

CABINET AGENDA



Monday 5th March, 2007

at 9:00 a.m

in Committee Room 'B'

MEMBERS: CABINET:

The Mayor, Stuart Drummond

Councillors Hargreaves, Hill, Jackson, Payne, Tumilty and R Waller

- 1. APOLOGIES FOR ABSENCE**
- 2. TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS**
- 3. MINUTES**
To receive the Record of Decision in respect of the meeting held on 19 February 2007
(already circulated)
- 4. BUDGET AND POLICY FRAMEWORK**
No items
- 5. KEY DECISIONS**
 - 5.1 *Anti-Social Behaviour Strategy 2007/08 – Head of Community Safety and Prevention*

6. OTHER ITEMS REQUIRING DECISION

- 6.1 Introduction of "On-Street" Pay and Display and Permit Parking Restrictions – *Director of Neighbourhood Services*
- 6.2 Tees Valley Unlimited: Proposed Governance Arrangements – *Chief Executive*
- 6.3 Cleveland Safety Camera Partnership – Update – *Director of Neighbourhood Services*
- 6.4 Eldon Grove Sports Centre – Marketing – *Director of Neighbourhood Services and Director of Adult and Community Services*

7. ITEMS FOR DISCUSSION / INFORMATION

- 7.1 Comprehensive Performance Assessment Results 2006 – *Assistant Chief Executive*
- 7.2 Individualised Budgets – Self Directed Support – *Director of Adult and Community Services*
- 7.3 Post Office Network Consultation – *Chief Executive*

8. REPORTS FROM OVERVIEW OF SCRUTINY FORUMS

- 8.1 Railway Approaches – Final Report – *Regeneration and Planning Services Scrutiny Forum*

EXEMPT ITEMS

Under Section 100(A)(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information as defined in the paragraphs referred to below of Part 1 of Schedule 12A of the Local Government Act 1972 as amended by the Local Government (Access to Information) Act 1985

9. EXEMPT ITEMS REQUIRING DECISION

- 9.1 Chief Officer Grading Appeal – *Chief Executive* (para 1)

CABINET REPORT

5th March 2007



Report of: Head of Community Safety & Prevention

Subject: ANTI-SOCIAL BEHAVIOUR STRATEGY 2007/08

SUMMARY

1. PURPOSE OF REPORT

To seek approval for the Anti-Social Behaviour (ASB) Strategy 2007/08.

2. SUMMARY OF CONTENTS

The strategy sets out:

- Strategic context
- Definition of ASB
- Problem in Hartlepool
- What we are currently doing to tackle ASB
- What more can we do
- How will we measure success

3. RELEVANCE TO PORTFOLIO MEMBER

ASB affects all Wards and can be a contentious issue.

4. TYPE OF DECISION

Key decision - Test (ii)

5. DECISION MAKING ROUTE

Cabinet

6. DECISION REQUIRED

Approval of the Strategy 2007/08

Report of: Head of Community Safety & Prevention

Subject: ANTI-SOCIAL BEHAVIOUR STRATEGY 2007/08

1. PURPOSE OF REPORT

- 1.1 To seek approval for the Anti-Social Behaviour (ASB) Strategy 2007/08.

2. BACKGROUND

- 2.1 All Crime and Disorder Reduction Partnership (CDRP) areas are now required to produce a strategy to tackle Anti-Social Behaviour (ASB). In Hartlepool, the CDRP responsibilities are incorporated in the Safer Hartlepool Partnership.
- 2.2 The draft Strategy has been developed during Autumn/Winter 2006 and incorporates evidence gathered by the Safer Hartlepool Partnership's review of ASB in Hartlepool.
- 2.3 Two consultation events have been held, with a variety of partner agencies participating.
- 2.4 The Safer Hartlepool Partnership Executive Group has considered the 2 earlier drafts at its meetings on 29th November 2006 and 24th January 2007.

3. DRAFT STRATEGY

- 3.1 The draft Strategy which is attached at Appendix 1, identifies the different types of ASB, the scale of the problems in Hartlepool, what we're currently doing to tackle the problem areas and what more needs to be done.
- 3.2 Actions will focus on ASB associated with:
- People using or dealing drugs
 - Groups hanging around
 - Drunk or rowdy behaviour
 - Noise/late night disturbances

A key element of the strategy will be to promote tolerance and reassure residents.

3.3 The objectives of the Strategy will be to:

- 1) improve services to victims of ASB and make them feel safer
- 2) streamline the use of enforcement techniques and tools to respond more rapidly to escalating ASB problems
- 3) develop further preventative services

An Action Plan will be prepared, with timescales and responsibility for implementation.

3.4 A range of performance indicators are detailed in the strategy, to measure success, including:

- Number of ASBOs measured against target number
- ASB incidents reported to Police
- Resident perception survey results
- Fixed Penalty Notices

4. RECOMMENDATION

4.1 Cabinet is recommended to approve the ASB Strategy 2007/08.

Contact Officer

Alison J Mawson, Head of Community Safety & Prevention

Background Papers

- Safer Hartlepool Partnership's review of ASB 2006
- View point Survey May 2005
- MORI Survey May 2006
- Neighbourhood Policing Fear of Crime Survey 2006
- Home Office and RESPECT Unit websites

Draft

HARTLEPOOL ANTI-SOCIAL BEHAVIOUR (ASB) STRATEGY 2007/08

1. Strategic context

The Safer Hartlepool Partnership incorporates the responsibilities of the Crime and Disorder Reduction Partnership (CDRP), Drugs Action Team (DAT), and Youth Offending Service.

The Safer Hartlepool Partnership provides the strategic lead for the community safety element of the Community Strategy, as determined by the Hartlepool Partnership (Hartlepool's Local Strategic Partnership – LSP).

Hartlepool's Local Area Agreement 2007-2009 includes an outcome which contributes to reducing ASB:

“build respect in communities by reducing anti-social and criminal behaviour through improved prevention and enforcement activity”.

The Safer Hartlepool Partnership's Crime, Disorder and Drugs Strategy 2005-2008 includes anti-social behaviour as one of its strategic priorities. The strategic objective aims to

“reduce the level of ASB which causes, or is likely to cause, harassment, alarm or distress to individuals or communities throughout Hartlepool”.

Three specific aspects of ASB are identified as behaviour warranting a particular focus:

- Criminal damage
- Deliberate fire setting
- Under-age drinking in residential areas

The key indicators contained in the strategy are:

Key Indicator	Baseline 2003/04	Actual Performance 2004/05	Actual Performance 2005/06	Renegotiated targets in Local Area Agreement	
				2007/08	2008/09
Reduce criminal damage	2550	2262	2709	2330	2220
Reduce number of deliberate fires	1384	773	851	5% reduction on previous year	5% reduction on previous year
Reduce personal, social and community disorder	9716	9498	9271	Targets discontinued due to change in police recording nationally (ASB Indicator Introduced)	
Reduce reports to Police of ASB	N/A	N/A	N/A	10872	10328

Every CDRP in England Wales is now required to produce a strategy outlining how anti-social behaviour will be tackled in its area.

2. Definition of ASB

Hartlepool has adopted as its definition of ASB, that detailed in the Crime and Disorder Act 1998, which states that a person is guilty of anti-social behaviour when they have “acted in a manner that caused or was likely to cause harassment, alarm or distress to one or more persons not in the same household as himself/herself”. This definition is imprecise and its vagueness is considered to be a strength, though it means that it is interpreted differently in different areas and comparisons from one area to another are difficult and complex. The test which must be overcome is that which will be applied by the Courts, i.e. one of reasonableness. There are no national Performance Indicators for ASB (other than survey results of residents perceptions) and the British Crime Survey (BCS) cannot be expressed at a CDRP.

There is a wide range of activity, which falls into the definition of anti-social behaviour ranging from milder activity such as ball games in inappropriate areas to serious criminal violence. There are four main categories of anti-social behaviour as defined by the Home Office, and these are widely accepted to be anti-social by both practitioners and the public:

Misuse of public space	Disregard for community/personal well-being	Acts directed at people	Environmental damage
Drug/substance misuse and dealing	Noise	Intimidation/harassment (including on grounds of race and other forms of discrimination)	Criminal damage /vandalism
Street drinking	Rowdy behaviour (e.g. shouting and swearing & fighting)		Litter/rubbish
Begging	Nuisance behaviour (e.g. urinating in public, setting fires, throwing missiles)		
Prostitution	Hoax calls		
Kerb crawling	Animal related problems		
Sexual acts			
Abandoned cars			
Vehicle related nuisance and inappropriate vehicle use			

3. **The Problem of ASB in Hartlepool**

- 3.1 Overall crime levels in Hartlepool are reducing in relative terms, outcomes are improving and the Safer Hartlepool Partnership is considered by Government Office and Home Office to be performing well.
- 3.2 However, residents, Councillors and the public of Hartlepool tell us that ASB is a significant problem in particular areas of the town.
- 3.3 It is evident from the data included at Appendix 1, comprising:
- ASB reported to Police
 - Cases open to the ASB Unit
 - Criminal damage
 - Deliberate fires

That the most deprived wards suffer the highest levels of this type of ASB.

- 3.4 We also know from local perception surveys conducted by the Council (Viewpoint 2005) and NDC (Mori 2006) that environmental issues such as litter/rubbish, dogs causing a nuisance or mess, vehicle related problems and vandalism and other damage to property are major/big issues for residents – these results are shown in Appendix 2.

It is not surprising that residents living in the NDC area, and therefore near the town centre, have a greater problem with rowdy behaviour and late night disturbances, than the town-wide results in the Viewpoint survey.

- 3.5 If the cases reported to the ASB Unit, using the Home Office classification set out in Table 1 are considered, rowdy behaviour, noise and intimidation/harassment have the highest levels – see Appendix 3
- 3.6 Analysis of the caseload in the ASB Unit during 2006 found that approximately 25% of the cases emanated from privately rented houses. This tends to be rowdy behaviour associated with alcohol misuse or drugs dealing – as shown in the graph in Appendix 3.
- 3.7 During May and June 2006, the SHP undertook a survey of 400 households in two deprived and two more affluent wards in Hartlepool, which aimed to give the Partnership a better understanding of why people report feeling
- Safe/unsafe walking alone at night
 - Concerned about crime
 - Concerned about people taking or dealing illegal drugs.

The results detailed in Appendix 5, show that people report feeling unsafe out at night due to youths congregating or fear of harassment. The majority of the respondents were not worried about being burgled as their home is well secured. There was an equal split of concern/not concerned about drugs, with those concerned having first hand experience of seeing drug use in their neighbourhoods.

- 3.8 At end of December 2006, there were 22 active ASBO/CRASBOs in Hartlepool, of which 8 were juveniles. This equates to approximately one-third, or 33%, which is slightly below the national average of 40%.

4. **What are we currently doing to tackle ASB**

4.1 ***ASB Unit***

In August 2004 the Council and Police combined their dedicated ASB staff to form a joint unit, based at Jutland Road Police office. Currently the Unit comprises following staff posts:

- ASB Co-ordinator
- ASB Research officer
- Senior ASB Officer
- 2 ASB Officers
- Admin Officer
- Police Officer

The ASB Unit works closely with all Registered Social Landlords (RSLs), but particularly with Housing Hartlepool, who have 3 Tenancy relations and enforcement officers. Cases are managed on a database shared by ASB Unit and Housing Hartlepool.

4.2 *Neighbourhood Policing*

In April 2006 Hartlepool became the pilot area for Neighbourhood Policing in the Cleveland Force area. Every ward has at least one dedicated and named Police Officer and Police Community Support Officer. Five priority wards (Brus, Dyke House, Stranton, Grange and Owton have more officers. Three problem solving groups (Joint Action Groups – JAGs) have been established, one for each of North, Centre and South neighbourhoods.

4.3 *Environmental Enforcement Team*

The Council employs a team, which includes wardens working in the NDC area and enforcement officers having a town-wide remit. These officers are authorised to issue Fixed Penalty Notices for offences such as dropping litter, dog-fouling, graffiti and fly-tipping.

4.4 *Landlord Accreditation & Licensing*

The Council manages a voluntary private landlord accreditation scheme, which has successfully signed up over 350 landlords. Consultation is currently underway on the proposed introduction of selective licensing for some parts of Hartlepool, where there is either a low demand for accommodation or there are problems with ASB.

4.5 *Diversions activities*

There are a wide range of activities provided by both the statutory and community/voluntary sectors. Those specifically established to combat ASB include:

- 1) FAST – is provided by a consortium of community and voluntary groups, working in partnership to provide a quick response to reported incidents of low level ASB. FAST aims to work with families to reduce crime and disorder by offering a package of support for the whole family.

- 2) COOL – was developed by the Safer Hartlepool Partnership some 6 years ago to provide organised outdoor leisure activities, after school, on school fields. There are now 14 COOL projects at sites across the town.
- 3) Many area based activities are developed and delivered by local Residents and Community groups.

4.6 *Prevention and support activities*

Activities provided by both statutory and community/voluntary sectors include:

- 1) parenting
- 2) victim support
- 3) mediation
- 4) reparation – between offender and victim/community
- 5) Youth Inclusion project for 50 young people at risk of becoming involved in crime or ASB
- 6) mentoring
- 7) Straightline project - was developed due to concerns that young people were becoming involved in a culture of drinking from a young age, without an awareness of the dangers to their personal health and the effect of their behaviour (whilst under the influence) on others. An awareness programme is delivered to groups of young people who have been stopped by the Police for consuming or being in possession of alcohol.
- 8) Various programmes run by the Fire Brigade (e.g. LIFE, SAFE) for young people at risk of social exclusion and/or involved in crime or ASB.

4.7 *Enforcement*

Each year, the Home Office requires an enforcement report to be completed setting out the activity during the previous October – September. The results for 2003/04, 2004/05 and 2005/06 are shown in Appendix 4,

In addition, Hartlepool has used the powers in the Anti-Social Behaviour Act 2003 on four occasions to declare ‘Dispersal Area’s.

Police Community Support Officers and Council Enforcement Officers are authorised to issue Fixed Penalty Notices for dog-fouling, littering, graffiti, fly-tipping

4.8 *Hartlepool Intervention Programme (HIP)*

HIP, which was previously known as Family Support Panel, was developed from analysis of case records which showed that 70% of all complaints received by the ASB Unit over a two year period concerned families with a long history of anti-social behaviour living in the NDC area. Typically these families tend to move

regularly within the private rented sector, exhibit many risk factors associated with criminality and lack a holistic long-term approach to their problems. Consequently it was recognised that a range of intensive support, resettlement and enforcement measures needed to be implemented to stabilise families and hence improve the quality of life for local residents.

4.9 Education

In addition to the curriculum requirement for pupils to be taught citizenship, Hartlepool Schools utilise a range of educational opportunities for pupils to learn about the effects of the various forms of ASB e.g. Police Officers regularly visit and give talks or interact informally with pupils, Environmental Officers will discuss the mess caused by rubbish being dumped or litter dropped. The ASB Unit has introduced an annual ASBAD (ASB awareness day) event for Year 8 pupils to experience scenarios associated with different forms of ASB (e.g. drinking, rowdy behaviour, lack of respect).

4.10 RESPECT

In January 2006, the Government launched it's RESPECT Action Plan.

This Plan recognises that whilst enforcement activity is to be continued, to successfully tackle the issue of ASB, a broad range of measures aimed at dealing with the underlying issues need to be in place and that all agencies have a role to play in tackling these underlying issues.

Hartlepool agreed to become a RESPECT Action Area in 2006 and therefore receives targeted assistance from the Government's RESPECT Unit. During 2006/07 small amounts of funding have been received for publicity and expansion of the NDC ASB project. Hartlepool is one of 50 pilot areas for a Family Intervention Project (FIP) which will link to HIP and provide more intensive support for a small number of the families with the most significant problems. Hartlepool will also receive funding in 2007/08 for additional parenting services.

5. What more can we do?

There is already much activity being carried out by a range of agencies. But we obviously need to do more:

- by being better co-ordinated
- by taking more rapid enforcement action
- by continuing to develop our prevention activities
- by telling people what we're doing

The Council and other partners already provide a comprehensive range of services to tackle environmental ASB/crime:

- enforcement team for dog fouling, littering, fly-tipping issue Fixed Penalty Notices
- graffiti squad, in partnership with Community Payback, to remove graffiti from public and private areas
- swift removal of untaxed and end-of-life vehicles
- free service to remove drug litter, available 24 hours per day, 7 days per week.

Therefore, activities will focus on tackling:

- people using or dealing drugs
- groups hanging around
- drunk or rowdy behaviour
- noise/late night disturbances

Objective 1

Improve services to victims of ASB and make them feel safer.

Actions:

- implement the review of the ASB Unit to establish an ASB case officer to work closely with Neighbourhood Manager and Police Neighbourhood Sergeant thus providing a single point of contact in each neighbourhood area, so that residents and members of the public will know who to ask about their problem
- improve data sharing and analysis for each neighbourhood area to inform problem solving at the Joint Action Groups (JAGs).
- reconfigure HBC ICT systems to enable information to be shared electronically with Cleveland Police
- extend the membership of the weekly town-wide case meetings to improve co-ordination of actions between agencies.
- increase joint working with Registered Social Landlords (RSLs)
- reduce public perception that ASB is a problem from the baseline established from BVPI general survey results for ASB in 2006/07.
- Investigate the feasibility of introducing a “seriousness” score for cases of ASB.
- Improve communication (feedback) to residents and communities generally and on individual cases

Objective 2

Streamline the use of enforcement techniques and tools to respond more rapidly to escalating ASB problems.

Actions:

- Establish a dedicated enforcement team within the ASB Unit, to provide expert advice for other officers and progress ASBO/CRASBO applications, injunctions and other enforcement actions as appropriate.
- Prepare implement and review policies and procedures for:
 - breaches of ABCs and ASBOs
 - publicity of ASBOs
 - investigating Racially Motivated Incidents
- Complete the consultation on Selective Licensing for Landlords and encourage introduction in ASB hot-spot areas, where the predominate problems are associated with the behaviour of tenants in privately rented accommodation.
- Introduce a Tenant Referencing scheme for Hartlepool.
- Extend the areas covered by Alcohol consumption in Designated Public Places Orders.
- Review ASBO procedures to ensure process to gather evidence and make application to Court take minimal time.
- Improve support to victims and witnesses/seek funding to appoint a dedicated victim and witness support officer for those wards/areas worst affected by ASB and crime.
- Achieve a total of 44 ASBO/CRASBOs by end of 2007/08.
- Close 2 premises for ASB associated with drug dealing in 2007/08.

Objective 3

Develop further preventative services.

Actions:

- Establish the Hartlepool Family Intervention Project (FIP) for 3-6 problem families.
- Extend the provision of parenting programmes, in conjunction with Children's Services Parenting Commissioner.
- Introduce further Youth Inclusion Programme (YIP) to another ward/area of Hartlepool.
- Encouraging the provision of additional activities for young people in ASB hot-spots.
- Introduce the protocol and Housing Panel for allocation of accommodation and support for those individuals and families in priority need.
- Improve local services for those individuals identified as having an alcohol problem.

6. **How will we measure success?**

We know that ASB is difficult to define and means different things to different people. We also know that people's perceptions of the problem vary. Therefore a range of indicators will be used, to encompass the variety of activities being undertaken:

- 1) key indicators included in the Safer Hartlepool Partnerships Crime, disorder and drugs strategy 2005-2008
- 2) key indicators included in the Local Area Agreement 2007-2009
- 3) variety of other local indicators

Details are set out in Appendix 6.

