUMMARY OF CONTENTS

- 2.1 Update on situation.

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 Portfolio in July, August and September 2006.

6. DECISION(S) REQUIRED

- 6.1 That the current situation be noted.

Report of: Head of Technical Services

Subject: MOUNTSTON CLOSE ALLEYGATE - UPDATE

1. PURPOSE OF REPORT

- 1.1 To advise on the latest developments in respect of the alleygate located in Mountston Close, (temporarily removed), and the implications of the Council's new Thoroughfare Policy on the situation

2. BACKGROUND

- 2.1 At the September 2006 meeting of this Portfolio a report was submitted to seek approval for the implementation of a Gating Order for the permanent erection of an alleygate at the location previously covered by a temporary order that expired in July 2006.
- 2.2 As the temporary order has expired the gate has now been removed until such time as a permanent order is put in place.
- 2.3 In addition to this on 6 November 2006 Cabinet approved the introduction of a Thoroughfare Policy, attached as **Appendix 1**, which sets out procedures to be followed in situations such as this one.

3. CONSIDERATION OF ISSUES

- 3.1 On a regular basis requests are received, from various sources, for the closure of thoroughfares across the town. These can range from minor footpath links on former housing estates to strategic footpaths that provide access from significant housing conurbations to leisure, retail and health facilities, such as this one.
- 3.2 The Local Transport Plan (LTP) and the Hartlepool Local Plan 2006 both contain policy statements relating to pedestrian facilities. Policy Tra8 in the Local Plan states:
- Proposals for residential development should, where appropriate, provide for safe and convenient pedestrian routes to link new housing to local facilities and amenities.*
- 3.3 The closure of strategic pedestrian footpaths on existing estates is contradictory to the ethos that the Authority is trying to establish by the introduction of this policy for new developments.

- 3.4 The LTP also contains strategies that encourage the use of alternative means of transport to the car, walking and cycling being just two of these. The closure of some footpath links can result in more car usage due to the fact that alternative routes can be substantially longer, resulting in the need for some people with mobility difficulties to use their cars to reach local facilities to which they would have previously walked.
- 3.5 The legislation provides guidance as to when a gating order can be considered, this being when a council are satisfied that:
- *premises adjoining or adjacent to the highway are effected by crime or anti-social behaviour;*
 - *the existence of the highway is facilitating the persistent commission of criminal offences or anti-social behaviour; and*
 - *it is expedient to make the order for the purposes of reducing crime or anti-social behaviour.*
- 3.6 Circumstances that must be taken into consideration when deciding whether it is expedient to make an order include-
- *the likely effect on the occupiers of premises adjoining or adjacent to the highway;*
 - *the likely effect of making the order on other persons in the locality; and*
 - *in the case where a highway constitutes a through route, the availability of a reasonably convenient alternative route*
- 3.7 It is recognised that anti-social behaviour can have a huge impact on the quality of life of residents who live close to the area where it takes place. The Neighbourhood Management Teams, in all three Forum areas, work very closely with the Police, the Council's Anti-social Behaviour Unit and Community Safety Section to address issues of anti-social behaviour as and when they arise. The actions taken can include increasing police presence through the deployment of PCSO's to "hot" areas, Problem Orientated Policing designation (POP), (whereby the police look at an area with a view to identifying a substantive problem, understanding the nature of the problem and developing a tailor-made response to each situation), or the installation of CCTV cameras on a temporary or permanent basis.

3.8 In the case of Mountston Close the Acting Head of Neighbourhood Management has set up regular meetings with all stakeholders invited including residents, Police, Anti-Social Behaviour Unit, businesses, Councillors, High Tunstall School and Officers to attempt to resolve the problems on the estate without recourse, at this time, for the re-erection of the gate, in accordance with the criteria set out in the Thoroughfare Policy. Residents have commented they have seen a marked improvement in the last four weeks regarding anti social behaviour and litter in the area. Actions carried out to date include:

- increased police and PCSOs patrols especially on a Friday evening when the majority of disorder has been reported;
- an education/enforcement programme has been introduced in partnership with the Head Teacher of High Tunstall School, pupils from the school and the Councils Environment Enforcement Unit involving co-ordinated patrols, and where necessary issuing Fixed Penalty Notices (FPNs);
- additional litterbins have been installed and the frequency of emptying them increased;
- youth activities are being actively investigated, The Boys welfare club in Throston has been renovated and reopened as the Throston Project with many pupils from High Tunstall School attending. The Head Teacher is working closely with the Councils youth service to introduce out of school hours activities for children.

3.9 It is recognised that this is early days and we cannot be complacent, should these discussions/activities fail to resolve the situation the Thoroughfare Policy does permit, as a last resort, the erection of a gate under the new Gating Order legislation.

4. FINANCIAL IMPLICATIONS

4.1 There are no financial implications at this time.

5. RECOMMENDATIONS

5.1 That the current situation be noted.

APPENDIX 1



THOROUGHFARE POLICY (APPLICATIONS FOR THE ERECTION OF GATES)

- (i) Any applications received should initially be directed to the relevant Neighbourhood Management Team (NMT) for investigation.
- (ii) The NMT will investigate the situation, in liaison with the Police and anti-social behaviour unit to establish the extent of the problem, through available criminal and disorder evidence and appropriate actions, (other than gating or closure at this time), will be identified and initiated by the NMT in conjunction with the Police, the Anti-Social Behaviour Unit and the Community Safety Problem Solving section. (At this stage the applicant(s) for the closure will be advised that gating will not be considered until all alternative options have been thoroughly investigated and recommendations have been received from all agencies that this is the only possible solution to the problem).
- (iii) If there is strong evidence of crime and/or disorder and the problem persists, (and it is recommended by the Police that a closure is the only remaining option), the NMT will undertake a full consultation with all stakeholders, including residents in the immediate vicinity, those residents in the wider area who will be affected by the closure, appropriate resident associations, access groups and Council Officers (including those in the Transportation and Planning sections) to determine the extent of support for any proposed closure.
- (iv) A report will then be submitted to Portfolio Holder by the Head of Technical Services detailing the results of the consultation and a decision will be sought as to whether the proposed gating or closure should proceed.

(Approved by Cabinet 6 November 2006)

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
12 December 2006



Report of: Head of Technical Services

Subject: NDC – PROPOSED SCHEMES 2006/07

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To seek approval for the implementation of traffic schemes funded through New Deal for Communities.

2. SUMMARY OF CONTENTS

- 2.1 The report details the background to the schemes and the proposals put forward.

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 The Portfolio holder approves the implementation of the schemes.

Report of: Head of Technical Services

Subject NDC – PROPOSED SCHEMES 2006/07

1. PURPOSE OF REPORT

- 1.1 To seek approval for the implementation of traffic schemes funded through New Deal for Communities.

2 BACKGROUND

- 2.1 New Deal for Communities (NDC) have identified a number of traffic schemes through the Community Housing Plan. Over 1500 households were involved in putting the plan together through discussion and voting in street ballots.

3. PROPOSALS

Sheriff Street Area Traffic Calming

- 3.1 It is proposed to implement a 20 mph speed limit and traffic calming on the following streets Sandringham Road, Sheriff Street, Milton Road, Laburnum Street, Grosvenor Street, Tankerville Street, Thomville Road and Alma Street (see Plan T002, **Appendix 1**).
- 3.2 The traffic calming will consist of a series of road humps, raised junctions and Pinch Points. Signs and carriageway roundels mounted on red surfacing will indicate the limits of the 20mph zone.
- 3.3 In addition to the traffic calming it is proposed to construct a 10 space car park on Tankerville Street on the area of land close at its junction with Alma Street. This would be subject to available funding.