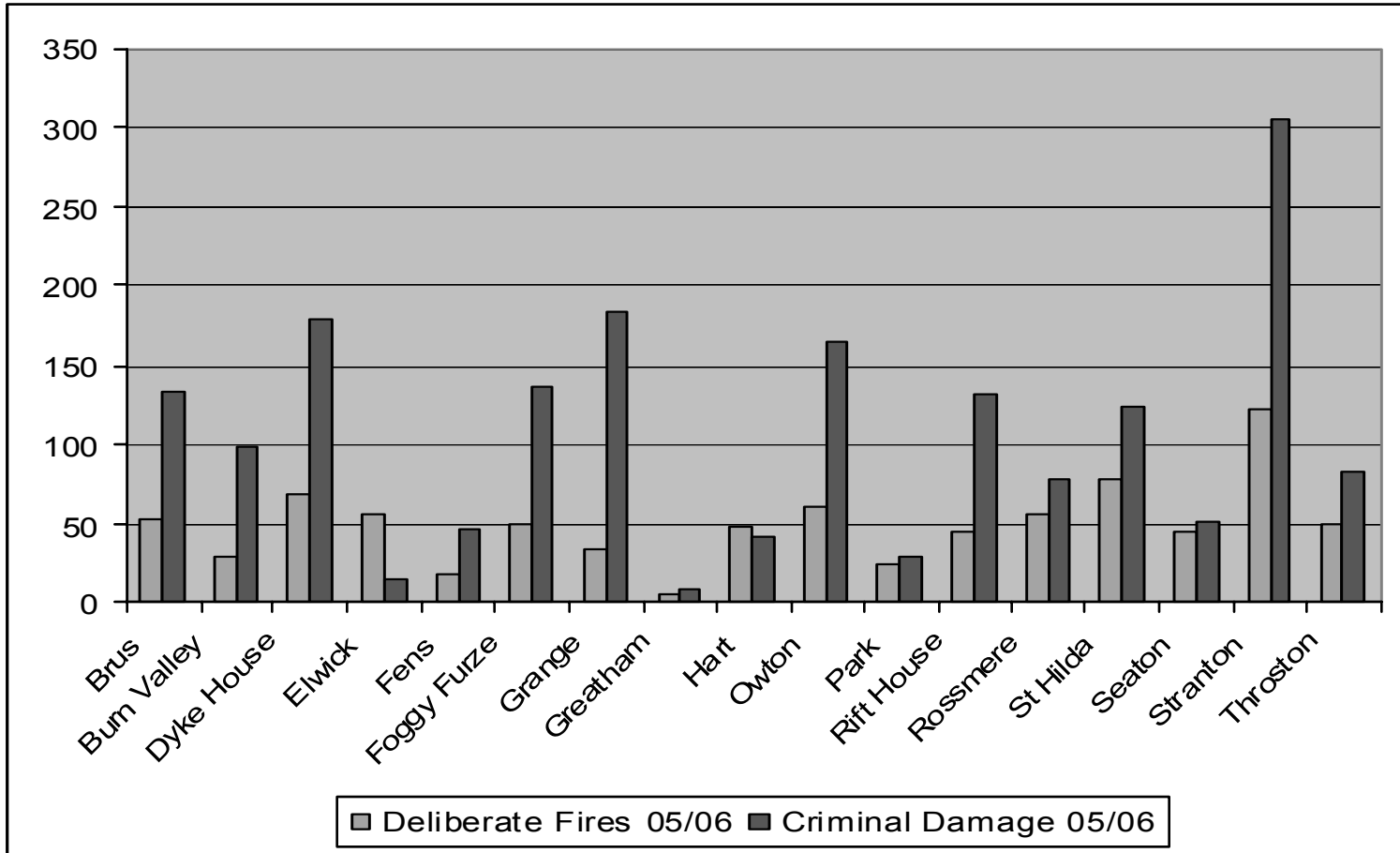
Reductions in reported ASB may indicate a reduction in the problem, however it could indicate a lack of confidence in the agencies to tackle the problem. A range of indicators will assist the Safer Hartlepool Partnership to determine future strategies.

The ultimate aim of the Strategy must be to reduce ASB utilising a variety of interventions.

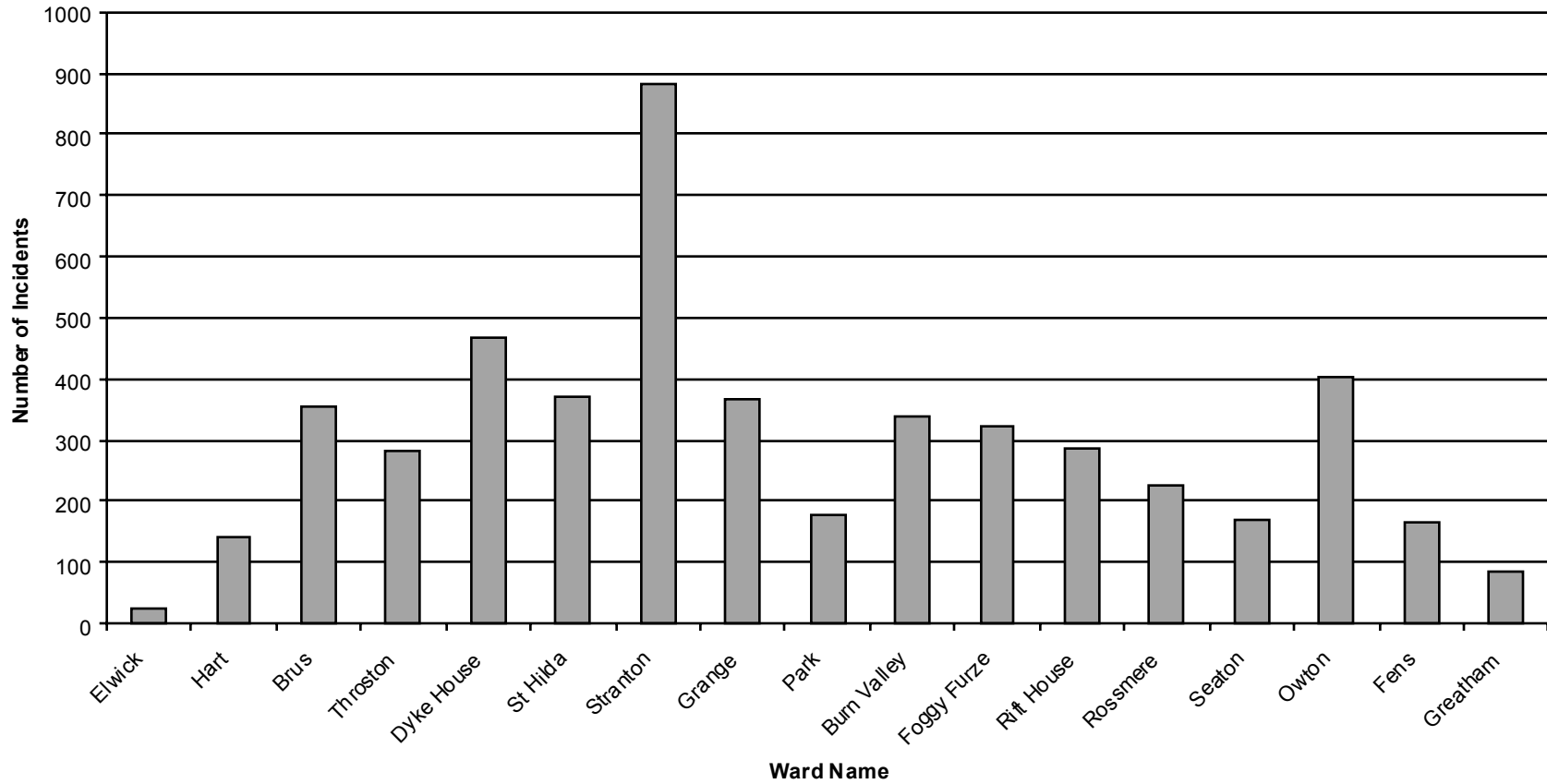
7. **Involvement and inclusion**

All parts of the community, regardless of their gender, race, ethnicity, colour, disability, religion, sexual orientation, family and other circumstances, language, national or social origins, age or other status, are encouraged to be involved at all stages in the development, delivery and monitoring of this strategy.

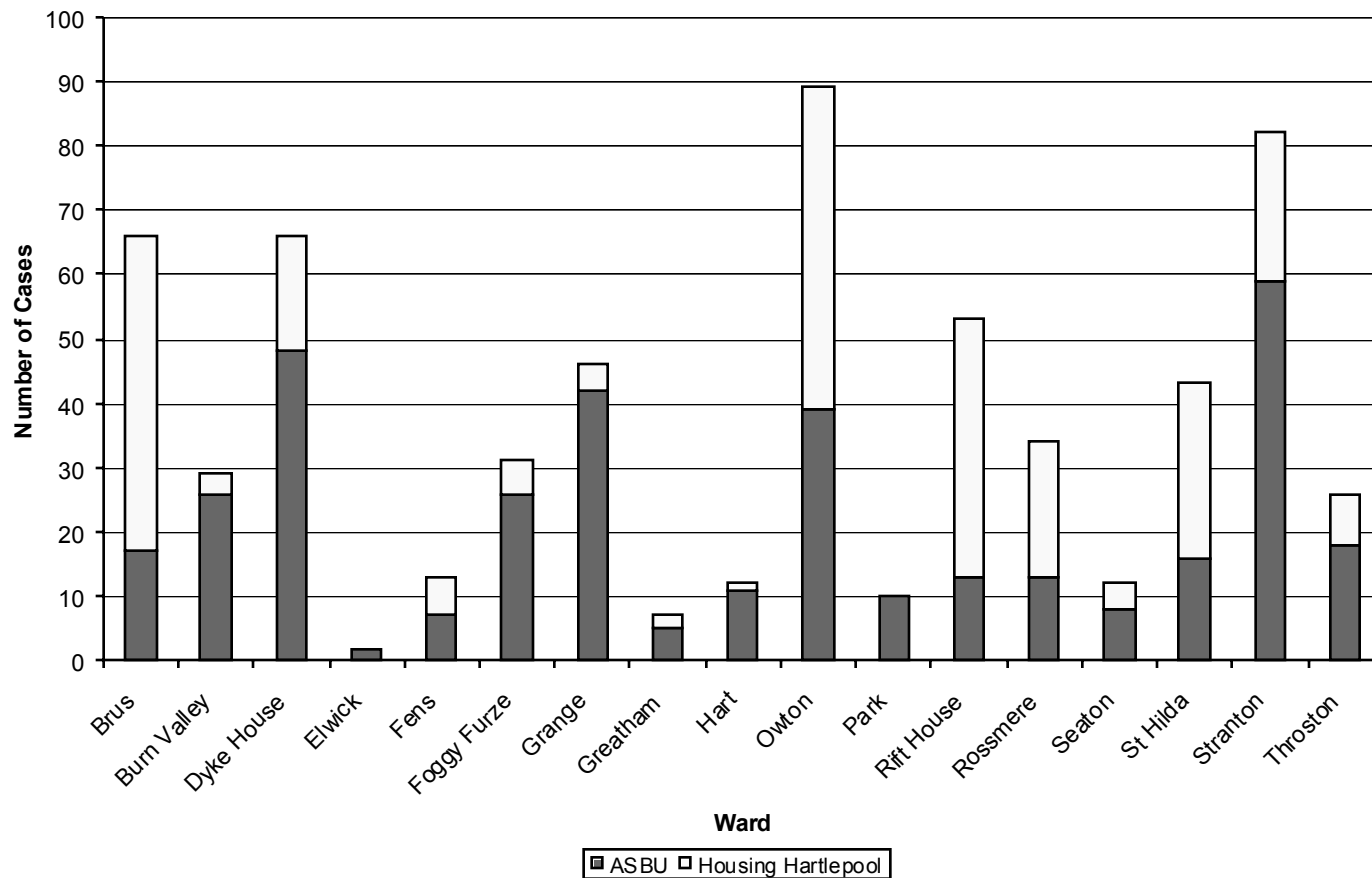
Deliberate Fires and Criminal Damage 05/06



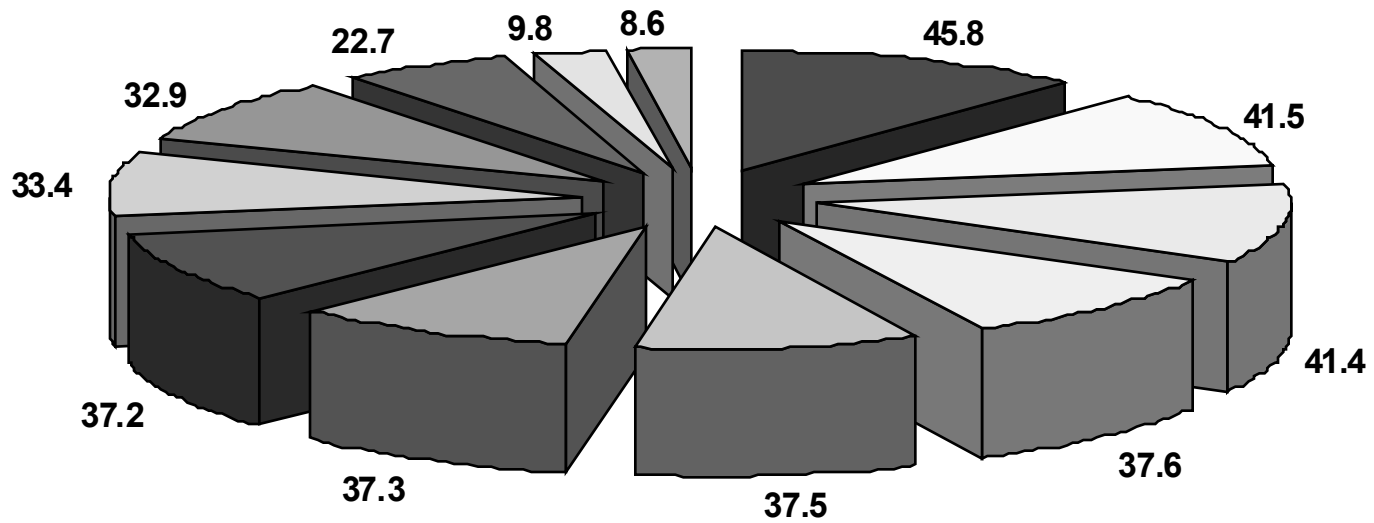
Number of Anti-social Behaviour Incidents reported to Cleveland Police (Hartlepool District) between April - September 2006



**Number of Anti-Social Behaviour Cases
Reported to ASB Unit & Housing Hartlepool
April – December 2006**

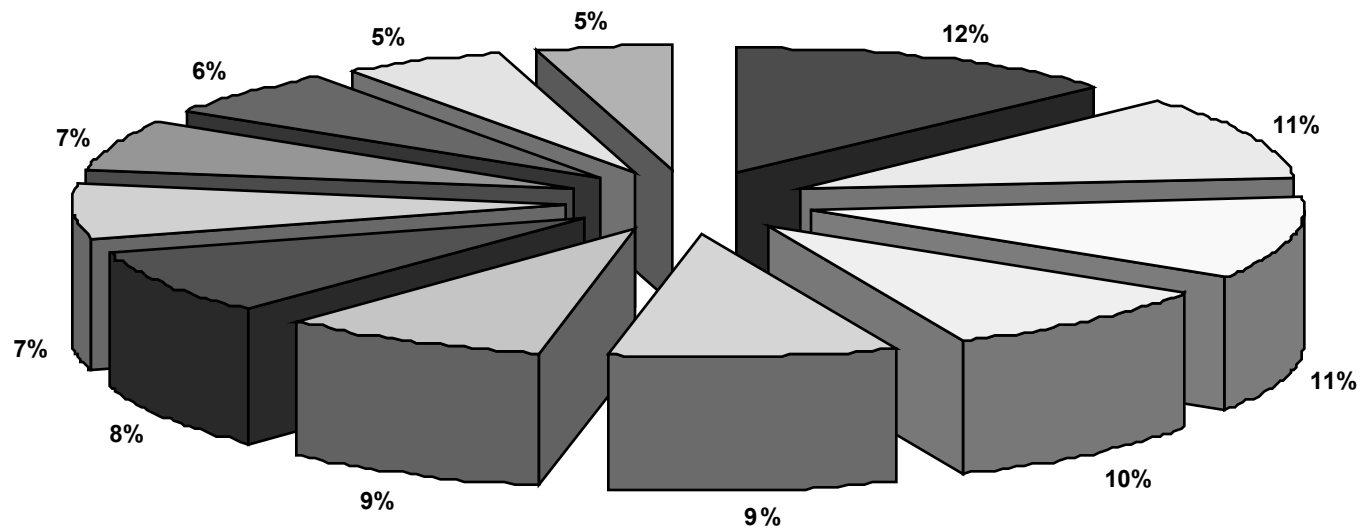


**Town-wide Viewpoint Survey May 2005 – Top 3
Crime and ASB Issues**



- | | |
|---|--|
| ■ Uncontrolled dogs and dog mess | □ Speeding traffic |
| □ Cars parked illegally, dangerously or inconveniently | □ People using or dealing drugs |
| □ Vandalism, graffiti and other deliberate damage to property or vehicles | ■ Rubbish or litter lying around |
| ■ Fireworks set off that are not part of an organised display | □ Teenagers hanging around on the streets |
| ■ People being drunk or rowdy in public places | ■ People being insulted, pestered or intimidated in the street |
| □ Abandoned or burnt out cars | □ Conflicts or disputes between neighbours |

**Major Anti-social Behaviour
New Deal for Communities (NDC) MORI Survey - May**

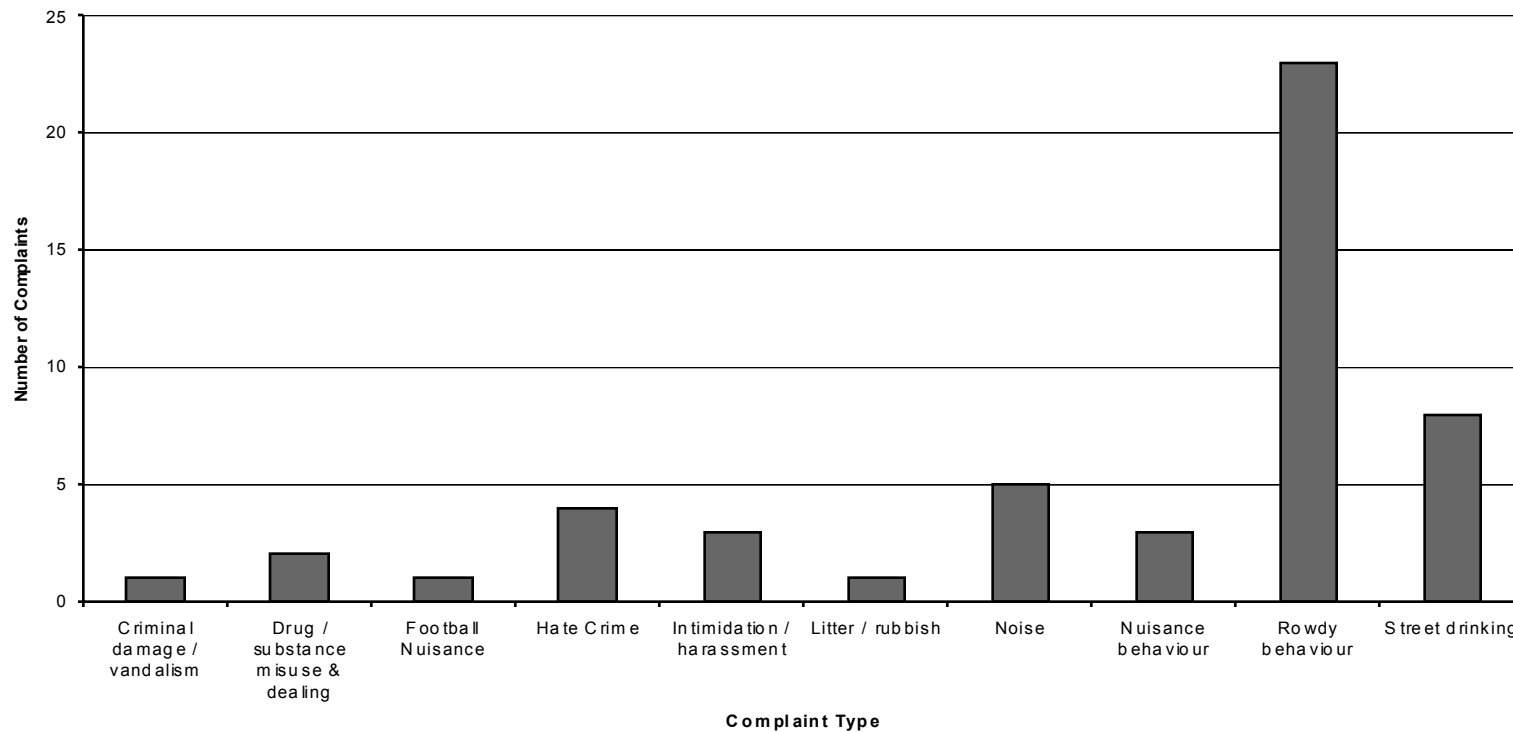


■ Litter/rubbish	□ Rowdy behaviour on the streets	□ Late Night Disturbances
□ Vehicle related problems	□ Dogs causing a nuisance or mess	□ Vandalism, graffiti and other damage to property
■ Drug related activities	□ Neighbours/noisy neighbours	■ Traffic noise and pollution
■ Ball Games in inappropriate areas	□ Intimidation, harassment or verbal abuse	□ Aggressive/threatening behaviour

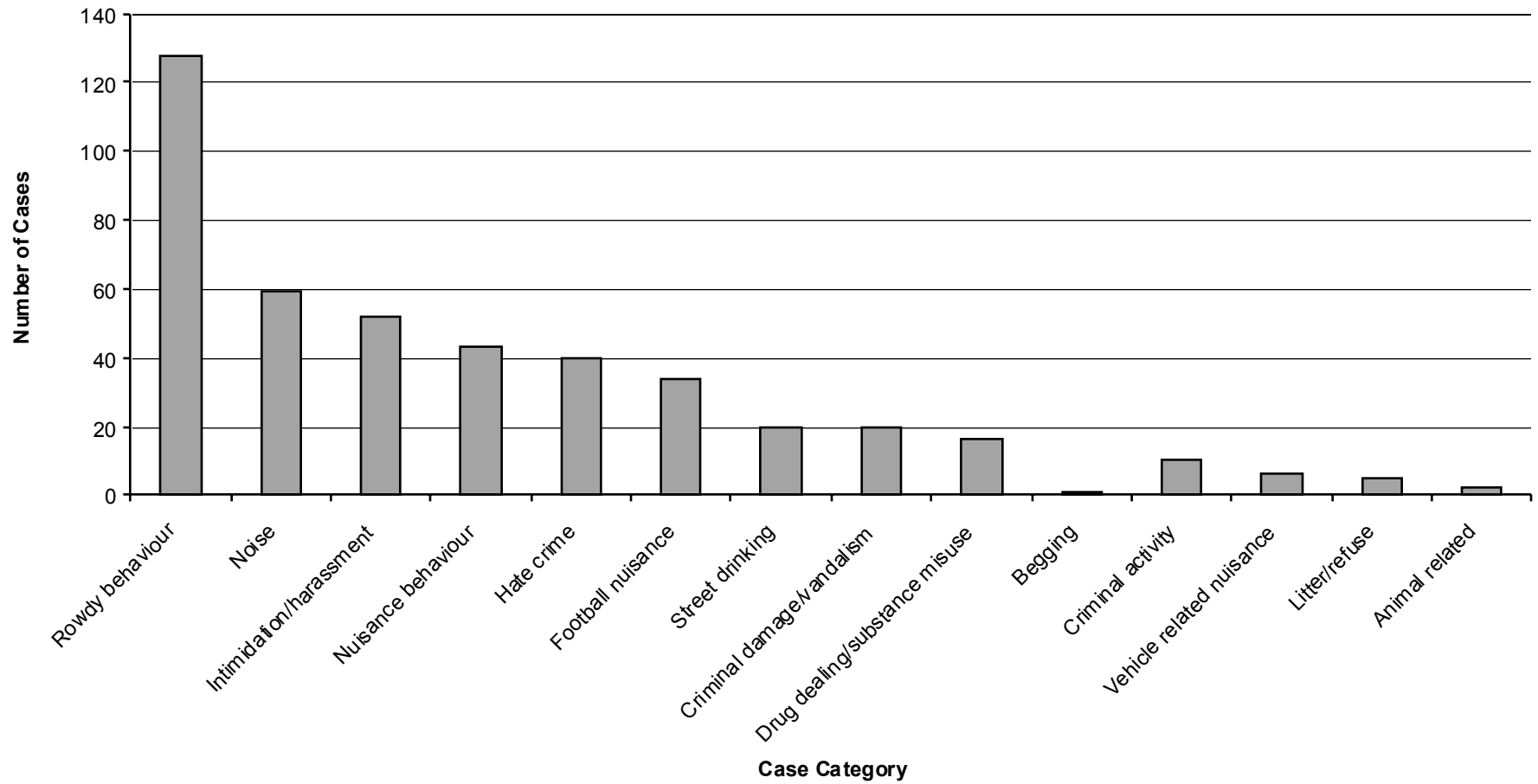


Breakdown of ASB Unit cases in Private Rented Sector

April – December 2006 (inclusive)



Number of Anti-social Behaviour Unit Cases by Category
October 2005 to September 2006



Enforcement Activity – Annual Home Office Survey

Activity	2003-4	2004-5	2005-6	Total
• ASBO	0	1	1	2
• Interim ASBO	0	1	0	1
• CRASBO	1	3	11	14
• ABA/Cs	6	21	39	66
• ASB related Notice of seeking possession	4	18	27	49
• ASB related evictions carried out by RSLs	0	0	6	6
• Anti-social Behaviour Injunctions (ASBIs)	0	3	2	5
• Crack House Closures	1	1	3	5
• Parenting Orders	14	9	2	25
• Parenting Contracts	44	22	27	93

**NEIGHBOURHOOD POLICING FEAR OF CRIME SURVEY
(FACE TO FACE INTERVIEWS)
MAY-JUNE 2006**

Question: *How safe do you feel walking alone in this area after dark?*

25.5%	Very safe
37.5%	Fairly safe
21.8%	A bit unsafe
14.3%	Very unsafe

Of the 63% who felt very safe or fairly safe the main reasons for this were:

67.6%	good area – no reason to be fearful
39.5%	I can look after myself
14.6%	Regular Police/warden/PCSO patrols

Of the 36% who felt a bit or very unsafe the main reasons were:

46.3%	Groups of youths congregating on the streets
42.3%	Fear of harassment from adults or young people
14.1%	Personal experience of threat, attack or abuse
13.4%	Bad reputation of the area

Question: *How worried are you about having your home broken into and something stolen?*

17.8%	Very worried
21.0%	Fairly worried
44.3%	Not very worried
17.0%	Not at all worried

Of the 61.3% who were not very worried or not at all worried the main reasons were:

87.9%	Home is well secured
51.8%	Good neighbours
30.0%	Live in a low crime area
20.6%	Live in area where burglaries are infrequent

Question: *How concerned would you say you are about people taking or dealing in illegal drugs in your area?*

34.5%	Very concerned
16.5%	Fairly concerned
26.5%	Not very concerned
22.0%	Not at all concerned

Of the 48.5% who were not very or not at all concerned the main reasons were:

92.2%	I have no contact with drugs or drug misuse
33.9%	From my contacts in the area I know there is not a problem in the Neighbourhood

Of the 51% who were very or fairly concerned the main reasons were:

38.5%	Word on the street/local gossip
36.1%	You can tell from behaviour/appearance that they have been taking drugs
29.3%	Drugs are dealt openly on the street
26.8%	Aware of certain houses being used for drug use dealing
21.5%	Drugs are used openly on the street

APPENDIX 6**KEY INDICATORS FOR MEASURING SUCCESS**

Indicator	Baseline	Performance 2005/06	Performance (to end Dec 2006)	Target 2007/08
Criminal damage	2556 (2003/04)	2709	1856	2330
Deliberate fires	1384 (2003/04)	851	739	810
ASB incidents reported to Police	N/A	N/A	7934	10872
% residents who feel very or fairly well informed about what is being done to tackle ASB in their area	2006/07 28%	N/A	As baseline	30% (To be agreed by Safer Hartlepool Partnership)
% residents who feel that parents are not taking responsibility for the behaviour of their children is very or fairly big problem	(2006/07) 70%	N/A	As baseline	68% (To be agreed by Safer Hartlepool Partnership)
% residents who feel that people are not treating them with respect and consideration is very or fairly big problem	(2006/07) 58%	N/A	As baseline	56% (To be agreed by Safer Hartlepool Partnership)
% residents who have high level of perceived ASB	(2006/07) 31%	N/A	As baseline	30% (To be agreed by Safer Hartlepool Partnership)
Number active ASBOs/CRASBOs	At end Dec 05 8 (juveniles = 4)	--	At end Dec 06 22 (juveniles = 8)	44

5.1

Number active ABC/ABAs	At end Dec 05 14	--	At end Dec 06 25	Not yet set
Number untaxed and abandoned vehicles removed	(2005/06) 301	301	April – Oct 06 135	Not yet set
Number FPNs issued for dog fouling littering	(2005/06) 118 173	118 173	April – Oct 06 109 208	Not yet set
Number first time entrants to Youth Justice System	(2004/05) 289	235	237	Not yet set

CABINET REPORT

5th March 2007



Report of: Director of Neighbourhood Services

Subject: INTRODUCTION OF “ON-STREET” PAY AND DISPLAY AND PERMIT PARKING RESTRICTIONS

SUMMARY

1. PURPOSE OF REPORT

To report to Cabinet on a proposal to create permit and pay and display parking zones in an area of mainly unregulated highway between Church Street and Hucklehoven Way.

2. SUMMARY OF CONTENTS

This report explains the current parking demands in the area and examines the impact of introducing a parking charge.

3. RELEVANCE TO CABINET

This is a major policy decision.

4. TYPE OF DECISION

Non Key

5. DECISION MAKING ROUTE

Cabinet 5th March

6. DECISION(S) REQUIRED

To support the introduction of new permit and pay and display zones.
To approve the suggested pricing structure.

Report of: Director of Neighbourhood Services

Subject INTRODUCTION OF “ON-STREET” PAY AND DISPLAY AND PERMIT PARKING RESTRICTIONS

1. PURPOSE OF REPORT

- 1.1 To report to Cabinet on a proposal to create permit and pay and display parking zones in an area of mainly unregulated highway between Church Street and Hucklehoven Way.

2. BACKGROUND

- 2.1 Several types of permits already exist in Hartlepool which help control and manage traffic within the district. Residents parking permits control any commuter traffic spilling into residential areas and assist residents to park close to their homes.
- 2.2 Business permits were introduced in order to allow businesses a means of available parking close to their facilities. Businesses, especially those where parking control limitations / restrictions are in place are able (at a cost) to purchase a business permit. There are currently 152 Business permit holders who pay a £250 annual fee to park. The permits are seen as a necessary requirement of many businesses and the popularity of the permits is reflective in the waiting lists for available bays.
- 2.3 In addition, commuter permits are available for £250. Unlike the business permits, parking is generally provided within car parks away from the commercial centre of the town centre. The cost reflects a discount to regular users who would alternatively need to pay and display on a daily basis. The permit in most cases does offer a designated parking space which is regularly patrolled by HBC Patrol Officers.
- 2.4 Most of the controlled bays are however to the west of Stockton Road and although some parking controls and parking provisions are available, a large area of land to the east of Stockton Road is currently being utilised by commuters as it is both unregulated and free of charge. The area of predominantly “on-street parking” is popular with commuters as it is close to offices and Hartlepool College of Further Education. The lack of space does however lead to inconsiderate parking, obstruction of junctions and damage to footpaths and grass verges, as motorists seek to utilise the free unrestricted available parking spaces.

- 2.5 The imminent closure of the Royal Vaults site (as part of the new interchange site) and the likely displacement of HBC staff from the Lynne Street Depot (once staff parking charges are introduced) may see an estimated increase of an additional 170 vehicles into the area and controlled parking measures will be required to manage the situation.

3.0 PROPOSAL

- 3.1 It is proposed to establish a business permit controlled zone in Scarborough Street (between Church Street and Exeter Street) accommodating some 20 vehicles. The area is currently unrestricted and movement surveys suggest a limited turnover of vehicles throughout the day. Businesses in the area could apply to purchase a business permit (current cost being £250) which would operate on the same basis as other business controlled zones in the town centre.

- 3.2 It is also intended to introduce a long stay pay and display zone of some 107 spaces which would be broken down by the following street locations:

Whitby Street (between Church Street and Surtees Street)	15 spaces
Scarborough Street (between Exeter Street and Surtees Street)	16 spaces
Surtees Street (between Tower Street and Whitby Street)	25 spaces
Tower Street	38 spaces
Brunswick Street	13 spaces
	107 spaces

- 3.3 Surveys indicate a limited vehicle turnover within this location and it is therefore unreasonable to expect the current town centre long stay £2 parking charge to apply within the new proposed site. However a £1 all day charge is not unreasonable to reflect parking in the area.
- 3.4 It is proposed that a number of the bays should allow a season ticket for commuter parking which would be available at a discounted rate. This would apply at the following locations:

Surtees Street (east of Whitby Street)	58 bays
Lynn Street	23 bays
Reed Street	33 bays
Hope Street	11 bays
Whitby Street (south of Surtees Street)	12 bays
Maritime Experience	50 bays

- 3.5 It is proposed that such a permit be offered at a rate of £150 per year. This when calculated at a rate of 45 working weeks would equate to £3.30 per week or 66p per day, against the £1 daily charge which equates to £225 per year.

- 3.6 The new commuter permit would be cheaper than the existing permit in that it would be offered on an availability basis but would not guarantee a dedicated parking space. A pay and display and permit zone would allow some provision for daily visitors such as part time students and would provide some customer parking to assist businesses located on Tower Street and Scarborough Street.
- 3.7 In addition it is proposed to create a further pay and display zone on Church Street (17 spaces). Unlike the commuter space parking proposal, this site would need to discourage long term parking which reflects the current limited waiting restrictions. Pay and display will maintain the high turnover of short stay customer parking provision and should enhance the current traffic management, yet prove easier to enforce with better use of existing manpower.

4.0 FINANCIAL COSTS

- 4.1 It is difficult to assess the likely level of demand for the controlled parking spaces although the limited availability of alternative unrestricted parking spaces will likely ensure the new controlled spaces will be utilised. The restrictions are expected to displace some traffic and some physical barriers may need to be installed to prevent access and protect grass verges particularly at the already popular Hucklehoven Way / Whitby Road Junction. This will have an associated cost.
- 4.2 The nearest unrestricted parking areas may see some traffic displacement into the nearby estate of Sheerness Grove and surrounding streets. The introduction of permit controls may be required in order to protect residents should controls be required.
- 4.3 Some areas of Mainsforth Terrace are currently unregulated and parking may have to be monitored, although several businesses operate in this location and the affects from any displaced traffic may require further parking controls. Any further displacement is likely to be into the Marina, the effects of which will need further monitoring.
- 4.4 An initial cost to purchase pay and display machines will be required. The exact number of machines required will depend on the approved zone.

5.0 INCOME GENERATED

- 5.1 It is anticipated that demand for business permits within Scarborough Street will be high. In similar controlled zones permits have to be limited to 2 per company and should this be replicated an annual income of £5,000 should be recovered.

- 5.2 The initial demand for commuter permits should generate an annual income of £18,750. This may well increase once the initial impact of the new charges is in place.
- 5.3 The proposed on street pay and display areas are expected to recover £28,000 per annum.

6.0 RECOMMENDATION

- 6.1 That the proposal to create a new permit / pay and display zones be approved.
- 6.2 The proposed price structure, outlined within this report be approved.
- 6.3 That the consultation process be instigated and officers proceed with the necessary advertising of legal orders.

CABINET REPORT

5th March 2007



Report of: Chief Executive

Subject: TEES VALLEY UNLIMITED: PROPOSED GOVERNANCE ARRANGEMENTS

SUMMARY

1. PURPOSE OF REPORT

To obtain Cabinet approval for the proposed governance arrangements for the Tees Valley Partnership “Tees Valley Unlimited”, required to manage the Tees Valley City Region as set out in the Business Case submitted to the Secretary of State, and to obtain approval for the implementation timetable.

2. SUMMARY OF CONTENTS

The report sets out:-

- a) the principles which guide the operation of the Board;
- b) the terms of reference, composition and accountability arrangements for the Boards and Sub Boards; and
- c) an outline implementation programme for setting up Tees Valley Unlimited.

It is important to recognise that Tees Valley Unlimited is a partnership coordinating activities to improve economic performance across the Tees Valley appropriate to a city region level.

3. RELEVANCE TO CABINET

The Governance arrangements and implementation timescales relate to sub regional developments and as such are of relevance to Cabinet

4. TYPE OF DECISION

Non-key decision.

5. DECISION MAKING ROUTE

Cabinet 5th March 2007

6. DECISION(S) REQUIRED

Cabinet is requested to endorse the governance proposals and the implementation timetable set out in this report

Report of: Chief Executive

Subject: TEES VALLEY UNLIMITED: PROPOSED GOVERNANCE ARRANGEMENTS

1.0 PURPOSE OF REPORT

- 1.1 A business case for the development of Tees Valley Unlimited has been prepared and considered by Tees Valley Leaders and Chief Executives and submitted to central government for consideration. The next stage of the development of this important initiative is the establishment of governance arrangements to support this.

It is important to recognise that Tees Valley Unlimited is a partnership coordinating activities to improve economic performance across the Tees Valley appropriate to a city region level.

The response to the City Region Business Case from Government and regional agencies to the proposals has been very positive. Key elements of the work programme are:

- a) a visit of the Peer Assist group of civil servants from various Government departments from which the Government's formal response to the Business Case will be formulated;
- b) negotiations with One North East to translate the Investment Plan into an agreed capital programme for the period 2007 – 12 which can be incorporated into ONE's corporate plan and in the longer term an agreement; and
- c) continued development of the transport proposals.