Southburn Terrace – Traffic Calming

- 3.4 It is proposed to implement a 20mph speed limit and traffic calming on Southburn Terrace (see plan T003, **Appendix 2**).
- 3.5 The traffic calming will consist of a series of road humps. Signs and carriageway roundels mounted on red surfacing will indicate the limits of the 20mph zone.

Rear of Stockton Road – Parking Bays

- 3.6 It is proposed to construct parking lay –bys in the grassed area to the rear of Stockton Road between numbers 47 – 113 (see Plan PR197/02, **Appendix 3**).
- 3.7 Parking spaces would be on a first come first served basis.

4. CONSULTATION

Sheriff Street

- 4.1 Approximately 600 letters and plans were sent to residents, Ward Councillors and Lynnfield School. In total 154 replies were received of which 124 were in favour and 30 against.
- 4.2 The Emergency Services were consulted through the Traffic Liaison Group and raised no concerns with the proposals.

Southburn Terrace

- 4.3 Approximately 40 letters and plans were sent to residents, Ward Councillors and Stranton School. In total 23 replies were received of which 21 were in favour of the proposals and 2 against.
- 4.4 In addition residents were invited to attend a display of the proposals this event was held at the Stranton Centre on the 21 November 2006.
- 4.5 The Emergency Services were consulted through the Traffic Liaison Group and raised no concerns with the proposals.

Rear of Stockton Road – Parking Bays

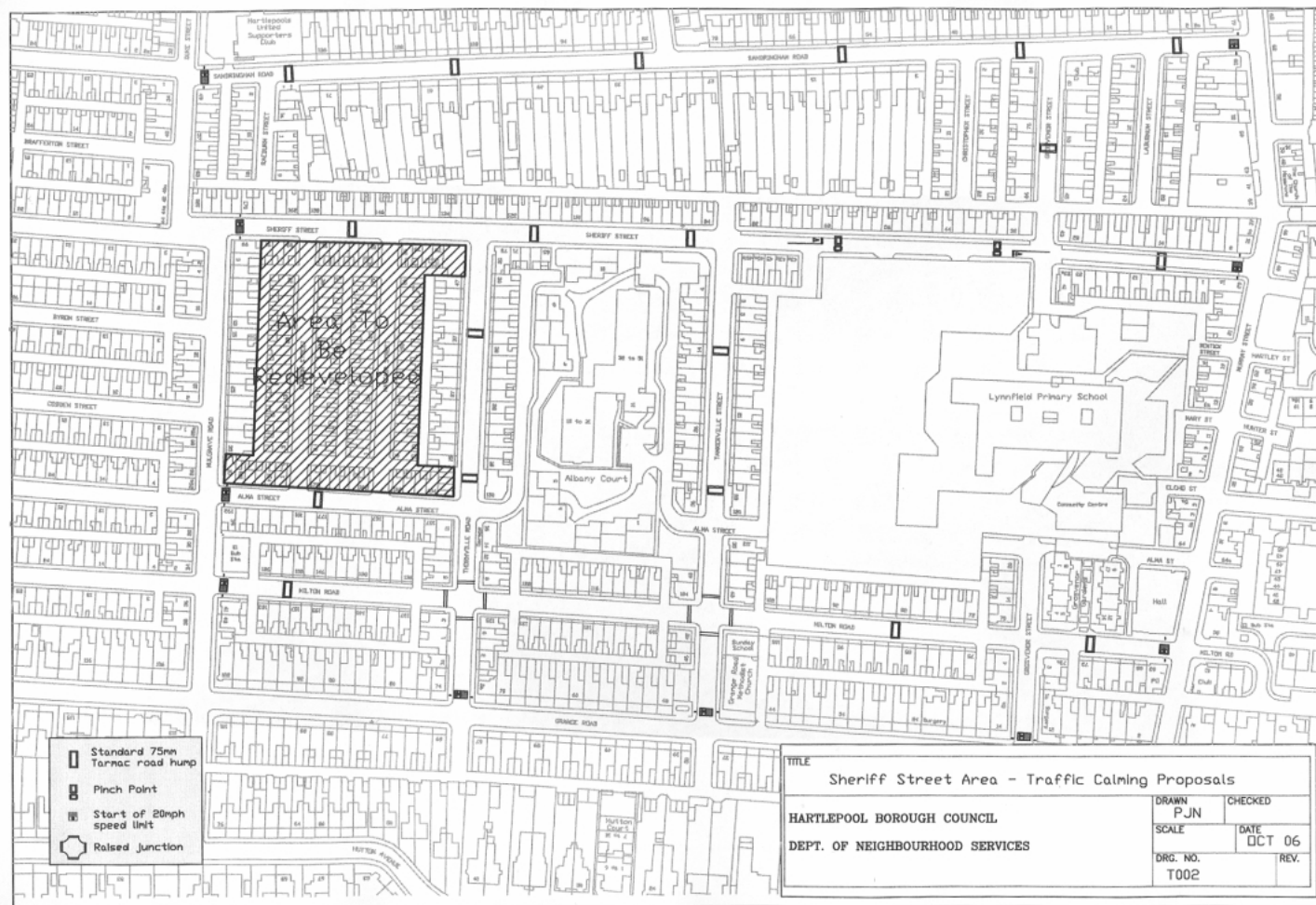
- 4.6 Approximately 40 letters and plans were sent to residents, Ward Councillors and Stranton School. In total 19 replies were received of which 16 were in favour of the proposals and 3 against. The residents/business's against the proposals wanted the parking bays to be 90 degrees to the road so that extra parking could be accommodated.
- 4.7 In addition residents were invited to attend a display of the proposals this event was held at the Stranton Centre on the 21 November 2006.
- 4.8 The Emergency Services were consulted through the Traffic Liaison Group and raised no concerns with the proposals.