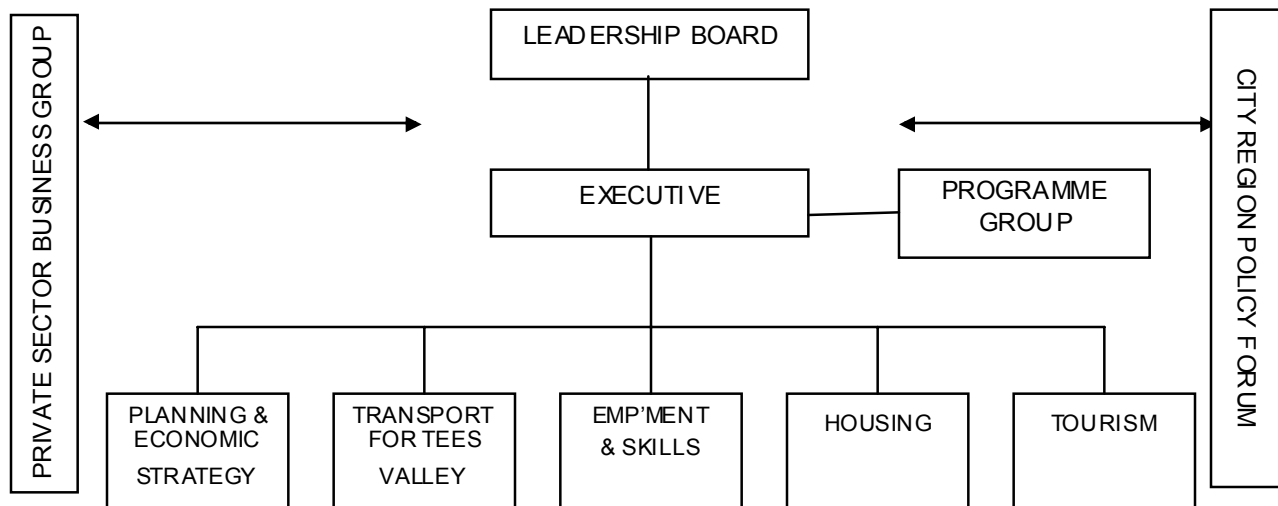
The report:

1. sets out the principles which guide the operation of the Boards;
2. the terms of reference, composition and accountability arrangements for the Boards and Sub Boards;
3. an outline implementation programme for setting up Tees Valley Unlimited.

It is expected that the Boards will meet for the first time in the summer.

2.0 INTRODUCTION

- 2.1 The paper takes as its starting point the outline proposals set out in the City Region Business Case, as illustrated below:-



Each of the constituent bodies is discussed in turn in the following sections, starting with a quote from the Business Case, and covering issues such as:

- Terms of Reference;
- Composition; and
- Accountability.

3.0 PRINCIPLES

3.1 a) **Subsidiary**

It is important to recognise Tees Valley Unlimited will deal with issues which can best be dealt with by Tees Valley Unlimited at a city region level to improve the economic performance of the Tees Valley.

b) **Partnership**

It is envisaged that Tees Valley Unlimited is a partnership coordinating activities across the Tees Valley appropriate to a city region level. It is not proposed at least in the first year for the local authorities to delegate any powers to Tees Valley Unlimited. As progress is made on developing the work of the Boards, and where the partners agree it would be sensible, it may be necessary to delegate powers, but at least for the first year of operation, this is not expected to be the case.

c) **Joint Strategy Committee**

Tees Valley Unlimited effectively takes over the function of the Joint Strategy Committee. There will need to be a process put in train to wind up the JSC.

d) **Voting**

There is an issue over where it is appropriate for local authority members to have a vote or where all members of the Board can vote. In certain cases

where there are local authority statutory functions e.g. responses to the Regional Spatial Strategy, Transport it is proposed that only local authority members can vote. In other areas such as economic development, all members can vote. There is a concern that unless partners can vote on non statutory matters, they will feel unable to influence policy.

e) Accountable Body

The Multi Area Agreement between the five local authorities and ONE, the Regional Housing Board/DCLG and DfT will need to be ratified by each of the authorities. One authority will act as an accountable body for the resources set out in the multi area agreement.

4.0 TEES VALLEY UNLIMITED COMPONENT GROUPS

4.1 a) Leadership Board

“The Leadership Board will consist of about 10 members. Five of the members will be representatives of the five Tees Valley Authorities. There would be five other members representing other sectors (such as business, education/universities and the voluntary sector). Board level representation of regional agencies would not be formally members of the Board but would be invited to attend and actively contribute to discussions ... The Chair of the Leadership Board would be a non-local authority chair with a local authority representative as the vice chair. The Chair would be appointed for 3 years.”

Terms of Reference	<ul style="list-style-type: none"> • To ensure delivery of the Tees Valley Investment Plan • To achieve the targets set out in the Multi Area Agreements • To deliver the City Region Development Programme • To agree and change to programme/funding as required to the Tees Valley Investment Plan • Approve any reviews of the Tees Valley City Region Development Programme and other City Regional strategies • Ensure the City Region Development Programme and other strategic reports are reflected in regional, pan-regional and national policies • Engage with local MPs • Meet on a quarterly basis
Composition	<ul style="list-style-type: none"> • Mayors and Leaders of the Tees Valley Authorities • Five representatives from the private/third sector
Accountability	<ul style="list-style-type: none"> • To Government through the MAA • To other funding partners • All members of the Board, including the private sector, have a vote

- It is apparent that a strong candidate is emerging for the position of Shadow Chair. The intention would be to appoint a Shadow Chair then to identify, with the agreement of Leaders and Mayors, which private/third sector partners should be approached.
- The Chair and non-Local Authority members would serve for a period of three years.

b) Executive

“To advise the Leadership board there needs to be an Executive. The Executive will comprise the five Tees Valley Authority Chief Executives, together with Chief Executives or leaders of other key Tees Valley organisations.”

Terms of Reference	<ul style="list-style-type: none"> • Policy and strategic service to the Board • Monitoring and delivery of the Investment Strategy, the CRDP and the MAA • To report, by exception, progress on project delivery • To make recommendations to the Leadership Board on changes to programme/funding as required • Monthly meetings (in the initial stages and then may be quarterly to feed into Leadership Board meetings)
Composition	<ul style="list-style-type: none"> • Tees Valley Local Authority Chief Executives and other key public sector sub regional chief executives/private sector organisations chief executives • Observers from ONE, GONE, LSC, Jobcentre Plus, CBI, Chamber of Commerce, Communities England
Accountability	<ul style="list-style-type: none"> • To the Leadership Board

The Executive will be serviced by the Director of the JSU.

c) Private Sector Business Group

“The Private Sector Business Leadership Group [will] provide a very direct engagement of the private sector with decisions taken by the City Region as a whole.”

Terms of Reference	<ul style="list-style-type: none"> • To provide two-way relationship between the Leadership Board/Executive and the private sector • Quarterly meetings, timed between meetings of the Leadership Board
Composition	<ul style="list-style-type: none"> • 10 – 15 members from key private sector partners. 10 core members with provision of a further 5 to be invited depending on the issue.

Accountability	<ul style="list-style-type: none"> • NA

- The Chair, when appointed, will work with the private sector partners to form the Group.
- The JSU will service the Group.

d) City Region Policy Forum

“A Tees Valley City Region Policy Forum is [proposed to be] set up with the County Durham and North Yorkshire authorities to develop policy in particular looking at not only how the se areas can benefit from the improvement of the economic performance of the Tees Valley but also how they can contribute to improving the economic performance of the City Region.”

Terms of Reference	<ul style="list-style-type: none"> • To share information on strategic developments that will affect either parties' forward strategy, such as large scale planning applications, transport proposals housing and spatial planning • Probably six monthly meetings to coincide with the Leadership Board meetings, although may also depend on the Executive and the need for any special meetings to deal with specific issues
Composition	<ul style="list-style-type: none"> • 5 nominated representatives from the Tees Valley, together with representatives from the 2 County Councils and 5 District Councils
Accountability	<ul style="list-style-type: none"> • No direct accountability within Tees Valley Unlimited, but relationship with existing (and future) arrangements in other authorities needs to be clarified

- It is intended that this Forum should be entirely an Officer group, concerned primarily with the co-ordination of strategy.

e) **Planning and Economic Strategy**

“Coordinating the input of the City Region into the Regional Spatial Strategy, Regional Economic Strategy and the Northern Way and taking forward the strategic economic issues set out in the Business Case.”

Terms of Reference	<ul style="list-style-type: none"> • Co-ordinate delivery of the spatial priorities as set out in the Investment Plan • Co-ordinate the input of the City Region into the RSS, RES, The Northern Way and European policy • Produce research reports into economic issues • Produce an annual monitoring report on the economic
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	<p>performance of the City Region and the success of the CRDP</p> <ul style="list-style-type: none"> • Take a lead on sector working, eg a logistics sector strategy related to ports and airports • Develop and implement the green infrastructure strategy • Co-ordinate the implementation of the regeneration/place programme and the key spatial initiatives • Liaise with One NorthEast on the key sector initiatives taking place in the Tees Valley
Composition	<ul style="list-style-type: none"> • A Member/Officer group with Cabinet Members for planning/economic development and Officers from the five Tees Valley Authorities • Representatives from CBI, Chamber of Commerce, NEPIC, Renew Tees Valley, Centre for Process Innovation, Tees Valley Engineering Partnership, ONE, LSC, Business Link North East, NEA, North Yorkshire County Council (1 Officer), Durham County Council (1 Officer), Environment Agency, Tees Valley JSU, Tees Valley Regeneration
Accountability	<ul style="list-style-type: none"> • To the Leadership Board (through the Executive) • To funding partners • Local Authority Cabinet Members have a vote on any planning matters – all can vote on economic development matters

f) Transport for Tees Valley

“To develop City Region transport strategy and develop the Tees Valley Metro, Bus Network Improvements and transport issues affecting the trunk road network.”

Terms of Reference	<ul style="list-style-type: none"> • Co-ordinate delivery of the City Region Transport Strategy • Prepare the business case and co-ordinate the delivery of the Bus Network Improvements • Examine options for operating the system and take forward the Tees Valley Metro proposals after they have been progressed to a suitable degree • Prepare the Tees Valley Monitoring Report • Co-ordinate the implementation of transport resources delegated through TIF and the RFA process • Liaise with the Highways Agency and Network Rail on issues relating to the strategic road and rail network • Represent the Tees Valley and making the case for further investment through regional and national bodies, The Northern Way and European Funds
Composition	<ul style="list-style-type: none"> • A Member/Officer group with Cabinet Members for transport and Officers from the five Tees Valley Authorities • Representatives from GONE, ONE, NEA, Highways Agency, Network Rail, Arriva, Stagecoach, Chamber of Commerce, CBI, PD Ports, Peel Holdings, North Yorkshire County

	Council (1 Officer), Durham County Council (1 Officer), Tees Valley JSU
Accountability	<ul style="list-style-type: none"> To the Leadership Board (through the Executive) To funding partners To Government in delivering major transport schemes Only Local Authority Cabinet Members have a vote

- There may be a need to set up a limited company to act as the Contracting Authority for the bus and rail network improvements. Composition reflects initial strategy stage- there may be a need to separate out in the future the provider organisations

g) Employment and Skills Board

“To develop a Tees Valley Skills Strategy.”

Terms of Reference	<ul style="list-style-type: none"> Develop a City Region Employment and Skills Strategy Identify the key skills needs of the City Region and the programmes required Address issues relating to Employability, in particular the 20% of the working population with no qualifications Co-ordinate delivery of the employment and skills work being undertaken by partners and advise statutory agencies on commissioning of mainstream funded delivery Engage key City Region employers within the process Encourage people to recognize the value of education and training Improve the employment offer Encourage people to become more innovative and enterprising in business, work and training Prevent issues of underachievement and non-engagement arising at the outset Ensure that the outputs are aligned with the RES and Regional Employability Framework
Composition	<ul style="list-style-type: none"> LSC, Jobcentre Plus, five Tees Valley Authorities (Children’s Services and Economic Development/Regeneration Departments), Colleges of Further Education (1), HEFCE, University of Durham, University of Teesside, Business Link North East, CBI, Chamber of Commerce, Federation of Small Businesses, TUC, training providers (1), voluntary sector (1), Tees Valley JSU
Accountability	<ul style="list-style-type: none"> To the Leadership Board (through the Executive) It is intended that the Board will advise LSC/Jobcentre Plus on the skills needs of the Tees Valley. As such, it is a strategic advisory body Primarily an Officer Board, since it is concerned with strategy and co-ordination

h) **Housing Board**

“To coordinate the delivery of the housing market renewal strategy.”

Existing Arrangements	<ul style="list-style-type: none"> • Tees Valley Living
Terms of Reference	<ul style="list-style-type: none"> • As existing TVL arrangements • Delivery of the housing market renewal strategy • Liaise with the Regional Housing Board
Composition	<ul style="list-style-type: none"> • As existing TVL arrangements
Accountability	<ul style="list-style-type: none"> • As existing TVL arrangements, but to the Leadership Board rather than TVP • Cabinet Members only will have voting rights as of now

i) **Tourism Board**

“To develop and realise the potential for tourism in the Tees Valley.”

Existing Arrangements	<ul style="list-style-type: none"> • Area Tourism Partnership (Visit Tees Valley)
Terms of Reference	<ul style="list-style-type: none"> • As existing ATP arrangements • Promote tourism • Co-ordinate the development of a programme of major events • Develop programmes to support the development of tourism business and the skills needs of this growing sector • Further items being delivered by the ATP
Composition	<ul style="list-style-type: none"> • As existing ATP arrangements
Accountability	<ul style="list-style-type: none"> • As existing ATP arrangements, but to the Leadership Board instead of ONE

5.0 **OUTLINE IMPLEMENTATION TIMETABLE**

The outline implementation timescale is shown below: -

January/February

- Leaders and Mayors agree terms of reference and composition of sub boards
- Appoint Shadow Chair
- Visit of Peer Assist Group
- Local Authority Cabinet Approval for proposed arrangements

- Advice on legal issues re wind up of JSC and establishment of TVU

February/March

- Discussions with private sector on the proposals
- Discussions with North Yorkshire and Durham authorities on proposals
- Negotiate with ONE the translation of the Investment Plan into an agreed programme which can form the basis of an agreement with ONE and inclusion in ONE corporate plan
- Discussions continue with DfT on transport projects and DCLG on governance
- Formally respond to City Development Companies consultation paper
- Prepare report restructuring JSU to be able to service TVU
- Response of the Peer Assist Review Group which will be the Government's formal response to the City Region Business Case

April/May

- Agree board appointments where necessary
- Deal with implications of CSR 2007 Review

June/July

- Boards meet for the first time

6.0 RECOMMENDATIONS

- 6.1 The Cabinet is asked to endorse the governance proposals and the implementation timetable set out in this report.

CABINET REPORT

5th March 2007



Report of: Director of Neighbourhood Services

Subject: CLEVELAND SAFETY CAMERA PARTNERSHIP -
UPDATE

SUMMARY

1. PURPOSE OF REPORT

1.1 The purpose of this report is to update Cabinet in respect of proposed changes in the way that the Safety Camera Partnership will be funded together with how it will operate in the future.

2. SUMMARY OF CONTENTS

2.1 The report includes

- (a) a progress statement;
- (b) details of a proposed way forward.

3. RELEVANCE TO CABINET

3.1 The report includes changes to the Safety Camera Partnership for which the Council is lead authority across the whole of the former Cleveland area.

4. TYPE OF DECISION

4.1 Non Key decision

5. DECISION MAKING ROUTE

5.1 This is a Cabinet decision.

6. DECISION(S) REQUIRED

6.1 That the Cabinet approve the proposals.

Report of: Director of Neighbourhood Services

Subject CLEVELAND SAFETY CAMERA PARTNERSHIP -
UPDATE

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to update Cabinet in respect of proposed changes in the way that the Safety Camera Partnership will be funded together with how it will operate in the future.

2. BACKGROUND

- 2.1 The cost recovery system for safety and red light camera enforcement (hypothecation) scheme was launched on 1st April 2000 as a Partnership between Cleveland Police, Cleveland Magistrates' Courts Service and the four Unitary Authorities within the former Cleveland area. In addition, the partnership was supported by the Highways Agency.
- 2.2 The Unitary Authorities undertook to install camera sites and nominate suitable roads for enforcement based on speed and casualty data and to monitor vehicle speeds and traffic volumes. The national criteria for these was set by the Department for Transport.
- 2.3 In the first year of operation, 33 roads were nominated (8 in Hartlepool). In this 7th year of operations, a total of 54 roads are camera monitored (13 in Hartlepool), together with 23 complaint sites (7 of these are in Hartlepool).
- 2.4 Monitoring of vehicle volume and speed and analysis of collision and casualty data plays an important role in determining the most at risk locations to target speed enforcement.
- 2.5 In addition, these databases as referred to above can be interrogated by an analyst employed by the partnership, to identify the most vulnerable road user groups and provide intelligence to support all road safety campaign initiatives.
- 2.6 This practice is currently undertaken on a regional basis, through the Monitoring Group set up by the Regional Road Safety Forum. This forum gathers collision data from the 3 police force areas of Cleveland, Durham and Northumbria and collectively analyses it to advise respective road safety experts on specific problems experienced by individual road user groups.
- 2.7 All costs involved in operating the partnership were met by income from fine revenue, enabling partnership activity to be maintained as 'cost neutral' to all partners.

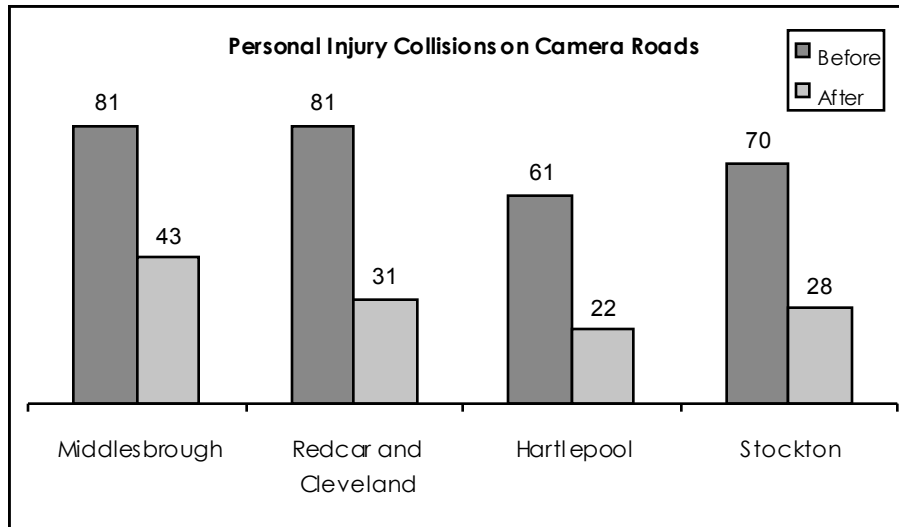
- 2.8 Financial risk was divided between the 4 Authorities and the police, with the police carrying the major risk should the partnership fail to meet its costs.
- 2.9 In practice, funding levels were approved on a year by year basis by the Department of Transport. Every Safety Camera Partnership had to submit an annual business case covering all proposed activities and the level of expenditure was approved for the following year.
- 2.10 The number of offences detected relies on the level of non-compliance. So, the more drivers comply with speed limits and therefore the more successful the partnership is, the lower the number of offences captured, with a resulting reduction in the amount of income available to support partnership activity.
- 2.11 The following examples show how income and expenditure are balanced over the year:
- | | Income
£ | Spend
£ |
|---------|--------------|--------------|
| 2004/05 | 1,314,420.00 | 1,299,029.00 |
| 2005/06 | 1,206,000.00 | 1,078,677.00 |
- 2.12 The balance of any remaining monies at the financial year end was returned to the Treasury.
- 2.13 Hartlepool Borough Council is the lead authority for the partnership and employs two staff members on one year renewable annual contracts. These posts are the Partnership Manager and Public Relations Manager. These two roles were seen as essential in the profile that the Department of Transport had for running these partnerships.