5. FINANCIAL IMPLICATIONS

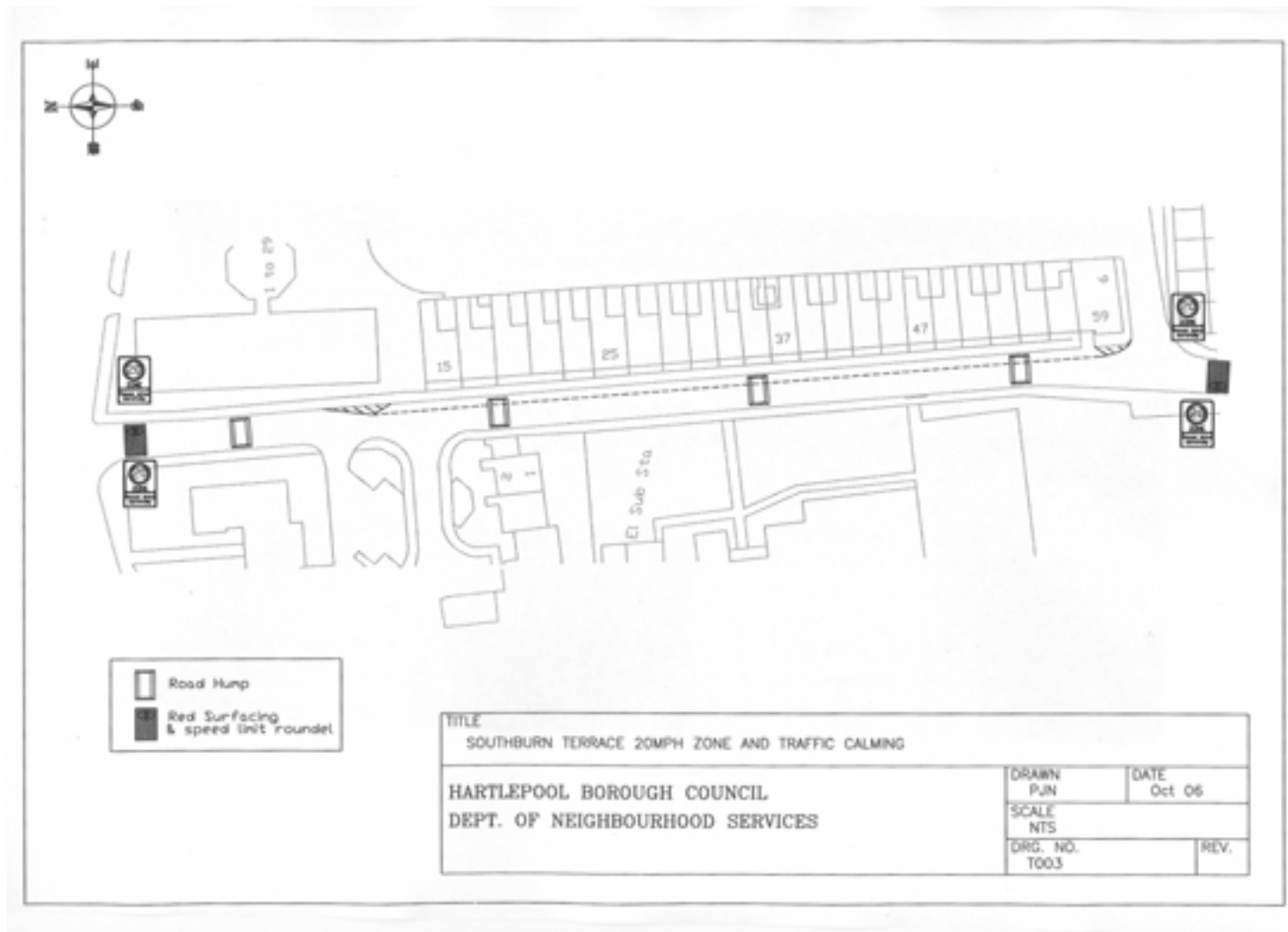
- 5.1 The schemes outlined will be funded through NDC budgets.

6. RECOMMENDATION

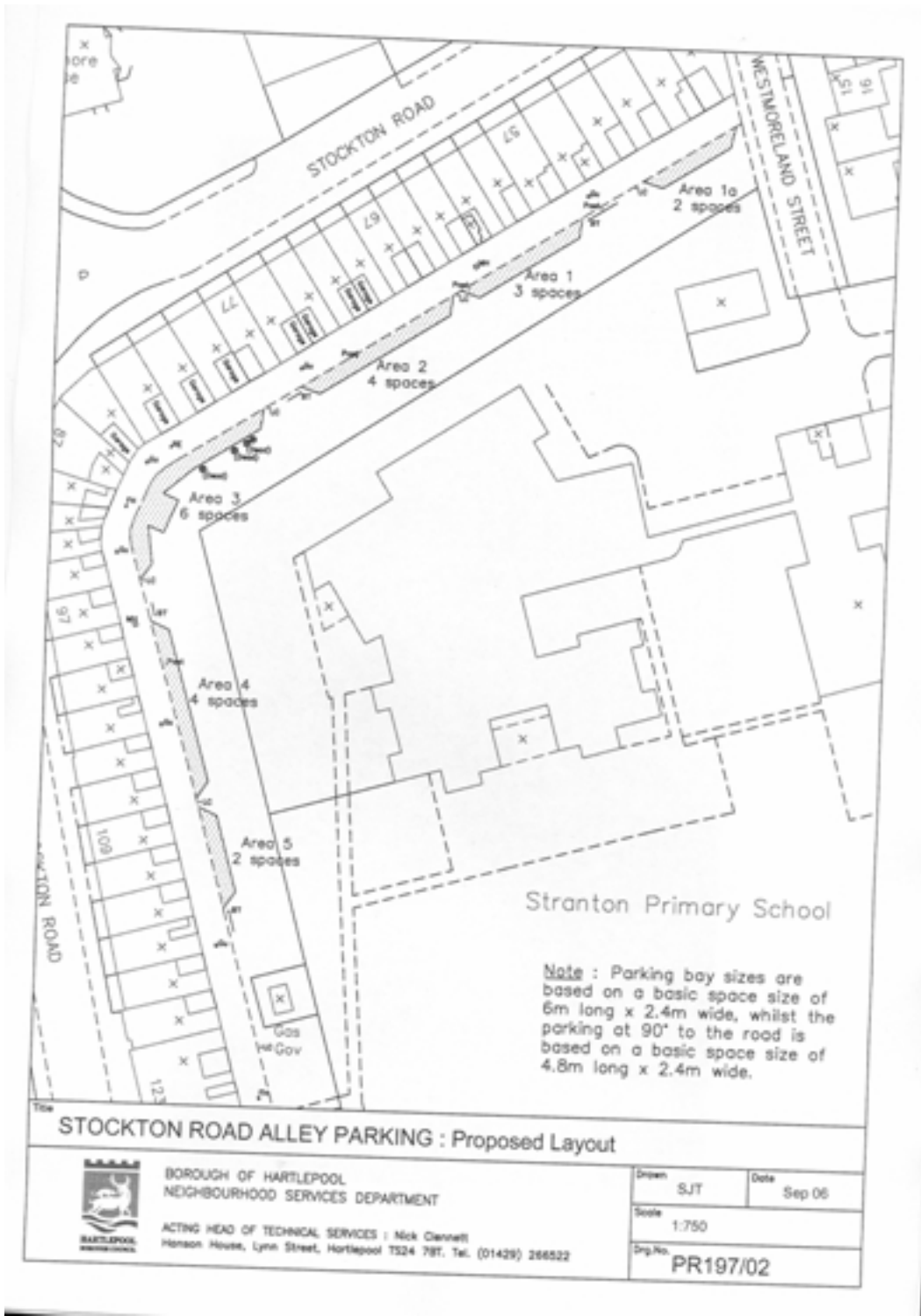
- 6.1 The Portfolio Holder approves the implementation of the schemes as detailed in section 3.



APPENDIX 2



APPENDIX 3



CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
12 December 2006



Report of: Head of Technical Services

Subject: SCHOOL ZONES – PROPOSED SCHEMES
2006/07

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To seek approval for the proposals to implement school zones and associated road safety measures on Elwick Road and Owton Manor Lane.

2. SUMMARY OF CONTENTS

- 2.1 The report details the background to the schemes and the proposals put forward.

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 The Portfolio holder approves the implementation of the schemes.

Report of: Head of Technical Services

Subject SCHOOL ZONES – PROPOSED SCHEMES
2006/07

1. PURPOSE OF REPORT

- 1.1 To seek approval for the proposals to implement school zones and associated road safety measures on Elwick Road and Owton Manor Lane.