Results

- 2.14 In the 6 full years of operation, partnership activities have helped to achieve approx. 58% reduction in the total number of injury collisions occurring on camera monitored roads:

Reduction in injury collisions on camera monitored roads. (2000 – 2006)

Area	Yearly Av. Pre cameras	Yearly Av. Post cameras	Reduction
Middlesbrough Redcar and Cleveland	81	43	-47%
Hartlepool	61	22	-64%
Stockton	70	28	-60%



- 2.15 The latest independent research carried out by University College London (UCL) covering the period April 2000 to March 2004, used a predictive model to establish how many collisions could have been expected at camera sites if no intervention had taken place, this takes into consideration local trends and seasonal variations.
- 2.16 Headline casualty reduction figures at camera sites for this area were a drop in the number of people Killed or Seriously Injured of 14% and a drop of 45% in the number of Personal Injury Collisions. This drop shows Cleveland to be the 5th highest performing partnership in the country out of a total of 38, whilst also remaining one of the smallest.

3.0 THE WAY FORWARD

- 3.1 On 15 December 2005 the Department for Transport announced a number of proposed changes to the administrative and funding arrangements for the national safety camera programme.
- 3.2 The way safety cameras are funded will change on 1 April 2007. The annual netting off funding of safety cameras from fine revenue will end and all fine income from safety cameras will go to the Treasury's consolidated fund in the same way as other fines.
- 3.3 Local authorities will instead receive additional funding for road safety through the Local Transport Plan process. The Department is increasing the funding for road safety in Local Transport Plans by £110m per year over the period 2007/08 - 2010/11. This money is being allocated in the form of a Specific Road Safety Grant within the LTP system. The formula reflects the road safety formula already built into the LTP system - based on road safety need (number of casualties in the local area) and quality of road safety plans and delivery.

- 3.4 The Government is encouraging the establishment of wider road safety partnerships, in which the existing close working between local authorities, the police and other local partners on safety cameras is extended across a broader range of road safety measures.
- 3.5 It is envisaged that a Cleveland-wide road safety partnership is formed at strategic level, and including representatives from the Health Service and the Fire Service in addition to those partners currently involved.
- 3.6 It was felt that the best group to investigate how this could work in practice was the Chief Engineer's Group in conjunction with Cleveland Police.
- 3.7 It was felt by this group that there was a need to take an independent overview of the Safety Camera Partnership and how it might assist in delivering the new government agenda linked to the four Local Authorities overall road safety initiatives.
- 3.8 In order to do this, Cleveland Police commissioned a private sector consultant to investigate and report on how to set up a new look partnership to address the challenges that lay ahead over the next five years or so.
- 3.9 The consultant reported back to the Chief Engineer's group just before Christmas 2006 with a set of proposals for the shape of the new partnership.
- 3.10 It was proposed that the two posts of Partnership Manager / PR Manager be changed to Partnership Manager / Partnership Officer with the latter role now being a support role to the Partnership Manager at a reduced salary grade.
- 3.11 Given the long term security of funding, these two posts should now be made permanent.
- 3.12 In addition, it was proposed that the role of Treasurer to the partnership that had formally been carried out by Middlesbrough Borough Council should transfer to Hartlepool Borough Council.
- 3.13 There will be a need to produce Service Level Agreements with all partners together with a business plan to cover the future direction of the partnership.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The safety camera partnership will now be funded through the LTP allocation from Hartlepool Borough Council, Stockton Borough Council, Middlesbrough Borough Council and Redcar and Cleveland Borough Council via monies that are ring fenced for road safety initiatives.
- 4.2 The partner contributions for the first year of the new look camera safety partnership based upon percentage allocation is:

Hartlepool	£140,544.17
Middlesbrough	£207,928.35
Redcar and Cleveland	£173,581.66
Stockton	<u>£248,050.82</u>
Total	£770,105.00

- 4.3 These proposals will not have any additional revenue implications to Hartlepool Borough Council over and above the LTP allocation.

5.0. DECISION(S) REQUIRED

- 5.1 That the Cabinet approves the proposals for the future operation of the safety camera partnership.

CABINET REPORT

5 March 2007



Report of: Director of Neighbourhood Services and Director of Adult & Community Services

Subject ELDON GROVE SPORTS CENTRE - MARKETING

SUMMARY

1. PURPOSE OF REPORT

To seek Cabinet approval to a marketing strategy for Eldon Grove Sports Centre.

2. SUMMARY OF CONTENTS

This report highlights the options that Cabinet should consider in a marketing strategy which seeks to gain expressions of interest for the continuation of the Eldon Grove Sports Centre.

3. RELEVANCE TO CABINET

This is a major policy decision in terms of budget strategy and services to the community.

4. TYPE OF DECISION

Non Key.

5. DECISION MAKING ROUTE

Cabinet 5 March.

6. DECISION(S) REQUIRED

That Cabinet approves a marketing strategy for the Eldon Grove Sports Centre.

Report of: Director of Neighbourhood Services/Director of Adult & Community Services

Subject ELDON GROVE SPORTS CENTRE - MARKETING

1. PURPOSE OF REPORT

- 1.1 To seek Cabinet approval to a marketing strategy for the Eldon Grove Sports Centre.

2. BACKGROUND

- 2.1 The closure of Eldon Grove Sports Centre was included as part of the Council's budget strategy, however, at the Cabinet meeting of 5 February 2007, Cabinet agreed to extend the operation of the centre for a period of three months from the original closure date of 31 March 2007 to receive expressions of interest as to how the centre could continue.

3 PROPOSAL

- 3.1 There have been several expressions of interest received with proposals of how the centre could be operated in whole or in part by organisations other than the Council. A marketing strategy is now required.

- 3.2 It is necessary to set some objectives for any marketing proposals and it is suggested that the following will be base requirements :-

- To ensure that site is used for leisure and recreational services for the benefit of the community.
- To ensure that current service users/groups are accommodated in the proposals.
- To give the opportunity to current service users/groups to present a proposal.
- To ensure that there is no cost to the Council in any arrangement.
- To ensure any existing liability and/or responsibility in relation to the site is passed over to the new operator(s).
- Proposals would be subject to relevant consultations.
- Proposals would be subject to local plan and other planning requirements.

- 3.3 There are two options that the Cabinet could consider (or possibly a permutation of the two):

3.3.1 Option 1

- The Council markets the site on a wide scale appealing for the best consideration on a commercial basis, but always retaining the base requirements in section 3.2.
- This could take approximately six months to undertake and would cost in the region of £3,000, taking into account preparing briefs, advertising, marketing, consultation and evaluation.

3.3.2 Option 2

- The Council markets the site on a local basis (say via the Hartlepool Mail and other local outlets) appealing for local companies and/or community/sports groups to express interest.
- This option would need to retain the base requirements of the marketing proposal in section 3.2.
- This would take approximately four months to undertake at a cost in the region of £1,500.

3.4 There may also be an opportunity to have a permutation of Options 1 and 2.

3.5 In any option the Council needs to consider whether:

- To retain the freehold of the site and enter into a lease arrangement.
- To sell the freehold interest of the site.
- The site could be subject of one single proposal or possibly a number. Although there would be difficulties in evaluating setting up and managing a number of operators.
- The Council should seek to gain any financial benefit from the future arrangements, e.g., profit sharing from a commercial arrangement.

3.6 Whichever option or permutation is approved it may be that the three months extension of time may need to be further extended depending upon the responses received.

4.0 LEGAL CONSIDERATIONS

4.1 S.132 Local Government Act 1972 requires the Council to dispose of land only for the best consideration reasonably obtainable, or to obtain the Secretary of State's consent to the disposal. That requirement applies to a sale of the freehold and for the grant of a lease of more than 7 years. The Secretary of State has issued General Disposal Consents 2003 for disposal where:-

(a) the object of the disposal is the promotion or improvement of economic, social or environmental well-being of the area; and

b) the difference between the unrestricted value of the land to be disposed of and the consideration for the disposal does not exceed £2,000,000 (two million pounds).

4.2 Having regard to the estimated unrestricted value of the land (less than £2m), the proposal outlined in this report are such that a disposal under the General Consents would be lawful.

5.0 SUMMARY

5.1 Uninvited interests have already been received based on:

- Use of building for town wide organisations.
- Commercial venture for whole centre.
- Use of part of site.
- Operation of building for a variety of community uses.

5.2 Initial interest has been encouraging, but any proposals will need an evaluation based on the base requirements in section 3.2.

5.3 Cabinet's views are sought on how the centre is marketed and the value, sustainability and risk of the proposal to the Council and the community.

6.0 RECOMMENDATION

6.1 That Cabinet approves a marketing strategy for Eldon Grove Sports Centre.

CABINET REPORT

5th March 2007



Report of: Assistant Chief Executive

Subject: COMPREHENSIVE PERFORMANCE ASSESSMENT RESULTS 2006

SUMMARY

1. PURPOSE OF REPORT

To provide Cabinet with the results of the Comprehensive Performance Assessment (CPA) reassessment for 2006.

The overall assessment does not take into account the results of the Corporate Assessment Inspection, carried out in November and December 2006, results of which will not be known until later this month.

2. SUMMARY OF CONTENTS

The report contains the results of the CPA reassessment. The Council has been rated a four star authority which is “improving well”.

It also incorporates the complete results for the CPA and associated assessments, which when combined provide the overall rating, as follows :

	Score (out of 4)
Corporate Assessment (2002)	4
Social Care (Adults)	3
Children and Young People	3
Housing	3
Environment	3
Culture	3
Benefits	4
Use of Resources	3
Direction of Travel	3

3. RELEVANCE TO CABINET

This relates to the overall performance of the Council.

4. TYPE OF DECISION

No decision

5. DECISION MAKING ROUTE

Not applicable

6. DECISION(S) REQUIRED

Cabinet to

- i) note the results of the assessments included in the report
- ii) identify any feedback they wish to give on this matter

Report of: Assistant Chief Executive

Subject: COMPREHENSIVE PERFORMANCE ASSESSMENT RESULTS 2006

1. PURPOSE OF REPORT

- 1.1 The purpose of the report is to provide Cabinet with the results of the Comprehensive Performance Assessment (CPA) reassessment for 2006.

The overall assessment was published on 22nd February. The assessment does not take into account the recent Corporate Assessment inspection, carried out in November and December 2006. The results of the inspection will be known later this month, and will be reported to Cabinet then.

2. BACKGROUND

- 2.1 The CPA methodology was introduced in 2002 as a rating system for all local authorities. Since the Council was awarded Excellent status in 2002 the CPA score has been refreshed each year (with the Council maintaining Excellent status each time).
- 2.2 In 2005 the Audit Commission consulted on, and introduced a revised CPA framework, called “The Harder Test”. The revised framework had a number of changes which were reported to Cabinet on 19 December 2005, and included a change in the categorisation of councils. The old system, under which Hartlepool had always been classed as “Excellent” was replaced with a “star” system, ranging from 0 stars for the worst performing councils, to 4 stars for the best performing councils.
- 2.3 In 2005 the Council was awarded “four star” status and was deemed to be “improving well”.

3. THE CPA FRAMEWORK

- 3.1 The current CPA methodology, and the one which was used for this reassessment, is broken down into a number of key areas. These are as follows:

Element	
Corporate assessment	Inspection was undertaken in November/December 2006. The result of which will not be known until later this month. The 2002 score, of 4, has been used in the 2006 reassessment of the overall CPA score.

Use of resources	Incorporates Value for Money assessment. Undertaken through a combination of self assessment and assessment/scoring by the Audit Commission
Benefits service block	Undertaken through a combination of self assessment and assessment/scoring by Benefit Fraud Inspectorate
Children and young people service block	Undertaken through a combination of self assessment and assessment/scoring by Ofsted and CSCI
Social care (adults) service block	Undertaken through a combination of self assessment and assessment/scoring by CSCI
Environment service block	Measured through performance against a range of performance indicators
Housing service block	
Culture service block	
Direction of Travel	A self assessment which is scored by the Audit Commission and introduced in 2005.

4. THE CPA CLASSIFICATION

- 4.1 The Council has been rated a four star (excellent) authority which is “improving well”.

5 BREAKDOWN OF RESULTS

- 5.1 The complete results for the CPA and associated assessments is as follows

	Score (out of 4)
Corporate Assessment (2002)	4
Social Care Adults *	3
Children and Young People *	3
Housing	3
Environment	3
Culture	4
Benefits	4
Use of Resources *	3
Direction of Travel	3

* - these elements of the CPA model are classed as level 1 (all others as level 2)

- 5.2 The **Direction of Travel** statement, prepared in advance of the CPA reassessment, has been audited by the Audit Commission. Their judgement is that the Council is “**Improving Well**”. The Audit Commission have

produced a statement of their assessment and this is attached as Appendix 1.

6 CONCLUSIONS

- 6.1 These are positive results for the Council. Significant progress continues to be made both in terms of service performance and achievement of outcomes which have a positive affect on the community and in the manner in which the authority is currently run and being developed.

There are still considerable challenges ahead if the Council is to maintain this level of performance and achievement for the community but the authority appears to be well placed to address these.

7 DECISIONS REQUIRED

- 7.1 Cabinet are requested to

- iii) note the results of the assessments included in the report
- iv) identify any feedback they wish to give on this matter



Hartlepool Borough Council

Confirmation of Direction of Travel Assessment 2006

Direction of Travel Judgement

This is a council that is:

Improving well

Direction of Travel Narrative

What progress has the council made in the last year?

The Council continues to make progress in all areas identified as priorities. Additional investment in education has led to improved levels of achievement at several key stages and a further reduction in school exclusions. People are in better health, although the gap between Hartlepool and the national average is widening. The management of a small number of services to support vulnerable people has been improved in response to an inspection highlighting the need for change. Most crime levels have fallen considerably, with performance well ahead of agreed targets. People feel safer and drugs misuse is being actively tackled. Almost all new homes are being built on derelict land. The contribution to wider community outcomes is strong, particularly in relation to economic regeneration where jobs and business start ups have increased. The Council engages well with all communities who are actively involved in local planning. Organisational and financial capacity, including value for money, is good; but some aspects of organisational change are progressing slowly. The potential for further improvement is enhanced through strong leadership and effective scrutiny within the Council.

CABINET REPORT

5th March 2007



Report of: Director of Adult & Community Services

Subject INDIVIDUALISED BUDGETS – SELF DIRECTED SUPPORT

SUMMARY

1. PURPOSE OF REPORT

To update members on plans for the implementation of self directed services which is a process of supporting individuals with social care needs to plan and control their own service delivery with the support of their families/friends or appointed social care professional.

The way in which this is to be achieved is by Hartlepool becoming one of a group of Local Authorities nationally who is being supported to implement a new system of support through the In Control programme.

2. SUMMARY OF CONTENTS

The report includes background details on the “In-Control” Pilot, how this supports the direction of travel for Adult Social Care and aims to enable the authority to develop a model to help us to move towards the government’s targets of developing individual budgets by 2012.

3. RELEVANCE TO CABINET

To update cabinet on the progress to date and inform cabinet of the way in which this approach will transform the way in which social care is organised within Hartlepool’s Adult and Community Services Department.

4. TYPE OF DECISION

Non-key.

5. DECISION MAKING ROUTE

Cabinet.

6. DECISION (S) REQUIRED

To note the progress made on developing systems to support individualised budgets and self directed support.

Report of: Director of Adult & Community Services

Subject INDIVIDUALISED BUDGETS – SELF DIRECTED SUPPORT

1. PURPOSE OF REPORT

To update members on progress made to date on implementing self directed services across adult services as part of the In Control Pilot (known as Total Transformation) agreed by Adult and Public Health Portfolio on 18th September 2006. Implementing self directed support with people in Hartlepool will ensure that vulnerable adults are central to all decisions about their care and support and will enable them to have complete control over how this support is delivered

The implementation of self directed support across adult services will have a significant impact on the systems and processes that are currently in place, and we will need to ensure new systems and processes are developed that are flexible and respond to need in a different way than has been in the past. This will fundamentally alter the way in which the department carries out its assessment and care management function in the future.

2. BACKGROUND

A New System of Social Care - In 2003 work began in six local authority pilot sites to test Self Directed Support as a viable model of social care; this model was called In Control. The pilots focused mainly on people with disabilities; however the system of self directed support is designed for everyone who uses social care support.

“In Control¹” developed its system of Self Directed Support as a way of supporting disabled people to have real power and responsibility – a system based on the principle that disabled people are citizens like other people.

The impact of this was described in the Government’s document Improving the Life Chances of Disabled People². This paper highlighted the disparity between professional aspirations in regard to the citizenship of disabled people and the actual outcomes produced by the present social care system.

¹ In Control – A report on In Controls First Phase 2003-2005

² Improving the life chances of Disabled People – Prime Ministers Strategy Unit. January 2005

Professional gift and citizenship models – The change from the prevailing system of social care to one of self directed support could be represented as a move from a professional gift model to one of citizenship. In the former care comes as a gift, something that cannot be controlled or shaped by the recipient. The later alternative model for social care, Self Directed Support uses the same components in a radically different way. The person is at the centre of the system and can exercise their rights and responsibilities attached to being a citizen.

3. POLICY CONTEXT

The first of three recent national policy documents, “Improving the Life Chances of Disabled People” sets out an agenda for the transformation of service systems used by people so that they could achieve independent living and direct their own lives. The document cited that people should have access to their own Individual Budget, which might be brought together from various sources. Individual Budgets then featured as a key lever for change in the adult social care Green Paper – “Independence Wellbeing and Choice”³. A third policy paper, “Opportunity Age”⁴ confirmed the intention to explore the potential for Individual Budgets for all people using adult social care services, including older people. Following publication of these policy documents, a Government pilot Individual Budget programme was initiated. Thirteen local authorities are developing their systems to deliver Individual Budgets over a two year period from January 2006. “Our Health Our Care Our Say the Health and Social Care White Paper”⁵ confirmed that these pilots have the potential to set the direction of travel for social care for the next generation.

4. DIRECTION OF TRAVEL

The recent report to Cabinet⁶ on the strategic Direction of Travel for Adult Social Care in Hartlepool received support for the changes required in commissioning and care management functions in order to put people at the centre of their care and support decisions. The key outcomes for vulnerable adults being to improve choice and control for people using social care, to maximise peoples potential and life changes and to confirm the role of Local Government in supporting social inclusion and well being for its communities.

5. PROGRESS

The Cabinet report on the strategic direction of travel builds on the work done as part of the In Control Pilot both nationally and in Hartlepool. Hartlepool joined the In Control pilots in September 2006 and has done significant work to identify what is needed to move Hartlepool’s current system of social care

³ Independence, Well-being & Choice: Our vision for the future of Social care for Adults in England. Social Care Green Paper. Department of Health March 2005

⁴ Opportunity age-Opportunity and Security throughout life. Department of Work & Pensions. March 2005

⁵ Our Health Our Care Our Say, A new direction for Community Services. White Paper. Department of Health January 2006

⁶ Report to Cabinet – Strategic Direction of Travel 5th February 2007

services to one that is controlled and directed by the people who receive those services.⁷ . As part of this development process a baseline report was completed by the Policy Director of In Control which confirms Hartlepool's readiness to move forward towards implementing self directed services for all adult service users and to being put forward to become one of the Local Authorities who are involved in the Total Transformation projects within the In Control system.

6. TOTAL TRANSFORMATION

In Control – In Control has quickly grown from the original cohort of 6 LA's in 2003 and now has more than 90 LA's being supported to implement Self Directed Support approaches. Hartlepool as one of these In Control sites has been working through the key stages of Self Directed Support development, creating a Resource Allocation System (RAS) and testing it with a number of people. The progress on Self Directed Support in Hartlepool has demonstrated our readiness and ability to move forward and as such Hartlepool has been selected as one of the LA's to become a Total Transformation site, which means we would be supporting all adults with social care needs to have the opportunity to self direct their own support in the future.

The Total Transformation project is part of the national In Control movement and is governed by a National Steering Group. The Steering Group offers management and leadership through a project team. The Director of Adult and Community Services in Hartlepool is also a member of the National Steering Group. Hartlepool Borough Council will receive a dedicated link project administrator who would offer 3 important areas of support for the implementation process, these areas are:

- Project planning and implementation
- Individual data collection – Economic and quality of life impact
- Whole system impact modelling

As part of the implementation and preparation phase a range of briefing, update sessions and training is being organised for elected members, staff within the department and people who use services and their families. This training is to be funded by the DOH's Care Service Improvement Partnership and Hartlepool has been asked by the DOH to take part in an early evaluation of Self Directed Support projects.

7. CONCLUSION

As highlighted in the recent report to Cabinet on the Future Direction of Travel for adult social care in Hartlepool we are seeing major shifts in the social care landscape. To support this shift we will be required reconfigure systems to equip the workforce to support Individual Budgets and will also require a shift

⁷ Report to Portfolio Holder – Adult and Public Health Services Portfolio, Report to Portfolio Holder 18th September 2006

in training and resources to develop the workforce and give them the appropriate tools to meet the growing demands of Self Directed Support and Individual Budgets.

Hartlepool's progress in this area can already be demonstrated by the marked increase in the number of people requesting Direct Payments over the last 12 months and in the increase in the take up of personal grants and benefits aimed at maximising Independence such Independent Living Fund (ILF) Supporting People Grant and Access 2 Work Grants.

The Council will need to move swiftly in order to meet the demand of the 2012 deadline⁸ in ensuring people have access to Individualised Budgets. The Adult and Community Services Department is beginning to put systems in place such as self-directed support in order to ensure it is well prepared and able to meet these timescales.

8. RECOMMENDATIONS

Members are asked to note the progress to date on delivering Self Directed Support and Individual Budgets and to receive further update reports on the departments' involvement in the national Total Transformation project and our progress in the implementation of self-directed services.

⁸ Independence, Well-Being & Choice - Our vision for the future of Social care for Adults in England. Social Care Green Paper. Department of Health March 2005

CABINET REPORT

5th March 2007



Report of: Chief Executive

Subject: POST OFFICE NETWORK CONSULTATION

SUMMARY

1. PURPOSE OF REPORT

The purpose of the report is to seek Cabinet's views on the DTI consultation document regarding the future of the post office network.

2. SUMMARY OF CONTENTS

The consultation document (attached at Appendix A) sets out the Government's future funding and structural plans for both urban and rural post offices.

3. RELEVANCE TO CABINET

The post office network is of significance to the authority and town.

4. TYPE OF DECISION

Non-key.

5. DECISION MAKING ROUTE

Cabinet, 5th March 2007

6. DECISION(S) REQUIRED

Cabinet's views are required, in order that the consultation can be responded to by the closing date of 8th March 2007.

Report of: Chief Executive

Subject: POST OFFICE NETWORK CONSULTATION

1. PURPOSE OF REPORT

The purpose of the report is to seek Cabinet's views on the DTI consultation document regarding the future of the post office network.

2. BACKGROUND

The Government is currently undertaking a consultation on the future funding and structure arrangements of the post office network. The consultation document is attached at Appendix A.

The consultation will help determine the long-term role post offices play in rural and urban communities throughout the UK.

Members of the Local Strategic Partnership have been provided with the opportunity to submit comments.

3. RECOMMENDATION(S)

Cabinet's views are required, in order that the consultation can be responded to by the closing date of 8th March 2007.

postwatch

January 2007

The Post Office Network – DTI Consultation Document

The Government is consulting on the future of the post office network. Responses are due by 8th March 2007.

The consultation document describes the government's future funding and structural plans for both urban and rural post offices. Postwatch welcomes the consultation paper, having pressed for government action on the post office network for more than two years.

Key proposals

The key proposals in the consultation are:

- A maximum of 2,500 post office closures. We expect the closures to be divided 50-50 between rural and urban areas.
- Putting in place minimum access criteria for the network:
 - Nationally, 99 percent of population within 3 miles of a post office and 90 percent within 1 mile
 - In deprived urban areas, 99 per cent within one mile
 - In urban areas, 95 per cent within one mile
 - In rural areas, 95 per cent within 3 miles
 - In remote rural areas, 95 percent of the population in postcode districts within 6 miles
- 28 months compensation for subpostmasters leaving the business.
- 500 new 'outreach' services will be created, for example mobile post offices.
- Continuation of the £150 million annual Social Network Payment to 2011, with a recognition that funding will be required beyond this time.

What's wrong with current arrangements?

The network is under considerable financial pressure. Several key facts highlight the need for change:

- 90 percent of rural post offices fail to make a profit. Around one in every five rural branches has fewer than 70 customer visits a week.
- Despite £150 million per annum government funding, 1,000 rural post offices have nonetheless closed over the past five years. Subpostmasters leave the business as costs rise and customer numbers decline.

- Post Office Ltd estimates that government transactions will have fallen to 10 percent of total transactions by 2010, down from approximately 40 percent in 2002. Revenue from government transactions fell by £168 million in 2005/6.
- Much of this relates to changes in the way benefits are paid. Prior to the government encouraging people to have their benefits paid into bank accounts, these transactions accounted for up to 90 percent of business undertaken at post offices in deprived urban areas

What is the Postwatch view?

We will take our time considering and discussing the government's proposals with our stakeholders before we write our response. However, Postwatch's starting point is that post offices play an essential role in thousands of rural and deprived urban communities. To ensure they continue to do so:

- We welcome the extension of funding. This investment needs to be tied to reform. All structural changes must be driven by customers' needs and undertaken following local consultations with affected communities.
- We want the government to explicitly set out what it views the social role of post offices to be. This should help determine the size and structure of the network, and what closures may be undertaken to ensure savings whilst not unduly adversely affecting customers.
- More efforts need to be made to ensure that post offices offer services that customers need and value. For example, the government should take steps to make more of its services available at post offices.
- Distance and topography are good starting points for access criteria. However, other factors (for example, walking distance to closest alternative, availability of public transport, socio-economic indicators) need to be taken into account.
- We support the current 0.5 mile protection for post offices in urban deprived areas, and do not think the government should weaken this.

The questions

The Government lists the following questions in the consultation paper:

1. Does the Government's forward strategy for the post office network address all the key issues and challenges the network faces?
2. Are there other significant factors affecting the future of the post office network which appear to have been overlooked in the Government's proposed approach?
3. Do you have comments on the proposed national access criteria?
4. Do you have comments on the access criteria proposed for deprived urban and rural areas?

5. Do you have suggestions as to how services might be better delivered through the post office network?
6. Do you have any comments on Outreach arrangements as a means of maintaining service to small and remote communities?
7. Do you have comments on the practicality of community ownership of parts of the post office network, which might involve the transfer of assets to community organisations and/or the establishment of local co-operative organisations to own and run local services?

What to do next

Postwatch wants as many affected customers – both businesses and households – to make their views known. Now is the chance to have your say.

The consultation paper is available online at www.dti.gov.uk, or you can telephone 0845 015 0010 for a copy.

Responses should be submitted by 8th March to:

**Post Office Network Consultation
Department of Trade and Industry
Response Centre
1 Victoria Street
London
SW1H 0ET**

or email dti.enquiries@dti.gsi.gov.uk

You don't have to answer every question

Postwatch also wants to hear your views. We would appreciate it if you could also send a copy of your consultation response to us at:

**Postwatch
Devere House
Vicar Lane
Bradford
BD1 5AH**

or fax 01274 730372
or email north@postwatch.co.uk

CABINET REPORT

5th March 2007



Report of: Regeneration and Planning Services Scrutiny Forum

Subject: RAILWAY APPROACHES – FINAL REPORT

1. PURPOSE OF REPORT

1.1 To present the findings of the Regeneration and Planning Services Scrutiny Forum following its investigation into Railway Approaches.

2. SETTING THE SCENE

2.1 At the meeting of the Regeneration and Planning Services Scrutiny Forum on 20 April 2006 the Forum suggested that the 'entrance into Hartlepool by train from both South and North' could be explored in detail during the 2006/7 Municipal Year. Furthermore, at a meeting to suggest potential scrutiny items for this Municipal Year between the Chair of this Forum, the Director of Regeneration and Planning Services, and the Mayor (as Cabinet Member for Regeneration, Liveability and Housing) the issue of 'Railway Approaches' was again suggested as a Scrutiny topic. Subsequently, on 16 June 2006 Members of this Forum selected this topic as its first choice Scrutiny investigation for the 2006/07 Municipal Year.



Picture Opposite:

**Train arriving at
Hartlepool
Station**

2.2 From Members comments at this Forum's meetings on 20 April 2006 and 16 June 2006 a number of key issues emerged in relation to this inquiry:

- (a) Condition of the railway verges;
- (b) Development sites, derelict land/buildings, and landscaping;
- (c) The condition of Hartlepool Station given its role as part of the new Transport Interchange; and
- (d) Impact of railway approaches on the continued regeneration of the town.

2.3 These issues were further developed into the 'Overall Aim of the Scrutiny Investigation' and the 'Terms of Reference' which are outlined in Sections 3 and 4 below.

3. OVERALL AIM OF THE SCRUTINY INVESTIGATION

3.1 To examine the railway approaches into Hartlepool and develop suggestions for improvement.

4. TERMS OF REFERENCE FOR THE SCRUTINY INVESTIGATION

4.1 The following Terms of Reference for the review were agreed by the Regeneration and Planning Services Scrutiny Forum on 13 July 2006:-

- (a) To gain an understanding of key government policy areas relating to 'Railway Approaches';
- (b) To gain an understanding of the roles and responsibilities of the various stakeholders in Hartlepool who have some responsibility for the appearance of the railway approaches into the town (i.e. commercial operator(s), regulators, private landowners, and the Council);
- (c) To consider the impact of the railway approaches into Hartlepool on the town's image, particularly in terms of the ongoing regeneration of the town;
- (d) To explore the railway approaches into the town from the north and the south;
- (e) To identify key 'problem spots' and areas of good practice on the railway approaches into the town;
- (f) To explore the condition of Hartlepool and Seaton Carew railway stations;
- (g) To consider issues of accessibility, particularly in terms of pedestrian access to Hartlepool Station from the Marina; and

- (h) To seek the views of the public in relation to the railway approaches into Hartlepool.

5. MEMBERSHIP OF THE REGENERATION AND PLANNING SERVICES SCRUTINY FORUM

5.1 Membership of the Regeneration and Planning Services Scrutiny Forum for the 2006/7 Municipal Year :-

Councillors R W Cook, S Cook, Gibbon, Laffey, London, A Marshall, J Marshall, Richardson, Wallace, D Waller and Wright.

Resident Representatives:

James Atkinson / Ted Jackson, Mary Power / John Lynch and Iris Ryder

6. METHODS OF INVESTIGATION

6.1 Over the course of the investigation Members have considered evidence from a wide variety of sources, including:

- (a) Hartlepool Borough Council Officers;
- (b) The Portfolio Holder for Regeneration, Liveability and Housing;
- (c) The Portfolio Holder for Culture, Leisure and Transportation;
- (d) MP for Hartlepool
- (e) Network Rail;
- (f) Northern Rail;
- (g) Grand Central;
- (h) Chair of the Economic Forum;
- (i) Representative from 'Coastliners'; and
- (j) Written submission on behalf of the Community and Voluntary Sector

6.2 In addition, Members of the Forum undertook a site visit on the railway to explore the approaches into the town from the north and the south and to compare them with neighbouring towns. At a later meeting of the Forum Members also viewed video footage taken during the site visit, which further informed discussions of the railway approaches.

FINDINGS

7. Key Government Policy

- 7.1 There is no single or unifying government policy in relation to Railway Approaches. Instead a fairly complex set of arrangements exist between private companies, national regulators and local government through which the responsibility for this issue is divided. A summary of the key responsibilities is provided below.
- 7.2 Following the privatisation of British Rail its functions were divided into two main elements. The first element consists of the national rail network (track, signaling, bridges, tunnels, stations and depots) and the second being the operating companies whose trains run on that network. In simple regulatory terms, the Office of Rail Regulators (ORR) is responsible for regulating the national rail network operator (Network Rail), while the Department for Transport looks after passenger and train-related matters. The focus of this Scrutiny investigation is concerned with the first element.
- 7.3 According to guidance from the ORR, Network Rail is a private sector monopoly owner and operator of a national asset of considerable public importance and as such is accountable to the public interest. It is, therefore, unable to operate, maintain and develop that asset according to purely commercial criteria, and is subject to regulation in a number of ways, primarily by the independent ORR. Consequently, ORR's principal function is to regulate Network Rail's stewardship of the national rail network. Representatives of the ORR were invited to attend the Scrutiny Investigation but felt it was more appropriate to provide guidance to the Scrutiny Support Officer for information gathering purposes.
- 7.4 The Local Authority has a role in relation to this issue through its responsibilities for Planning and Development Control. Indeed, the adopted Local Plan 2006, which forms part of the Council's Budget and Policy Framework, has a number of policies that are relevant to this issue, which are outlined in the next sub-section.
- 7.5 A further role for the Local Authority in relation to this issue, under Government policy, stems from its community leadership role and well-being powers. Indeed, the topic selection and subsequent evidence gathering of this Scrutiny Investigation have demonstrated enthusiasm amongst Members and officers to seek to drive this issue forward and foster partnerships in this respect. More recently the Local Government White Paper 2006 has identified a role for local authorities as 'place-shapers' through supporting and working with other agencies and services to solve local problems / issues.

8. Roles and responsibilities of stakeholders in Hartlepool who have responsibility for the appearance of the railway approaches into the town.

- 8.1 The national rail network infrastructure (track, signalling, bridges, tunnels and stations) is owned and operated by Network Rail. As such, Network Rail is an important organisation in terms of the railway approaches into Hartlepool.
- 8.2 When Network Rail attended the Scrutiny Forum to provide evidence they indicated that they operated a 'No Messin' programme / event, which is geared towards young people and focuses on issues like trespassing, graffiti, and vandalism. The representative of Network Rail indicated that they would be willing to bring this event to Hartlepool. Subsequent discussions amongst Members of the Forum have suggested support for this.
- 8.3 Network Rail also has a 'graffiti budget' to improve visual views. Their representative at the meeting on 29 September 2006 indicated that they would be open to developing a proactive approach here with the Authority. Again Members of the Forum have been supportive of developing this proposal.
- 8.4 In addition, Network Rail have a 24 hour national helpline (tel: 08457 11 41 41) for people to call in relation to any issues they may have with the railway infrastructure. The representative from Network Rail indicated that if they do not know about particular problems then they cannot respond to them. Consequently, the Forum has expressed a desire to publicise this number through its final report and through other mechanisms such as Hartbeat. During later discussions with Network Rail, at the meeting of the Forum on 18 January 2007, Members highlighted their concerns about litter and graffiti around the railway line in the town. Whilst it was acknowledged that Network Rail had a finite budget to respond to this issue it was agreed that further information from the Authority, about litter and graffiti, could usefully be fed back to Network Rail in the future.
- 8.5 More generally, Members of the Forum have identified a number of locations where they would like to see some form of screening of key 'problem spots' from the views from the railway. These locations are discussed in more detail below. However, it is necessary to recognise that Network Rail has strict safety guidelines for work carried out near railway lines and there are also restrictions on planting schemes that may encroach on the railway or lead to leaves falling on the track.
- 8.6 Whilst Network Rail owns all of the railway stations in the country, with the exception of a number of 'principal' stations, which it operates itself, it leases the stations to whichever train operator is the principal user. The principal train operator in Hartlepool is Northern Rail.

- 8.7 During the evidence gathering session with Northern Rail they highlighted that they are a 'community railway' and as such they see themselves having a major role in working with local stakeholders including local authorities and were keen to engage in partnership. Northern Rail have a police and schools liaison officer who can become involved in initiatives geared towards preventing vandalism. Members of the Forum have indicated that such an arrangement should be extended to Hartlepool if possible.
- 8.8 The Council, through Objective C4 of the recently adopted Local Plan 2006, is committed to encouraging a high standard of design and the provision of a high quality environment in all developments and particularly those on prominent sites, including along the main rail corridors. Consequently, this commitment will relate to all new planning applications along the railway approaches. Network Rail is normally consulted on all planning applications in the vicinity of the railway line.
- 8.9 It is also emphasised in the Local Plan that it is important that a good first impression is given to potential investors and tourists and other visitors to the town traveling along the main roads and the railway. Consequently General Environmental Principles Policy GEP7 requires a particular high standard of design to improve the visual environment along, amongst other locations, the Middlesbrough to Newcastle Railway line.
- 8.10 The Local Plan also includes a number of policies relating to untidy sites and environmental improvements and the need to consider the visual appearance of the main approaches including the railway line. In addition, Hartlepool Railway Station is located within the Church Street Conservation Area which is subject to policies which seek to enhance the area (Policy HE1). Adjacent land parcels are subject to a variety of policies and land allocations. Some areas are subject to regulations to enforce planning conditions and other environmental controls. During the investigation the Forum has indicated that planning and development powers should be used proactively to enhance the railway approaches into the town.
- 9. To consider the impact of the railway approaches into Hartlepool on the town's image, particularly in terms of the ongoing regeneration of the town;**
- 9.1 During the initial topic selection and scoping of the investigation Members of the Forum were particularly keen to explore the issue of 'Railway Approaches' from a regeneration perspective and from the impact of these approaches on the vision of the town. The (at that time) pending award of the 2010 Tall Ships event was an important factor motivating Members' interest in this issue. Indeed, on a number of occasions the award of the Tall Ships event has been likened to being Hartlepool's equivalent of the Olympics. The Tall Ships' Race will bring development opportunities to Hartlepool. The Newcastle/Gateshead event in 2005 brought 1.5 million visitors and a reported £48 million in economic value. Furthermore, the recent award of the Grand Central contract to operate a direct rail link to

London has also been highlighted as a significant development that enhances the potential for tourism and regeneration in the town. Consequently, maximising the impression that the Railway Approaches create of the town has been identified as particularly significant at this time.



Picture Opposite:

**A Tall Ship –
similar to the ones
coming to
Hartlepool in 2010**

- 9.2 The image and reputation of Hartlepool has changed radically over the last 15 years with the development of the Marina and associated visitor attractions, such as the Historic Quay, HMS Trincomalee and the Hartlepool Museum, and the ongoing regeneration of areas such as the town centre and the Headland.
- 9.3 Furthermore, Hartlepool's ongoing regeneration fits into a number of broader regional and sub-regional strategies such as:
- (a) The Northern Way;
 - (b) The Regional Spatial Strategy;
 - (c) The Tees Valley Vision;
 - (d) Tees Valley City Region Business Case (TVCRBC); and
 - (e) City Region Development Programme (CRDP)
- 9.4 Through the Northern Way, Hartlepool is recognised as an integral part of the Tees Valley City Region and as an integral part of accelerating growth in the North of England. Under the Northern Way a Tees Valley City Region Business Case (TVCRBC) and City Region Development Programme (CRDP) are being developed, which are geared towards providing a coherent economic analysis of the City Region and identifying how the City Region can improve its economic performance and how the Government can help it to do so. The Northern Way Growth Strategy aims to reduce the output gap between the North and the rest of the UK by accelerating economic growth through a variety of investment priorities. Consequently, much of the

implementation work around the above strategies is very much economic performance and job creation driven. However, a Green Infrastructure Strategy is currently being developed as part of the overall City Region policy and this focuses on the role green infrastructure can play in increasing economic success within the Tees Valley. Further details on this strategy are outlined in paragraph 9.7 below.