2 BACKGROUND

- 2.1 In February 2006 the Neighbourhood Services Scrutiny Forum submitted a detailed report on the inquiry into 20mph limits outside of schools. A progress report was submitted to the Forum on the 21 April 2006 where funding was approved to implement measures at High Tunstall School (Elwick Road) and Manor College (Owton Manor Lane).
- 2.2 These schools are sited on roads that are not appropriate for 20mph limits, due to the associated physical traffic calming measures required. This is because traffic calming would have a negative impact on the emergency services and also increase congestion problems.
- 2.3 This report details alternative measures designed to improve road safety in the vicinity of the schools.

3. PROPOSALS

Owton Manor Lane

- 3.1 It is proposed to introduce No Waiting at Any Time parking restrictions around the Maxwell Road/Owton Manor Lane and the Jameson Road/Owton Manor Lane junctions and also extend the recently introduced No Waiting restrictions outside the Day Nursery to cover the junction with the Owton Manor shops service road (plan to be tabled at the meeting).
- 3.2 School time parking restrictions are proposed between Maxwell Road and the existing school zigzags these restrictions will prohibit parking between 8.00am – 9.00am and 2.30 – 4.00pm.

- 3.3 A new school crossing patrol is proposed east of Jameson Road. This will include new dropped kerbs and hard standing, school crossing patrol signs and slow markings as described below will be sited either side of the crossing.
- 3.4 The existing school crossing patrol signs will be replaced by new signs with flashing amber lights located either side. These will be mounted within a grey backing board. It is anticipated that these signs would have a much greater impact on the motorist than a standard sign and flashing unit.
- 3.5 Further slow markings mounted on red surfacing will be sited in advance of the existing school crossing patrol and to the east of Manor College.
- 3.6 Minor modifications will be made to the pedestrian guard railing outside Manor College to discourage parking close to the school access.

Elwick Road

- 3.7 Two slow markings mounted on a red surface are proposed to be sited either side of the Cairnston Road junction this will initially alert motorists of potential dangers ahead (plan to be tabled at the meeting).
- 3.8 A pedestrian refuge immediately south of the Cairnston Road Junction. This will give assistance to pedestrians crossing the road by allowing them to cross in two halves. It will also physically narrow the carriageway, which will help slow traffic approaching the school.
- 3.9 A vehicle-activated sign, which alternates between a children warning sign and the speed limit. The sign is activated when a vehicle approaches the sign exceeding the speed limit.
- 3.10 The existing school crossing patrol signs will be replaced by new signs with flashing amber lights located either side. These will be mounted within a grey backing board. It is anticipated that these signs would have a much greater impact on the motorist than a standard sign and flashing unit.
- 3.11 School keep clear zigzag markings will be provided on Elwick Road directly outside the school grounds, these restrictions will prohibit parking close to the school access which will help to keep sight lines clear.

4. CONSULTATION

Ow ton Manor Lane

- 4.1 Plans of the scheme have been sent to Local Ward Councillors, Manor Technology College and Grange County Primary School. Residents directly affected by the proposed parking restrictions have also been consulted. No negative responses have been received so far, the Portfolio Holder will be informed of any negative responses at his meeting.
- 4.2 The Emergency Services were consulted through the Traffic Liaison Group and raised no concerns with the proposals.

Elw ick Road

- 4.3 Plans of the scheme have been sent to Local Ward Councillors and High Tunstall School. No negative responses have been received so far, the Portfolio Holder will be informed of any negative responses at his meeting.
- 4.4 The Emergency Services were consulted through the Traffic Liaison Group and raised no concerns with the proposals.

5 FINANCIAL IMPLICATIONS

- 5.1 These schemes would be funded through the Local Transport Plan:

Ow ton Manor Lane - £14,500
Elw ick Road - £12,500

6 RECOMM ENDATION

- 6.1 That the proposals outlined in section 3 of the report are approved for the above reasons.

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
12 December 2006



Report of: Head of Technical Services

Subject: SERPENTINE ROAD, REQUEST FOR THE
GATING OF FOOTPATH BETWEEN WOOLER
ROAD AND ST BEGA'S GLADE,
CONSULTATION RESULTS

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To advise on the results of a consultation exercise in respect of the request to gate the footpath section of Serpentine Road between Woder Road and St Bega's Glade and the implications of the new Council Thoroughfare Policy on the situation.

2. SUMMARY OF CONTENTS

- 2.1 Details of the consultation results and policy details.

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 Petition for closure reported to Culture, Leisure and Transportation Portfolio in June 2006.

6. DECISION(S) REQUIRED

- 6.1 That the results of the consultation exercise be noted and that the processes identified in the Council's Thoroughfare Policy be put in place in respect of the application for closure of the footpath.

Report of: Head of Technical Services

Subject SERPENTINE ROAD, REQUEST FOR THE
GATING OF FOOTPATH BETWEEN WOOLER
ROAD AND ST BEGA'S GLADE,
CONSULTATION RESULTS

1. PURPOSE OF REPORT

- 1.1 To advise on the results of a consultation exercise in respect of the request to gate the footpath section of Serpentine Road between Woder Road and St Bega's Glade and the implications on the situation of the new Council Thoroughfare Policy.

2. BACKGROUND

- 2.1 On 9 May 2006 the Council received a petition, signed by 43 people, and entitled "Petition for the closure of link access way, Wooler Road to Serpentine Road".
- 2.2 The petition relates to the footpath that forms part of Serpentine Road and runs between Wooler Road and St Bega's Glade as indicated in **Appendix 1**
- 2.3 A report was submitted to this Portfolio in June 2006 detailing the petition at which time the decision was that Officers investigate the implementation of a Gating Order under the new legislation introduced through the Clean Neighbourhoods and Environment Act 2005
- 2.4 A comprehensive consultation exercise has now been carried out by Officers to determine the extent of support for such a closure. This included sending letters to those residents in the immediate and larger area who would be directly affected by the proposal and also through an e-consultation on the Council's web site (supported by a press release). Consultation was also carried out with the Ward Councillors for the Park and Throston Wards.
- 2.5 Also since this time the Council have approved a new Thoroughfare Policy, attached by way of **Appendix 2** for information, the contents of which has a direct effect on the situation.

3. CONSIDERATION OF ISSUES

3.1 There were 282 responses to the questionnaire either written or via the web consultation. Of these 167 (59%) were opposed to the erection of the gate and 115 (41%) were in favour.

3.2 The questionnaire also asked, if gates were to be erected, what times of the day and days of the week should they be locked. The following results were obtained:

Monday	81
Tuesday	81
Wednesday	82
Thursday	88
Friday	108
Saturday	108
Sunday	102

3.3 Included in the above figures are 81 responses asking for closure on all seven days of the week.

3.4 The majority of responses were for closure between the hours of 7pm and 6am.

3.5 Two of the Ward Councillors, (Councillor Coward and Councillor Wallace), have objected to the proposal and the MP has previously supported the proposal, as previously reported.

3.6 A summary of the comments received by those both in favour and against the erection of a gate is attached by way of **Appendix 3**.

4. THOROUGHFARE POLICY

4.1 On 6 November 2006 Cabinet approved the introduction of a Thoroughfare Policy, attached as **Appendix 2**, which sets out procedures to be followed in situations such as this one.

4.2 On a regular basis requests are received, from various sources, for the closure of thoroughfares across the town. These can range from minor footpath links on former housing estates to strategic footpaths that provide access from significant housing conurbations to leisure, retail and health facilities, such as this one.

4.3 The Local Transport Plan (LTP) and the Hartlepool Local Plan 2006 both contain policy statements relating to pedestrian facilities. Policy Tra8 in the Local Plan states:

Proposals for residential development should, where appropriate, provide for safe and convenient pedestrian routes to link new housing to local facilities and amenities.