- 9.5 The emerging Regional Spatial Strategy (RSS) for the North East will complement the aims and objectives of the Northern Way Strategy. It will help the North East to focus on key issues for the region and how its potential can be realised. The RSS will replace the existing Regional Planning Guidance and will provide a broad framework for spatial planning. It will form part of the Development Plan for Hartlepool and will set levels for key land use issues such as housing and industrial development.
- 9.6 At the sub-regional level the Tees Valley Vision has been brought together by the Tees Valley Partnership in association with a wide number of organisations including the five Tees Valley Local Authorities. The vision aims to improve the economic performance of the Tees Valley and the quality of life its people. It provides a case to justify public expenditure, setting a long term strategic vision and programme for development for the Tees Valley. Through this vision it is envisaged that by 2020 Hartlepool will be, “fully developed as a business and commercial centre, a major waterfront location and a focus for shared services centres and short holiday breaks.”
- 9.7 As part of the overall City Region policy development a Green Infrastructure Strategy is currently being developed through the Tees Valley Joint Strategy Unit. This strategy focuses on making improvements to the green infrastructure in the Tees Valley to complement and support other initiatives and programmes designed to improve economic prosperity and quality of life within the sub-region. It is generally acknowledged that the sub-region lags behind the national average in terms of the standard of environmental infrastructure and that this can be a barrier to delivering economic development. Consequently, this strategy is being developed to enhance the appearance of the infrastructure in the Tees Valley. Members of the Forum have expressed a desire to link the sites identified in the Scrutiny Investigation, wherever possible, into the Green Infrastructure Strategy and its associated site specific schedules.
- 9.8 The Council is committed to taking an integrated and partnership based approach to maximise the social and economic benefits delivered through regeneration. Indeed the Council will drive forward existing and future regeneration schemes across the Borough in order to deliver the changes necessary to realise the Community Strategy Vision:

Our Vision is that Hartlepool will be a prosperous, caring, confident and outward looking community, in an attractive environment, realising its potential. We will therefore promote and improve the economic, social and environmental well-

being of the town, taking into account the needs of future generations.

- 9.9 The Community Strategy (which is currently under review) is in effect a 'grand plan' agreed by the Hartlepool Partnership, which is the town's Local Strategic Partnership (LSP) and brings together all of the town's partnerships delivering local services. Through the Community Strategy process the Partnership looks at what local services and developments are needed, the best way of providing them and involving people further in the way services are delivered. The Railway Approaches investigation makes a number of contributions to the objectives in the Community Strategy, such as to *Jobs and the Economy* Priority Aim Objectives 1, 3 and 6:
- 1) To improve the local transport infrastructure to encourage business investment and productivity and enable local people to access employment opportunities;
 - 3) To promote Hartlepool as a destination of choice for inward investors; and
 - 6) To invest in environmental improvements in industrial and commercial areas that encourage additional private investment in infrastructure improvements.
- 9.10 Hartlepool Tourism Strategy is a thematic study that was undertaken in order to establish a strategic framework to stimulate regeneration economically, socially and physically. Consequently, the Tourism Strategy examines the intrinsic strengths and weaknesses, opportunities and threats for Hartlepool in terms of developing its visitor economy. This strategy identifies ways of supporting and enhancing the tourism infrastructure of Hartlepool, thus raising the profile and perceptions of Hartlepool as a visitor destination within and beyond the region. A key consideration of this Forum when selecting this topic was how do the railway approaches into the town contribute to this vision and how can they be improved.
- 9.11 The Tourism Strategy highlights the importance of the Marina to the town's economy and the concept of 'Hartlepool Quays' has emerged as a central theme through which a collection of projects are being developed. Over time the combined Hartlepool Waterfront area will evolve to provide a single experience that will draw in new sources of demand and economic activity. Hartlepool Quays is a regional priority for regeneration and is the main regeneration zone in Hartlepool. It comprises the flagship Tees Valley Regeneration site of Victoria Harbour, the Marina, Hartlepool town centre, and the Historic Hartlepool Headland. Investment in the Quays will provide a regionally significant critical mass of facilities that will be the catalyst to creating new demand and stimulating further investment to the benefit of Hartlepool and the Tees Valley City Region.
- 9.12 It has been highlighted above that Members of the Forum, in their Scrutiny topic selection and throughout the course of the inquiry, have been concerned with maximising the impact of the railway approaches into

Hartlepool to further enhance the town's regeneration and growth. Consequently, the Forum's investigation can usefully encourage the Authority to make connections (particularly in light of such developments as the Tall Ships and a direct rail link to London), where appropriate, to the regional, sub-regional and local strategies described above, to seek to improve the rail corridors into Hartlepool.

10. Exploration of Railway Approaches

- 10.1 On 16 October 2006 Members of the Scrutiny Forum undertook a site visit to explore the railway approaches into Hartlepool. The visit was made possible by funding from Northern Rail. Members travelled between Hartlepool and Seaham (to the north) and from Seaham to Middlesbrough (in the south). The site visit also allowed Members to make comparisons with other towns and, in particular the condition of their approaches and their stations.



Picture Opposite:

Members during the site visit.

- 10.2 During the site visits Members discussed the following issues:
- (a) What are the key 'problem areas' Members identified during the visit?
 - (b) What impression did Members gain of the railway stations at Hartlepool and Seaton Carew?
 - (c) How did the railway approaches into Hartlepool compare with the approaches into the other towns passed through during the visit?
 - (d) What impression did the railway approaches create on the overall image of the town?
- 10.3 The findings from the site visit are attached at **Appendix A**. In addition, Members viewed a video presentation of the site visit at the meeting of the Forum on 2 November and held further discussions about the findings from the visit at this meeting. These findings have been disseminated throughout this report.
11. **Key 'problem spots' and areas of good practice on the railway approaches.**

- 11.1 It has been recognised during the site visit, and in the evidence provided by witnesses such as the Chair of the Economic Forum, that railway lines tend to go through industrial areas of towns. This largely relates to the historical development of railways and their connections to industry. Indeed, Hartlepool and the North East have a strong industrial heritage, which has been connected to railways. Given these factors it has been argued that comparatively the railway approaches into Hartlepool are not as bad as anticipated and with the exception of the Steetley site the northern approach was felt to be particularly striking during the site visit.



Picture Opposite:

A view of Steetley / Britmag Site from the train during the site visit.

- 11.2 Nevertheless, the section above on the 'image' of Hartlepool has highlighted how the town is changing. Indeed, the issue of the 'Railway Approaches' into the town has arisen in response to maximising the potential for the regeneration of the town. Consequently, over the course of the Scrutiny investigation a number of 'problem spots' have been identified as giving particularly negative impressions of Hartlepool. During the site visit Members were able to explore the Railway Approaches at first hand and confirm / adapt their impressions of these. Following further discussion of the site visit and viewing a video presentation of footage taken during the site visit the following sites were identified as key 'problem spots':

- (a) Steetley/BritMag (site and adjacent sidings);
- (b) Allotments around Bruntoft Avenue;
- (c) SWS in Stranton;
- (d) New combe Recycling; and
- (e) Niromax.

- 11.3 During discussions about the Railway Approaches into the town it has been suggested that minimum and maximum standards for these approaches should be identified by the Forum. Consequently, it is possible to view the identification of the 'problem spots' in the paragraph above as falling below what the Forum has deemed to be a minimum standard for the approaches into the town. A number of methods for improvements have been identified

by the Forum (and are outlined in the remainder of this section and in the recommendations of the report), which can be interpreted as seeking to develop a maximum standard for the Railway Approaches into the town.

- 11.4 Members will be aware, following their evidence gathering session with the Mayor that a list of untidy / derelict land and buildings has been developed and action has been taken to make improvements to them. Consequently, Members of the Forum acknowledged that the ongoing improvements to untidy/derelict land and buildings could provide a potential way forward for making improvements to the key 'problem spots' identified through the Scrutiny Investigation. Consequently, it was considered during an informal meeting of the Forum on 21 November 2006 (and again during the meeting of the Forum on 7 December 2006) that, where appropriate, the sites identified through this investigation should be incorporated onto this list.

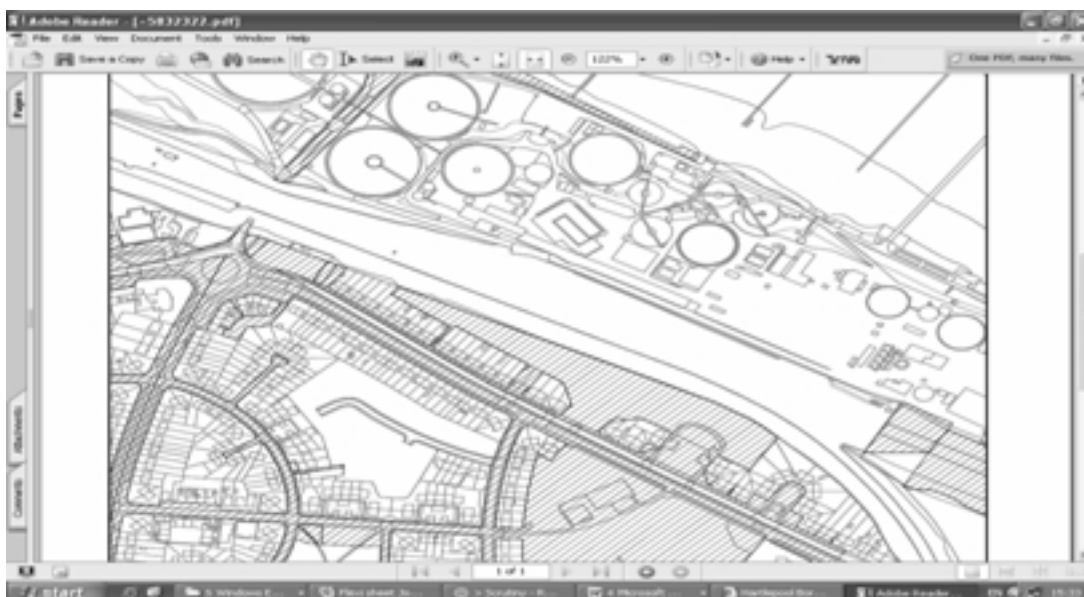


Picture Opposite:

View of the southern railway approach into the town.

- 11.5 It has been suggested by Members that advertising along the trackside could be developed as good practice on the Railway Approaches, in particular for screening the biggest 'problem spots'. This could be developed in three ways; firstly, to allow businesses to advertise and secondly, for the Council to advertise the town (through posters of key attractions). The latter point was felt to be especially significant in the build-up to the Tall Ships event. A third possibility would be to recommend a programme, in partnership with Network Rail, of tree planting to shield selected problem spots along the railway corridor. Given the varied ownership of the land and the responsibilities of the Council and Network Rail it has been suggested to the Forum that technical advice is sought on the most appropriate combination of these three approaches for screening 'problem spots' along the rail corridor.
- 11.6 Since attending the site visit the Neighbourhood Manager (North) has identified an area of unused land running parallel to the railway line (on the opposite side of the railway embankment to the old Steetley site) between Brus Tunnel and the Touchdown Pub. The land has previously undergone

some demolition by Housing Hartlepool. Whilst the Authority proposes to clean-up the site it is felt that there is considerable potential to develop it further as a 'Community Forest' or 'Woodland Area'. The area could also act as a diversionary route away from traffic through linking this area into the Linear Park Strategy. Members discussed this development during an informal meeting of the Forum on 21 November 2006 and were keen to support and incorporate it in the findings of the investigation. This matter was considered again at the meeting of the Forum on 7 December 2006 and was supported.



Map Above: Proposed Development 'Community Forest' or 'Woodland Area'.

- 11.7 During the informal meeting of the Forum on 21 November 2006 there was further discussion of the North Hartlepool Linear Park Feasibility Study, commissioned by the North Hartlepool Partnership and 'Pride in Hartlepool'. Members asked for further information on this development to be incorporated into the findings of the Railway Approaches Investigation. The study area covers the Headland and Central Estate, as far west as a line drawn from the BritMag works along the railway line to Victoria Harbour. The linear park will be a community-based project, through which community groups could develop and manage areas of green space within an overall agreed framework. By linking existing green spaces attractively and imaginatively the intention is to encourage greater use of them, make the area more attractive, exploit underused recreational and heritage potential, encourage more informal physical activity, and make them part of the local travel network for walking and cycling. Through integrating regeneration, tourism, transport, health and recreation objectives joined-up service delivery will be achieved across a range of policy agendas, as well as addressing local concerns and aspirations. Members present at the informal meeting on 21 November indicated that the scheme should be supported through the

Forum's recommendations. This was later supported by the Forum on 7 December 2006.

- 11.8 Since attending the site visit representatives of the Regeneration & Planning Services department have met with Tees Forest (North East Community Forests) to discuss a broad programme of planting to create green fingers of woodland extending into the urban area along the railway. The Local Plan has already identified a number of recreational sites in the south of the town stretching from Newburn Bridge to the former Greatham Station area which could be planted. The Tees Forest is supportive of the overall aim to link and enhance these sites as part of a comprehensive woodland scheme. The opportunity could also be taken to screen some of the uses at Newburn Bridge and Sandgate. During the informal meeting of the Forum on 21 November 2006 Members discussed this issue and indicated their support for it.
- 11.9 An assessment of all the sites (mentioned in paragraphs 11.6 – 11.8) is being made by the Council's ecologist to ensure that they are appropriate for woodland planting.
- 11.10 During discussions about the allotments at Bruntoft Avenue Members suggested that the Council needs an allotments policy. It was argued that allotments can, and should, add to the character of an area. Allotments that fall into disrepair not only create a poor impression of the railway approaches into town but have a negative impact on the more proactive allotment users. Members also argued that the Authority should consult with allotment users around the development of an allotments policy.

12. Condition of Hartlepool and Seaton Railway Stations

- 12.1 During the site visit Members compared the condition of Hartlepool and Seaton Station with those in neighbouring towns. It was argued that neither of these stations compared favourably with, for example, Stockton and Middlesbrough Stations in the case of Hartlepool Station and Seaham Station in the case of Seaton Station. It was also argued that investment was needed to improve both of these stations.



Picture Opposite:

**Hartlepool
Station**

- 12.2 A number of approaches to station improvements have been discussed by the Committee over the course of the investigation and these are outlined below.

Station Adoption

- 12.3 Currently Hartlepool Station has a Level One Station adoption scheme in place, which consists of one person helping to maintain the station. Given the interest in the inquiry from Members, rail user groups such as Coastliners and the CVS it has been suggested that Hartlepool seeks to extend its adoption scheme to the next level, which is to develop a 'Partners Scheme'. Indeed, Northern Rail suggested that they have some monies available to support an extended station adoption scheme. However, it was also suggested that enhanced adoption of the station may undermine the staff's ownership of the station. Nevertheless, the Forum has remained keen to pursue further (enhanced) adoption of Hartlepool Station and some adoption of Seaton Station. It has been stressed that the staff on the Hartlepool Station should be involved in this process, if they wish to be, and that pursuing this development is not a negative reflection on the job the station staff are doing. Furthermore, the Forum has suggested it would be beneficial to make connections to Pride in Hartlepool as part of any scheme seeking to improve the appearance of the stations.

Station Improvements

- 12.4 Again a number of matters have been discussed in relation to this issue. Firstly, it has been suggested that both Hartlepool and Seaton Stations should be improved cosmetically. Potential areas for improvement range from placing hanging baskets and flower tubs on the station to improving the signage and timetabling displays on the stations. A number of these improvements could be achieved through enhanced station adoption and involving interested parties such as the Community and Voluntary Sector in this. It has also been suggested during the investigation that it might be possible to make connections to English Heritage and Railway Trusts when seeking to make improvements to Hartlepool Station. Members have also

indicated that it is important to retain the Victorian character of the station if any structural improvements are made as a result of this investigation.

- 12.5 It has also been argued that cosmetic work on the stations will only improve them so far and may, in fact, mask the need for larger structural improvements. It was, therefore, suggested to Members that the need for structural improvements to the stations was greater and that it would be prudent to use the opportunity that the Tall Ships event was providing to recommend that the Authority lobby the Department for Transport, Network Rail and Northern Rail to make structural improvements to Hartlepool and Seaton Stations, prior to improving the cosmetic appearance of these.
- 12.6 However the town's MP highlighted that the structure of rail franchise agreements are not necessarily conducive to securing station improvements. The length of franchises and companies being charged with making economies are, in particular, problematic. The government is not encouraging longer-term improvement programmes due to the structure of rail privatisation.



Picture Opposite:

**Hartlepool
Station**

- 12.7 It has been suggested during the investigation that Hart station should be reopened as it would provide a good connection for the North of the town and also to tourism in Crimdon Dene. Council officers have been involved in lobbying for this station to reopen. However, this is likely to be a very costly undertaking, which has limited progress in the past. Indeed detailed scheme designs and costings were undertaken circa 2002 and the cost for reopening Hart station was estimated at more than £2 million. It is likely that the costs will have risen since then. Nevertheless, the Local Plan continues to allow for the future development of a station halt where the disused Hart station is located and the Forum has strongly indicated that it would be desirable for the Authority to continue lobbying for Hart station to reopen. It has also been suggested by Members that Hart Station should act as the equivalent to Seaton Station for the north of the town.
- 12.8 During discussions it has been suggested that Network Rail should be persuaded to reopen the second platform on Hartlepool Station to assist with the Grand Central route to London. However, evidence gathered during the

investigation has indicated that the Station currently has sufficient capacity to meet the increased demand of the Grand Central contract.

13. To consider issues of accessibility, particularly in terms of pedestrian access to Hartlepool Station from the Marina;

13.1 Over the course of the Scrutiny investigation Members have focused on the issue of accessibility to Hartlepool Station on a number of occasions. The Town Centre Strategy has highlighted the need to address the physical linkages into the town centre and look at ways of making the area more permeable. Consequently, Members have discussed the need to improve pedestrian and vehicle signage around the stations and make connections to the town centre. In particular, the enhancement of 'brown signage' around the stations has been advocated by the Forum.

13.2 During the evidence gathering session with the Portfolio Holder for Culture, Leisure and Transportation it was argued that adequate access to rail facilities is vital in terms of allowing growth in rail transport, and enabling modal shift. The Transport Interchange will bring a step improvement to the railway approaches in the area of Hartlepool Railway station. Spin off improvements at the station include new toilet facilities, retail units, improved access to the new bus facilities, improved parking and changes to the ticket hall layout and passenger waiting area. The interchange will bring significant improvements to public transport in Hartlepool, while regenerating an, at present, derelict area.

13.3 Furthermore, given the financial and legal constraints on extending access from Hartlepool Station to the Marina via a footbridge or underpass, accessibility between these areas can be improved through enhanced connections via Church Street. In particular, improved signage, the development of the Transport Interchange and the proposed development of a large piece of currently unused land between the Historic Quay and Hartlepool Station should enhance pedestrian access between the Marina and station via Church Street.

14. To seek the views of the public in relation to the railway approaches into Hartlepool

14.1 Members of the public have been encouraged to take part in the Scrutiny process through a number of press releases throughout the investigation. In particular, the meeting of the Forum on 2 November 2006 was tailored towards gaining public involvement in the investigation. However, no members of the public attended this meeting. Nevertheless, 'Coastliners' a local rail users group have been active throughout the investigation, and a representative of which attended most of the meetings, including the site visit. Coastliners were given a more formal opportunity to feed their views on railway approaches into the Forum on 2 November (see **Appendix B**). Consequently, the Forum has indicated that 'Coastliners' should have a continuing involvement in implementing the outcomes of this investigation.

- 14.2 HVDA submitted a response to how the Community and Voluntary Sector (CVS) could become involved in improvements to the town's railway approaches, and its stations in particular. A number of potential options for involvement are outlined in **Appendix C**. The Forum has indicated on a number of occasions that the CVS has a number of contributions it can make in the actions flowing from this report. In particular, working towards improvements to the station/s.
- 14.3 During the Investigation a Member suggested it is very important to keep up the momentum generated through the Scrutiny process. It was suggested that a 'Railway Approaches Forum' could be established for this purpose. This forum could provide a valuable mechanism for furthering partnership working between the Authority, the rail operators, rail user groups, the CVS, and the disabled access group. The conduct and findings of this inquiry suggest that the latter should include both improvements to the railway corridors and stations. In addition, Members raised the possibility of including groups such as young offenders in improving railway approaches.

15. CONCLUSIONS

- 15.1 Over the course of this Scrutiny Investigation the Forum has reached the following general conclusions about Railway Approaches:
- (a) That there is no single or unifying government policy in relation to Railway Approaches. Instead a fairly complex set of arrangements exist between private companies, national regulators and local government through which the responsibility for this issue is divided.
 - (b) That the topic selection and evidence gathering by this Forum during the Scrutiny Investigation have demonstrated enthusiasm amongst Members and officers to foster partnerships and drive this issue forward. Particularly in light of the 2010 Tall Ships event coming to Hartlepool. Indeed the Tall Ships event has been likened to Hartlepool's equivalent of the Olympics.
 - (c) Consequently, it has been stressed that the impression created by the Railway Approaches into the town will be particularly significant at this time. It has also been argued by the Forum that improvements to these need to begin now to be in place by 2010 and that the Tall Ships event should also be fully utilised as an incentive to make improvements Railway Approaches.
 - (d) It has been recognised by Members of this Forum during the site visit that the Railway Approaches tend to go through industrial parts of towns. Indeed it was felt that Hartlepool was comparable with neighbouring towns in this regard during the site visit.
 - (e) However, in seeking to maximise the potential for the regeneration of the town a number of 'key problem spots' along the railway approaches have

been identified during the Scrutiny Investigation. A number of strategies / approaches for improvements have been suggested throughout this report and are highlighted more specifically in the recommendations below.

- (f) It has been argued by the Forum that the condition and appearance of both Hartlepool and Seaton Stations do not compare favourably with Middlesbrough / Stockton and Seaham Station respectively. Consequently the Forum has expressed a desire to see improvements (both cosmetically and structurally) to these stations.
- (g) That the Forum wishes the Authority to continue lobbying for Hart Station to be redeveloped and reopened.
- (h) That given the pressures and opportunities the 2010 Tall Ships generates for improvements to the railway approaches into the town it is important that the momentum that this Forum has generated around this issue is maintained. Consequently, it has been suggested that a variety of interested and responsible stakeholders should meet as part of a 'Railway Approaches Forum' to discuss and implement the methods for improvement recommended in this report.

16. RECOMMENDATIONS

16.1 The Regeneration and Planning Services Scrutiny Forum has taken evidence from a wide range of sources to assist in the formulation of a balanced range of recommendations. The Forum's key recommendations to Cabinet are outlined below :-

- (a) That in relation to Network Rail:
 - (i) The Authority seeks to develop a proactive approach with Network Rail around combating graffiti, and in particular through making connections to Network Rail's graffiti budget;
 - (ii) That Network Rail's 24 hour helpline number (08457 11 41 41) is publicised through the dissemination of the Forum's final report, associated press releases and through the Authority's Hartbeat magazine; and
 - (iii) That the Authority invites Network Rail to bring the 'No Messin' scheme to schools in Hartlepool in the interests of reducing trespassing, graffiti and vandalism around the railway lines.
- (b) That the Authority reports incidences of graffiti and litter along the Railway Approaches and liaises with Network Rail about these where appropriate;

- (c) That the Authority invites Northern Rail's police and schools liaison officer to attend Hartlepool schools;
- (d) That the Authority uses its Planning and Development Control powers proactively to enhance the Railway Approaches into the town;
- (e) That the Authority seeks to maximise the regeneration benefits of the 2010 Tall Ships event, the development of 'Hartlepool Quays', and the direct rail link to London by linking, where appropriate, prospective improvements to Hartlepool's Railway Approaches into the regional, sub-regional and local strategies described in the main body of this report;
- (f) That the 'key problem spots' sites identified in the Railway Approaches Scrutiny Investigation, are incorporated, wherever possible, into the Green Infrastructure Strategy and its associated site specific schedules;
- (g) That the area of unused land identified in paragraph 11.6 of this report is developed as a 'Community Forest' or 'Woodland Area' and as a diversionary route away from traffic;
- (h) That the Authority supports the development of the North Hartlepool Linear Park strategy;
- (i) That discussions between representatives of the Regeneration and Planning Services Department and Tees Forest (North East Community Forests) around the development of a broad programme of planting to create 'green fingers' of woodland extending into the urban area along the railway corridor is supported;
- (j) That the Authority develops an 'allotments policy' and consults allotment users in the development and implementation of this policy;
- (k) That the 'key problem spots' identified during the Scrutiny Investigation are incorporated, where appropriate, into the list of Untidy / Derelict Land and Buildings;
- (l) That the Authority develops a strategy geared towards screening the 'key problem spots' identified during the Scrutiny Investigation based on the approaches outlined in paragraph 11.5;
- (m) That in relation to Stations in Hartlepool
 - (i) The Authority pursues enhanced adoption of Hartlepool Station to a 'Partners Scheme' in conjunction with Northern Rail and that involvement from the CVS, 'Coastliners' and Pride in Hartlepool is sought in this;

- (ii) That the Authority pursues the development of a station adoption scheme at Seaton Carew Station in conjunction with Northern Rail and that involvement from the CVS, 'Coastliners' and Pride in Hartlepool is sought in this;
 - (iii) The Authority maximises the opportunity that the Tall Ships event provides to lobby the Department for Transport, Network Rail and Northern Rail to make structural improvements to Hartlepool and Seaton Stations, prior to improving the cosmetic appearance of these;
 - (iv) That the Authority continues to lobby the Department for Transport, Network Rail and Northern Rail for a station halt to reopen at Hart Station; and
 - (v) That pedestrian and vehicle signage (including further development of brown signage) around Hartlepool Station is improved, especially in relation to the town centre.
- (n) That 'Coastliners' have a continuing involvement in implementing the outcomes of this investigation. In particular in improvements to Hartlepool and Seaton Carew Stations and in the development of a 'Railway Approaches Forum';
 - (o) That the CVS has a number of specific contributions it can make to improvements to Railway Approaches, as outlined in Appendix C, and that the Authority considers how best the adoption of these options can be supported;
 - (p) That the Authority helps to establish a 'Railway Approaches Forum' in partnership with the CVS to ensure that the momentum for this issue is maintained around improvements to both the railway corridors and stations. In addition to the Authority and the CVS, the rail operators, rail user groups and the disabled access group should be involved in this forum; and
 - (q) That the recommendations from this report are reflected, where appropriate, in actions contained in Departmental / Service Plans.

17. ACKNOWLEDGEMENTS

- 17.1 The Forum is grateful to all those who have presented evidence during the course of the Scrutiny Inquiry. We would like to place on record our appreciation for all those witnesses who attended the Forum. In particular the Forum would like to thank the following for their co-operation during the Scrutiny Investigation:-

Iain Wright – MP for Hartlepool

Kathryn O'Brien – Northern Rail (for her co-operation and for providing the Forum with free rail travel on the Site Visit)

Denise Thompson and Thomas Brand – Network Rail

Ian Yeoward – Grand Central

Martin Green – Coastliners

Ray Priestman – Chair of the Economic Forum

Lesley Hall and Peter Gowland – HVDA

Hartlepool Borough Council:

The Mayor Stuart Drummond – Portfolio Holder for Regeneration, Liveability and Housing

Councillor Victor Tumilty – The Portfolio Holder for Culture, Leisure and Transportation

Geoff Thompson – Head of Regeneration

Alastair Smith – Head of Technical Services

Denise Ogden – Head of Environmental Services

Karen Oliver – Neighbourhood Manager (North)

David Frame - Neighbourhood Manager (South)

Richard Waldmeyer – Principal Planning Officer (Policy Planning and Info)

Richard Teece – Development Control Manager

Matthew King – Principal Planning Officer

Ian Jopling – Transportation Team Leader

John Lewer – Public Transport Co-ordinator

Simon Lamplough – Economic Development Assistant

Phil Dale – Resources, Information and Technical Officer

**COUNCILLOR STEPHEN WALLACE
CHAIR OF REGENERATION AND PLANNING SERVICES SCRUTINY FORUM**

Contact Officer:- Jonathan Wistow – Scrutiny Support Officer
Chief Executive's Department - Corporate Strategy
Hartlepool Borough Council
Tel: 01429 523 647
Email: jnathan.wistow @hartlepod.gov.uk

BACKGROUND PAPERS

The following background papers were used in preparation of this report:-

- (a) Report of the Scrutiny Support Officer entitled *Scrutiny Investigation into Hartlepool's 'Railway Approaches' – Scoping Report* 13.07.06
- (b) Report of the Scrutiny Support Officer entitled *Railway Approaches Departmental Presentations – Covering Report* 17.08.06
- (c) Report of the Scrutiny Support Officer entitled *Railway Approaches – Evidence from the Authority's Portfolio Holder for Culture, Leisure and Transportation – Covering Report* 17.08.06
- (d) Report of the Scrutiny Support Officer entitled *Railway Approaches – Evidence from the MP for Hartlepool – Covering Report* 29.09.06
- (e) Report of the Scrutiny Support Officer entitled *Railway Approaches – Evidence from the Authority's Portfolio Holder for Regeneration, Liveability and Housing – Covering Report* 29.09.06
- (f) Report of the Scrutiny Support Officer entitled *Railway Approaches – Evidence From External Agencies – Covering Report* 29.09.06
- (g) Report of the Scrutiny Support Officer entitled *Railway Approaches – Feedback from the Site Visit* 2.11.06
- (h) Report of the Scrutiny Support Officer entitled *Railway Approaches – Evidence From the Economic Forum – Covering Report* 2.11.06
- (i) Report of the Scrutiny Support Officer entitled *Railway Approaches – Evidence from the CVS – Covering Report* 2.11.06
- (j) Report of the Scrutiny Support Officer entitled *Railway Approaches – Evidence from Coastliners – Covering Report* 2.11.06
- (k) Report of the Scrutiny Support Officer entitled *Railway Approaches – Position Paper* 7.12.06
- (l) Minutes of the Regeneration and Planning Services Scrutiny Forum meetings held on 13 July 2006, 17 August 2006, 29 September 2006, 7 December 2006

Appendix A – Notes from Member Discussions during Railway Approaches Site Visit 16/10/06

Comments from discussions on Seaham Station

1. Having explored the northern approach into the town Members commented that the Steetley/Britmag site was the big issue on this approach. It was acknowledged by some Members that some improvements had been made here. The site is heavily polluted and there are problems with erosion from the sea. It would take millions of pounds to clear the site. A planning application is in process and it was argued that allowing market forces to clear the site was (through housing development) key to moving forward with this issue.
2. Members commented that Seaham Station compared very favourably to Seaton Station and they would like to see something similar at Seaton. In particular, the transparent shelters were popular with Members.
3. Members thought planting could be used to shield the view over the allotments.
4. The signage at Hartlepool Station was deemed to be poor. A sign on the main building (as opposed to either end of the platform) indicating that you had arrived in Hartlepool would be useful.

Comments from group discussions on Middlesbrough Station

- **Group 1 – Problem areas identified on the site visit.**

Key 'problem areas':

1. Former RHM site in Greatham – questions about pollution here.
2. Allotments generally and fly-tipping in adjacent areas.
3. It was felt that Network Rail's housekeeping can be poor in terms of contractors leaving scrap metals by the trackside and surrounding areas.
4. Fly-tipping around Lancaster Rd. area.
5. Allotment sites are a blight. Numerous plots are overgrown and/or have items dumped in them. The cabins in the allotments make them look like shanty towns.
6. Mansforth Terrace new builds – roads partly complete, weeds etc. poorly maintained areas. Also derelict walls near here.
7. Steetley, Niramax, and Newcombe recycling are key problem areas.

8. Hartlepool Station platform requires weeding and the brickwork is 'shabby', the structure is generally poor. It could do with a repaint and hiring out spaces for advertising hoardings. The signage is also poor.

- **Group 2 – Impressions of Hartlepool and Seaton railway stations.**

Hartlepool Station:

1. Poor signage to, and in, the station.
2. The infrastructure is disgusting e.g. the roof etc.
3. The toilets have poor facilities.
4. Investment is urgently needed.
5. There is a lack of seating and there are no floral displays.

Seaton:

1. The station looks old.
2. The station needs investment to bring it up to the standard of Seaham.

- **Group 3 – Comparisons with other towns on the visit.**

1. Strong feeling that the railway station/s need improving.
2. Stockton was cited as a good example of an attractively designed station.
3. Landscaping on Hartlepool station would be beneficial e.g. raised flower beds on the unused platform.
4. Over the course of the visit it was evident that the planting around the railway had matured and generally worked well.
5. Need to work with the community around planting schemes the Newcombe and Stranton SWS sites were cited as places where this could take place.
6. Comparing Hartlepool with the other towns that were passed through on the visit created a generally favourable impression.

- **Group 4 – impressions from the railway approaches on the overall image of the town**

1. It was commented that the houses/buildings facing the railway could be improved. However, it was also recognised that they tend to be the backs of buildings and (naturally) more attention is spent on the appearance at the front of these.
2. It was acknowledged by Members that railways tend to pass through industrial parts of towns. Consequently, they do not always go past the most attractive parts of towns.

3. It was felt that hedging could be used to cover unattractive places like the recycling / scrapyards in the south of the town.
4. Members felt that the northern approach to the town was generally pleasant and a good approach into town. With the exception of the Britmag site.
5. The area between Hartlepool and Seaton station was deemed to be particularly nasty. However, there was some optimism that this area would improve between now and 2010 through the conditional use of planning permission, which would require landscaping improvements.
6. The west side of the southern railway approach, in particular, could be easily 'shielded' through landscaping/planting.
7. It was also commented that a combination of the features of Stockton and Middlesbrough stations would provide a good model for Hartlepool station.
8. It was also felt that it would be possible, and beneficial, to create a community feeling on Seaton station, and, therefore, it would police itself around vandalism etc. in the future.

COASTLINERS - *a voice for rail users*

Sunderland – Seaham – Hartlepool – Seaton Carew – Billingham – Stockton – Thornaby – Middlesbrough

Who are we

“Coastliners” is the name of the Rail Users Group representing passengers who use the railway between Sunderland & Middlesbrough – the Durham Coast Line. It is an informal group with links to Transport 2000, but is recognised by the Train Operating Companies (TOCs) (eg Northern Rail & Grand Central,) and Passenger Focus, the national body representing rail passenger interests.

It currently consists of a relatively small number of active members and meets around six times per year – usually in Hartlepool, as the mid [point on the line.

What do we do

Coastliners has primarily been a campaigning group. Its main objective has been, and remains, to ensure a satisfactory service along the Durham Coast, with adequate and convenient links to the rest of the rail network.

We have campaigned for the following:

a) On a local line level:

- To restore the half hourly service between Hartlepool & Newcastle
- **To provide an early morning commuter train from Hartlepool to Newcastle
- **To adjust the timetable to make better connections at Thornaby
- To improve the format of the Durham Coast passenger timetable leaflet
- For later evening trains (the last train from Newcastle is now 30 minutes later, but we would like to see trains until 10 or 1030pm)

b) On a national level to benefit the Region by improved travel opportunities to & from the Durham Coast & the rest of Britain

- Restoration of through services between the Durham Coast & York (since the split between Northern Rail and Trans Pennine Express)
- **Support for Grand Central trains between Sunderland and Kings Cross

- Input to the Cross Country Franchise negotiations to get :
 - a) some Cross Country trains diverted from Northallerton via the Coast Line
 - b) Trains from the North East to the South Coast and South West maintained as through trains and not curtailed at Birmingham or Reading as proposed by the Department for Transport (DfT.)

We have had some successes (**) but we continue to campaign on the other fronts. This is primarily through correspondence and meetings with the TOCs, the DfT, the Office of the Rail Regulator (ORR) and Passenger Focus.

Improving the Passengers Lot

Other areas in which we have interests include:

- a) Improvement in publicly displayed information at all stations
- b) Improvement in passenger facilities
- c) Improved rolling stock, ie:
 - New or refurbished trains
 - Condition of trains

Where do we fit with the present Hartlepool Borough Council (HBC) Initiative

Apart from the obvious need for a coat (or several coats) of paint at Hartlepool, we have been very interested in a variety of improvements not only at Hartlepool Station, but also at Seaton Carew & Billingham. Though we cannot offer masses of manpower, we can offer a variety of suggestions, and have already done so in many cases – not always with any success,

Many of our ideas need co-operation from Northern Rail and/or Network Rail, and may only be achieved with support from initiatives such as that currently being taken by HBC.

Uppermost of these is to investigate further the formation of Station Adoption Groups. Under existing schemes, Northern Rail will often supply materials if groups supply manpower. It was in fact a Coastliners suggestion that a large Tall Ships mural be painted on the facing wall at Hartlepool Station – an initiative now taken up by the Mayor, the College of Art and Network Rail.

In conclusion we would like to work with and support the present HBC initiative.

Hartlepool Railway Approaches – Potential of Community and Voluntary Sector (CVS) Involvement

In relation to 'The condition of Hartlepool Station given its role as part of the new Transport Interchange.'

There are a number of ways the Voluntary and Community Sector could potentially impact on the work for the improvement of the Hartlepool Railway Station.

a) Working with established Groups:

- Civic Society
- Greatham in Bloom
- Hartlepool Local History Group
- Railway Users Group
- Possibly members of the 50+ Forum

('Soundings' have been made with the above groups and they have expressed an interest)

It may be possible to explore with these groups the idea/s of forming a consortium group/committee to work up an action plan/funding strategy working in partnership with statutory organisations such as those below:

- Environmental Partnership – Built and Natural Environment Sub-group
- HBC
- Network Rail
- Grand Central

HVDA Project Development Worker could provide assistance in 'working up' this project.

b) Establishing a new Friends of Group:

This will be just as time consuming as working with the established groups but again is possible with the assistance of the HVDA project development worker.

c) Establishing a Heritage group;

As above but perhaps involving Museum services Heritage development worker.

Possibilities could also be explored around the engagement of a 'labour force' either through the HBC ILM Initiative or through working with OFCA through the VIP project or Kirklevington project.