- 4.4 The closure of strategic pedestrian footpaths on existing estates is contradictory to the ethos that the Authority is trying to establish by the introduction of this policy for new developments.
- 4.5 The LTP also contains strategies that encourage the use of alternative means of transport to the car, walking and cycling being just two of these. The closure of some footpath links can result in more car usage due to the fact that alternative routes can be substantially longer, resulting in the need for some people with mobility difficulties to use their cars to reach local facilities to which they would have previously walked.
- 4.6 The legislation provides guidance as to when a gating order can be considered, this being when a council are satisfied that:
- *premises adjoining or adjacent to the highway are effected by crime or anti-social behaviour;*
 - *the existence of the highway is facilitating the persistent commission of criminal offences or anti-social behaviour; and*
 - *it is expedient to make the order for the purposes of reducing crime or anti-social behaviour.*
- 3.9 Circumstances that must be taken into consideration when deciding whether it is expedient to make an order include-
- *the likely effect on the occupiers of premises adjoining or adjacent to the highway;*
 - *the likely effect of making the order on other persons in the locality; and*
 - *in the case where a highway constitutes a through route, the availability of a reasonably convenient alternative route.*
- 3.10 It is recognised that anti-social behaviour can have a huge impact on the quality of life of residents who live close to the area where it takes place. The Neighbourhood Management Teams, in all three Forum areas, work very closely with the Police, the Council's Anti-social Behaviour Unit and Community Safety Section to address issues of anti-social behaviour as and when they arise. The actions taken can include increasing police presence through the deployment of PCSO's to "hot" areas, Problem Orientated Policing designation (POP), (whereby the police look at an area with a view to identifying a substantive problem, understanding the nature of the problem and

developing a tailor-made response to each situation), or the installation of CCTV cameras on a temporary or permanent basis.

- 3.11 In the case of Serpentine Road a great deal of the work has already been undertaken by the above mentioned agencies to try and resolve the problems that residents are experiencing. The area has been the subject of a POP and a temporary CCTV camera was erected, both of which appeared to have the desired effect in reducing anti-social behavior.
- 3.12 Crime and disorder figures for the area indicated in **Appendix 4**, for the period 1 April to 31 October 2006, are as follows:
- During the period, 10 crimes and 14 disorder incidents were recorded. These are broken down into the following categories:

Crime Group Description	No. of Offences Recorded	Incident Description	No. of Incidents Recorded
Common Assault	1	Rowdy/Nuisance – Rowdy/Inconsiderate	11
Criminal Damage to a Vehicle	5	Rowdy/Nuisance – Neighbours	1
Other Criminal Damage	1	Substance Misuse – Non Crime	1
Other Frauds	1	Vehicle Nuisance – Inappropriate Vehicle Use	1
Other Theft	2		

- 3.13 As previously mentioned the area has been subject to a POP and a temporary CCTV camera was erected. Feedback as to the effectiveness of these measures has been positive and the Acting Head of Neighbourhood Management is actively seeking funding for the erection of a permanent CCTV installation as a result of this.
- 3.14 With regard to the Thoroughfare Policy many of the recommendations contained within it have, and are, being followed, however no recommendation has yet been received from the Police that gating is the only solution to this situation.

4. FINANCIAL IMPLICATIONS

- 4.1 The cost of the installation of a permanent CCTV camera in this area is in the region of £20,000, and a mobile CCTV camera for the central area is £8,000, the Neighbourhood Policing Central Joint Action Group has agreed in principle to fund the latter but is awaiting actual costings.

5. RECOMMENDATIONS

- 5.1 That the results of the consultation exercise be noted, that the Acting Head of Neighbourhood Management continues to seek funding for the erection of a CCTV camera in this location and that the situation continues to be monitored in accordance with the Thoroughfare Policy criteria.



APPENDIX 2



**THOROUGHFARE POLICY
(APPLICATIONS FOR THE ERECTION OF GATES)**

- (i) Any applications received should initially be directed to the relevant Neighbourhood Management Team (NMT) for investigation.
- (ii) The NMT will investigate the situation, in liaison with the Police and anti-social behaviour unit to establish the extent of the problem, through available criminal and disorder evidence and appropriate actions, (other than gating or closure at this time), will be identified and initiated by the NMT in conjunction with the Police, the Anti-Social Behaviour Unit and the Community Safety Problem Solving section. (At this stage the applicant(s) for the closure will be advised that gating will not be considered until all alternative options have been thoroughly investigated and recommendations have been received from all agencies that this is the only possible solution to the problem).
- (iii) If there is strong evidence of crime and/or disorder and the problem persists, (and it is recommended by the Police that a closure is the only remaining option), the NMT will undertake a full consultation with all stakeholders, including residents in the immediate vicinity, those residents in the wider area who will be affected by the closure, appropriate resident associations, access groups and Council Officers (including those in the Transportation and Planning sections) to determine the extent of support for any proposed closure.
- (iv) A report will then be submitted to Portfolio Holder by the Head of Technical Services detailing the results of the consultation and a decision will be sought as to whether the proposed gating or closure should proceed.

(Approved by Cabinet 6 November 2006)

APPENDIX 3

AGAINST THE GATES

1. Wooler Road has become a very busy road to have to use as a means to the park, or out for a walk. Where will the "Anti Social Youths Go" Will you gate every area with locked gates. "Get the pathway patrolled" so law abiding citizens are not penalised.
2. This pathway was there before the houses and the anti social behaviour should be attended to and not closing of this pathway at all.
3. Lets try PCSO/Warden/Police/CCTV first.
4. The pathway has been a public right of way for many years, its used by many people, day and night. Closing would cause inconvenience.
5. We are currently paying police wardens very good wages to deal with this anti social behaviour. Putting gates up will only move them to other areas.
6. Prevent access to Ward Jackson Park for walking my dog.
7. It's a safe route for pedestrians and cyclists away from Wooler Road, which is very busy.
8. This has always been a footpath for as long as I can remember. When the houses were built the builder knew that this was the case, as did the people who bought the houses.
9. As a Cresswell Drive resident we have more than our fair share of anti social behaviour caused by youths passing through the park. These gates would mean more using our roads. Why give into the culprits?
10. We would welcome alley gates, anti social behaviour and graffiti is a problem.
11. We have lived in Cresswell Court for 30 years and always used Serpentine Road as the shortest route to Jesmond Road School. Therefore totally against the gating proposals.
12. Gates shift the problem elsewhere, regular policing is a better idea. If gates are erected whenever a problem arises, where does it end? It ends with a corporate fortress mentality.
13. The gates should stay; it is not right to take away a walkway as it causes problems for people without transport or young family. The problem caused by a few people should be resolved in another manner rather than placing restrictions on the majority.

14. I travel to work by foot and go through this footpath at least 12 times a week to get to the hospital and back. It would increase my journey quite substantially if I have to go along 'The Parade' DEFINITELY NOT!!!
15. This is an open access pathway. I use it myself, and do not want any restrictions on my movements or on those of my neighbours and family.
16. No gates, more police or community officers to deal with problems.
17. The erection of metal gates to exclude people from using a public right of way is not a solution to eradicating the occasional anti social behaviour.
18. Myself, my husband, my children and family use the footpath to access the facilities around the area. We have used the footpath from being children and feel that the area benefits from the footpath as it allows us to take our children on a safe walk away from busy traffic.
19. I am 82 years of age and have used the Serpentine footpath, intermittently, all of my life, at various time of the day and have never experienced or encountered any dreadful misconduct. If as you state there are certain times when anti social behaviour is experienced by some the recent residents, might I suggest that action should be taken to remedy it, by restricting the perpetrators of any such trouble, NOT the law abiding majority of users of a long standing public right of way – Contact the police for a remedy not the gate erectors.
20. We have been using this path for a long time if it restricted it is lost forever and we do not want it closed.
21. My children have all used that route to go to the park on Friday and Saturday evenings. They go in groups and have not caused any anti social problems, why should they be barred?
22. This area is supposedly a high respected area of town, why should people pay the house prices to live in this area of town, only to have gangs of yobs drinking, congregating outside their homes. Every decent area of this town is being spoiled by gangs of youths.
23. I think this is a policing problem. Young people can often be seen, carrying alcohol, heading towards the Park in the evening, where security appears to be zero.
24. Gates are very ugly and divisive of the community. They sense a useful purpose in the town centre where houses are boarded up and development is in progress. They are inappropriate in a community like ours.

FOR THE GATES

1. Having had car damaged and car theft, strewn bottles, foul language, and noise disturbance for the past 2 years. Also, to witness parents dropping off their teenagers on the corner of Hampstead and Serpentine on regular Friday Evenings. We have two young girls who are afraid to venture to the front of our house. We would very much welcome the introduction of gates.
2. Wooler Road to St Bega's Glade closed permanently if this is an option. Sick and tired of hearing 'filthy' language and general rowdiness at ALL times of the day and evening.
3. Residents paying such a vast amount of council tax should not have to put with the anti-social behaviour that takes place along this footpath and neither should anybody else.
4. An excellent idea, perhaps a review of times and days after 6 months. May start being a nuisance on other days.
5. If residents are being affected by anti-social behaviour in our opinion the gates should be locked permanently, and some course of action to stop perpetrators climbing over them
6. My husband and I would also ask for some action to be taken regarding a similar problem in Cresswell Drive.
7. I would also like to see gates put on the pathway between Cresswell Drive and the Crest. By gating off where it is proposed it may well cause more problems for Cresswell Drive, The Crest, and Warkworth Drive.
8. Long Overdue! In the interests of all young and old.
9. We would have no objection as long as the gates were of a classic design and did not resemble prison bars. Access lighting along Park Avenue would need to be improved at night time if gates are closed.
11. Footpath is used a lot it should be only locked from 5 o'clock at night. Don't think it will make much difference to any of the youths. They will only go the long way round or like I say cause bother somewhere else.
12. I am heartily sick of the yob element causing problems all over the country. Until the laws of the land are severe this will continue. Hartlepool people who live decent lives need to be protected in any way possible from scum, if this means gates all over the place so be it.
13. I don't think the gates should be closed all of the time, as a lot of people (elderly) like to come through to the park with their dogs.

14. I feel the problems in the Park should be addressed. Teenage yobs are damaging a lovely and very attractive resource. Until stronger action against this element is sorted nothing will change in this area.
15. I agree with placing gates on each end of the Serpentine Road path but as I and many others walk their dogs through on a regular basis, I request it to be kept open at reasonable times.
16. Yes, but only if the gates are ornate and not an eyesore. Please let us see the design of the proposed gates before they are erected.
17. I also support any proposal to close the walk through between Warkworth Road to Creswell Drive, to prevent all of the youths gaining access through there as an alternative.
18. I think it's a good idea to have gates fitted from early evening to early morning. This way residents will not have to put up with anti social behaviour in an evening, but access must be given to people during the day, as it is a nice walk to park and area.
19. It is essential we have security gates erected in my opinion the sooner the better, as we have suffered vandalism on our home on a number of occasions and the disturbance which accrues from any time between 9pm and the early hours of the morning can be at times very frightening. It is only a matter of time before we have some kind of assault down the walkway especially as we are coming up to the winter months (dark nights). The amount of alcohol consumed in the walkway is certainly excessive, this is more than likely to result in some kind of serious incident.
20. I feel that the gates should be left open so that early morning dog walkers can use the footpath, school children to and from High Tunstall and early evening for convenience. They should be locked from 6pm onwards.
21. Yes, I also believe times would possibly have to be amended on the darker nights.
22. Yes, but as I rely on a wheel chair to get about and use the footpath as a convenient route to Ward Jackson Park. I would be very sorry to find it closed during daylight hours.
23. The children abusing the quality of life in my area are more like "Out of control" animals. What I see any times from 5:30/6pm onwards, defies belief. I have considered this situation over the 5 years I have lived here, the situation without doubt, warrants the "Total Closure" of this rat run, mostly occupied by "RATS".

APPENDIX 4



CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
12 December 2006



Report of: Head of Technical Services

Subject: TOWER STREET TRAFFIC REGULATION
ORDER - OBJECTION

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To seek approval for the traffic regulation following an objection to the following scheme.

2. SUMMARY OF CONTENTS

- 2.1 This report details the information collected in relation to the objection on the following Traffic Regulation Order.

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 Traffic Regulation Order outlined in the report be approved.

Report of: Head of Technical Services

Subject TOWER STREET TRAFFIC REGULATION
ORDER - OBJECTION

1. PURPOSE OF REPORT

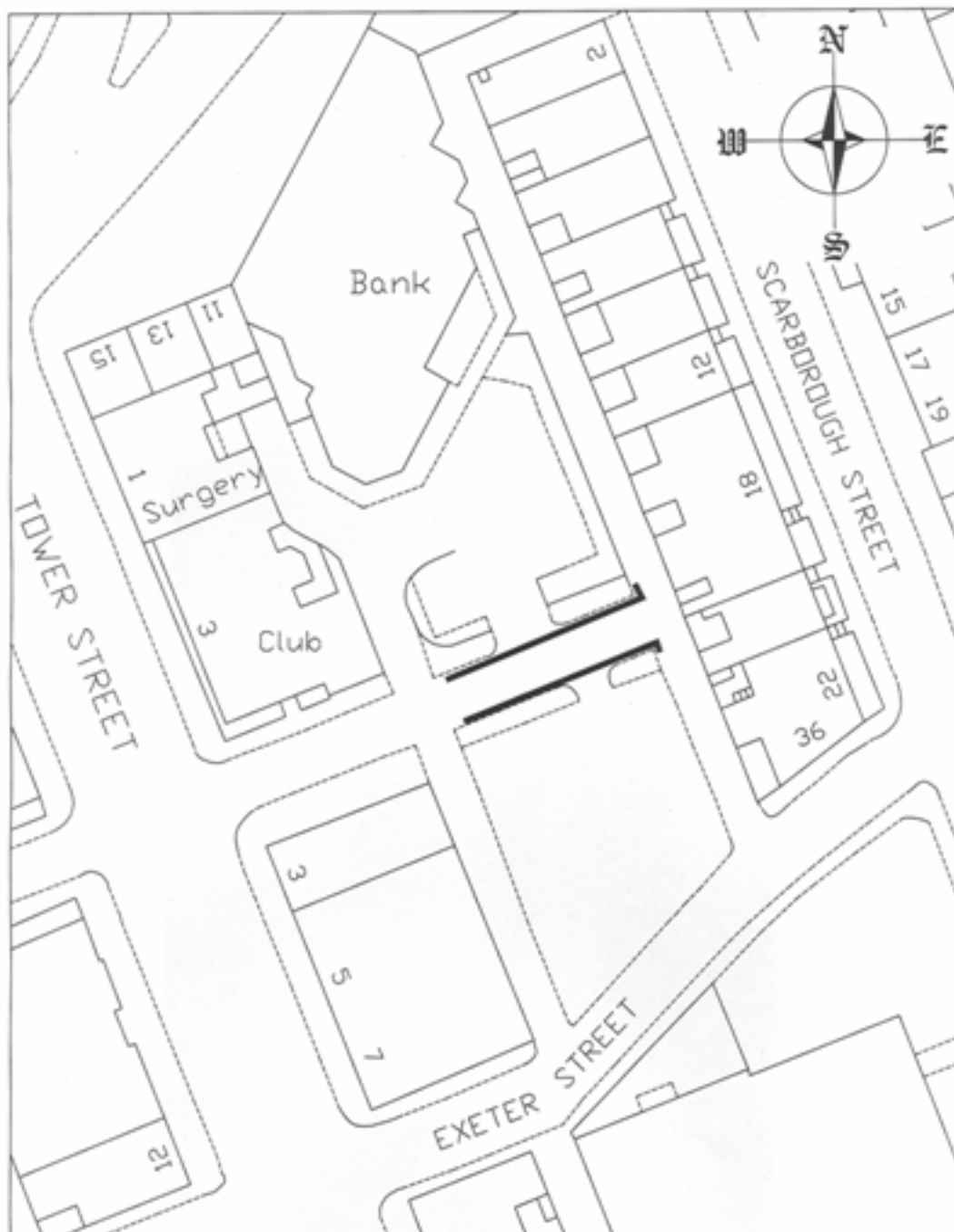
- 1.1 To seek approval for the traffic regulation following objections at the rear of Lloyds Bar/Public House, Church Square (see plan **Appendix 1**).

2. BACKGROUND

- 2.1 One of the businesses on Tower Street has objected (**Appendix 2**) to the section of lines being extended on the service road at the rear of Lloyds Bar, Church Square. The complainant has stated that the introduction of the yellow lines would affect both traders and customer parking close to the business
- 2.2 The proposal to extend these lines was carried out because delivery vehicles are having great difficulties in getting to the public house gates, where the products are dropped off. On some occasions these vehicles are unable to get close to the gates and therefore barrels of beer and other products have to be carried some distance,.
- 2.3 A site visit to this location has also identified that if vehicles are parking on-street they cause an obstruction for any emergency vehicle wishing to enter the Scarborough Street back street.

3. RECOMMENDATION

- 3.1 That the Traffic Regulation Order outlined in the report be approved for the above reasons.



TITLE			
HBC (Archer Appendix 1 - Street, Exeter Street, back Tower Street - Restriction Of Waiting Order			
HARTLEPOOL BOROUGH COUNCIL		DRAWN	CHECKED
DEPT. OF ENVIRONMENT & DEVELOPMENT		M.R.	.
		SCALE	DATE
		1:500	Sept 06
		DRG. NO.	REV.

Dear Mr. Wilson,

I am writing to raise an objection on a proposed order for yellow lines for parking to the rear of the Clarendon pub on Tower Street.

Since the introduction of the new yellow lines and extra parking wardens my business has suffered a loss in turnover of 20%. Since opening in Tower Street in Easter 1987 we were open 6 days a week but since May 06 I've started closing on Mondays.

I believe this proposed order is being raised because of access problems for the delivery drays to Lloyds bar. The first question that springs to mind is "Why was this not addressed when the original planning application was put forward?"

I have enclosed a copy of a proposal that meets the problem halfway without the Tower Street & Church Square traders being punished further. There is existing yellow lines that virtually reach the entrance to Lloyds car park. If they remain as they are and Lloyds alter their car park entrance the dray deliveries can still reverse in and drive direct onto Lloyds car park.

Also a second question is that we are hearing from the traffic wardens that Tower Street is going to be made a paying car park. Is this true? and if so are the traders going to get parking for their staff. I may be wide of the mark here but if

municipal buildings but the local traders and residents do not I will look into discrimination on human rights and see if a case can be made. As part of this query I wonder if it is relevant to use the hospital as an example of the staff having to pay parking fees. Or do the inland revenue take free parking as a benefit in kind and offset it against council employees tax codes?

If you require any further information I can be contacted on the above number during shop hours.

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
12 December 2006



Report of: Head of Technical Services

Subject: WESTWOOD WAY – TRAFFIC CALMING

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To seek approval for the implementation of traffic calming on Westwood Way.

2. SUMMARY OF CONTENTS

- 2.1 The report details the background to the scheme and the proposals put forward.

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 The Portfolio holder approves the implementation of the scheme.

Report of: Head of Technical Services

Subject: WESTWOOD WAY – TRAFFIC CALMING

1. PURPOSE OF REPORT

- 1.1 To seek approval for the implementation of traffic calming on Westwood Way.

2 BACKGROUND

- 2.1 Residents and local Councillors have raised a number of concerns about the speed of traffic on Westwood Way and Clavering Road.
- 2.2 The speed limit on this road is 30mph and a speed survey shows that the 85th percentile speed is 39mph (The speed at which 85% of traffic is travelling at or below).
- 2.3 Plans have been drawn up to calm traffic on Clavering Road, Westwood Way and Woodstock Way. The first phase of the traffic calming was introduced earlier this year when a 20mph speed limit and speed cushions were introduced on Clavering Road outside the School. It is now proposed to implement the second stage of the traffic calming on Westwood Way.

3. PROPOSALS

- 3.1 It is planned to introduce 3 pinch points on Westwood Way, these features are to be located south of Teignmouth Close, north of Talland Close and north of Thornbury Close (see plan T001, **Appendix 1**).
- 3.2 A pinch point is the narrowing of the carriageway to one lane, the narrowing is formed by the construction of an island, in order to negotiate the pinch point vehicles in a specified direction are directed to give way to oncoming vehicles.

4. CONSULTATION

- 4.1 The Emergency Services were consulted through the Traffic Liaison Group and raised no concerns with the proposals.

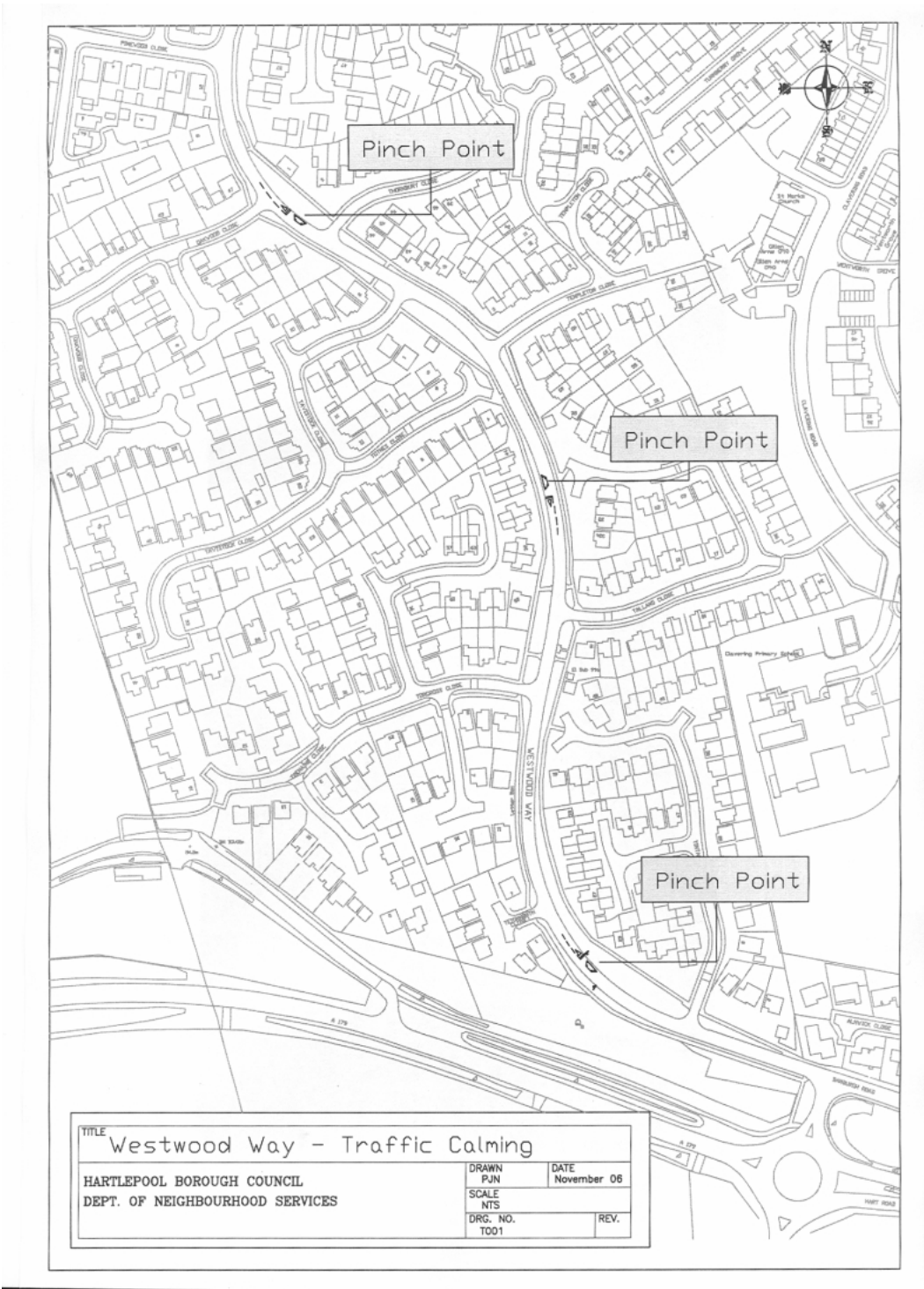
5 FINANCIAL IMPLICATIONS

- 5.1 This scheme is estimated to cost £10,000 and will be funded through the Local Transport Plan.

6 RECOMMENDATION

- 6.1 The Portfolio holder approves the implementation of the scheme as detailed in section 3.

APPENDIX 1



CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
12 December 2006



Report of: Head of Technical Services

Subject: HARTLEPOOL RAILWAY STATION
IMPROVEMENTS

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To provide information on the Council's successful application for Government 'Access for All Small Schemes Funding' for Hartlepool Railway Station and seek approval to deliver these improvements as a separate element from the Hartlepool Transport Interchange project.

2. SUMMARY OF CONTENTS

- 2.1 Background information on the Government's 'Access for All Small Schemes Funding' round and details of the project to improve infrastructure at Hartlepool Railway Station which will enable more disabled people to access the national rail network.

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 To approve the delivery of the planned improvements to Hartlepool Railway Station as a separate element to the Hartlepool Transport Interchange project.

Report of: Head of Technical Services

Subject: HARTLEPOOL RAILWAY STATION
IMPROVEMENTS

1. PURPOSE OF REPORT

- 1.1 To provide information on the Council's successful application for Government 'Access for All Small Schemes Funding' for Hartlepool Railway Station and seek approval to deliver these improvements as a separate element from the Hartlepool Transport Interchange project.

2. BACKGROUND

- 2.1 The Government's Railways for All Strategy has the objective to improve the accessibility of stations and has allocated over £370m through to 2015 to support these improvements. This investment is over and above commitments made in franchises, the ongoing renewal of stations delivered by Network Rail and major station improvement projects.
- 2.2 This funding is known as 'Access for All' funding and includes up to £7m per year to spend on specific 'Small Schemes' projects to be delivered by a range of bodies including Train Operating Companies, local authorities and other parties. The funding is specifically targeted at providing infrastructure improvements at railway stations which will enable more disabled people to access the rail network.
- 2.3 Improvements to passenger waiting facilities within the railway station building have been designed as an integral part of the proposed Hartlepool Transport Interchange project. These improvements are considered essential to successfully integrate rail services with the new bus station facility and to meet the requirements and expectations of the travelling public.
- 2.4 In September 2006, Hartlepool Borough Council submitted an application for 'Access for All Small Schemes Funding' to improve passenger facilities at Hartlepool Railway Station in partnership with Northern Rail. This funding was only available for schemes which have reached a credible stage in development having completed all appropriate feasibility studies and after identification of other funding sources and which anticipate being substantially complete by the end of March 2007.

2.5 The objectives of this project are to:

- improve accessibility and ease of use of Hartlepool railway station by a wide range of potential users including people with mobility, sensory and cognitive impairments; and
- integrate rail services with the new bus station facility provided as part of the proposed Hartlepool Transport Interchange project.

2.6 In November 2006, the Government announced that this bid was successful, with a grant of £150,000 allocated towards the £300,000 cost of the works. The remaining funding will be allocated from the Hartlepool Transport Interchange budget through LTP capital programme.

3. CONSIDERATION OF THE ISSUES

3.1 Extensive research through public consultation and involvement has been undertaken as an integral part of the Hartlepool Transport Interchange project. The need for improvements to passenger waiting facilities within the railway station building, particularly the existing toilet facilities, was identified as a clear priority for the public.

3.2 The Council has worked with the local rail operator, Northern Rail, to complete the detailed design of improvements to passenger waiting facilities as an integral part of the Interchange project. The proposed improvements include:

- new accessible toilet facilities;
- new automatic sliding external doors;
- low height ticket counter;
- improved lighting;
- anti slip surfaces;
- new customer information screens;
- upgrading of external/ internal signage;
- audio communication system and counter loop system; and
- a new pedestrian walkway providing level access between the railway station and the Transport Interchange.

3.3 External works to the fabric of the railway station building will be delivered as part of the Hartlepool Transport Interchange project, including dropped kerbs, tactile surfaces, and disabled parking facilities.

- 3.4 Northern Rail has agreed to deliver the scheme for which a procurement approach has been agreed and a single contractor has been identified to undertake the works. The current programme is to start construction in March 2007 with anticipated completion in May 2007.

4. FINANCIAL IMPLICATIONS

- 4.1 The Council had originally allocated LTP capital funding totalling £250,000 to improve passenger waiting facilities within the railway station building. The Government's 'Access for All Small Schemes' funding provides an additional £50,000 towards the station improvements, reduces the Council's contribution to £150,000 and releases £100,000 to cover additional elements that were not originally planned as part of the Interchange project.
- 4.2 A requirement of the 'Access for All Small Schemes' funding is that the scheme must be substantially complete before the 31st March 2007. Given the continued delay in negotiating legal agreements required for the Interchange project, the railway station improvements must be delivered as a separate element from the Interchange project.

5. RECOMMENDATION

- 5.1 The Portfolio Holder is requested to approve the delivery of the planned improvements to passenger facilities at Hartlepool Railway Station as a separate element to the Hartlepool Transport Interchange project.