

# CULTURE, HOUSING & TRANSPORTATION PORTFOLIO DECISION SCHEDULE



Wednesday 5<sup>th</sup> October 2005

at 10:00 a.m.

in Committee Room "A"

Councillor R Payne, Cabinet Member responsible for Culture, Housing and Transportation will consider the following items.

**1. KEY DECISIONS**

- 1.1 Winter Service Policies and Priorities – *Director of Neighbourhood Services*

**2. OTHER ITEMS REQUIRING DECISION**

- 2.1 Hart Lane Highway Improvement Scheme – *Director of Neighbourhood Services*
- 2.2 Request for the Provision of a New Bus Shelter on Owton Manor Lane – *Director of Neighbourhood Services*
- 2.3 Masefield Road – Traffic Calming Scheme - *Director of Neighbourhood Services*
- 2.4 Kingsley Avenue – Road Safety Proposals - *Director of Neighbourhood Services*
- 2.5 Kendal Road – Traffic Regulation Orders - *Director of Neighbourhood Services*
- 2.6 Supported Bus Service Extensions, Services 822 and 828 - *Director of Neighbourhood Services*
- 2.7 Bus Services to Ryehill Gardens - *Director of Neighbourhood Services*
- 2.8 Middleton Road and Station Lane – Zebra Crossings - *Director of Neighbourhood Services*
- 2.9 Greta Avenue – Petition for Yellow Lines - *Director of Neighbourhood Services*
- 2.10 York Road Highway Improvements - *Director of Neighbourhood Services*

**3. ITEMS FOR INFORMATION**

- 3.1 None

**4. REPORTS FROM OVERVIEW OF SCRUTINY FORUMS**

- 4.1 None

## **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

### **5 KEY DECISION**

5.1 None

### **6. OTHER ITEMS REQUIRING DECISION**

6.1 None

# **CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder  
5th October 2005



**Report of:** Director of Neighbourhood Services

**Subject:** WINTER SERVICE POLICIES AND PRIORITIES

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## **SUMMARY**

### **1. PURPOSE OF REPORT**

To set out the policies and priorities for delivering the Winter Service in Hartlepool.

### **2. SUMMARY OF CONTENTS**

The report sets out the legal duties and those placed on the Council by current good practice in respect to winter highway services. The report contains a policy statement on winter services and gives the details of how this will be delivered so that the Council discharges its legal duty.

### **3. RELEVANCE TO PORTFOLIO HOLDER**

On 10 September 2003 the provision of a Winter Service became a statutory duty, introduced by amendment of Section 41 of the Highways Act.

### **4. TYPE OF DECISION**

Key decision.

### **5. DECISION MAKING ROUTE**

Culture, Housing and Transportation Portfolio Meeting, 5 October 2005.

### **6. DECISION REQUIRED**

To approve the Policies and priorities.

**Report of:** Director of Neighbourhood Services

**Subject:** WINTER SERVICE POLICIES AND PRIORITIES

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## **1. PURPOSE OF REPORT**

- 1.1 Although a very specialised area, the Winter Service is a significant aspect of highway network management both financially and in terms of its perceived importance to users. It also has significant environmental effects and the organisation of the service has considerable implications for the overall procurement and operational management of other highway services. This document defines the policy and priorities for delivering the Winter Service in Hartlepool.
- 1.2 The framework of Policy and Priorities is supplemented by an Operational Plan, which has been developed in consultation with key stakeholders and users, and is reviewed annually to take account of changing circumstances.

## **2. OBJECTIVES AND STATUTORY BASIS**

- 2.1 The objectives of the Winter Service are:

<b>Safety</b>	Safety is a prime consideration for the Winter Service.
<b>Serviceability</b>	Maintaining availability and reliability of the highway network is a key objective for the Winter Service and one where user judgements of performance will be immediate rather than longer term.
<b>Sustainability</b>	Low temperatures and the formation of ice can cause serious damage to the fabric of running surfaces and the Winter Service can therefore make an important contribution to whole life costs.

- 2.2 The statutory basis for providing a Winter Service was introduced by amendment of Section 41 of the Highways Act on the 10<sup>th</sup> September 2003. The amendment states that "...In particular, a highway authority are under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice...." The duty however is not simply to clear snow and ice. The wording of the amendment puts a duty on the authority to ensure safe passage is not endangered by snow or ice and therefore preventative gritting falls within this new duty.
- 2.3 The duty applies to the whole highway network but only so far as is reasonably practicable.

### **3. DEVELOPMENT OF THE WINTER SERVICE POLICY**

- 3.1 The Council policy for winter maintenance is set out in the Local Transport Plan 2001-2006 (See Appendix 1) and in essence has not changed. In line with the new legal duty this policy has been reviewed and the operations which will achieve that policy have been revised accordingly.
- 3.2 The policies and operational planning for the Winter Service were developed within the wider context of transport and other policy integration. In this context, issues for consideration included:
- treatment of facilities for walking and cycling
  - treatment of facilities for public transport users
  - treatment of “promoted” facilities
  - the extent of priority for emergency and other key facilities
  - the extent of priority for potentially vulnerable users
  - other local circumstances
- 3.3 Consultation has taken place through the Neighbourhood Consultative Forums, and the local press during August of this year.

### **4. LIMITATIONS**

- 4.1 Given the scale of financial resources involved in delivering the Winter Service and difficulties in maintaining high levels of plant utilisation for specialist equipment, it is not practically possible either to:
- provide the service on all parts of the Network
  - ensure running surfaces are kept free of ice or snow at all times, even on the treated parts of the network
- 4.2 In these circumstances it is important to:
- define the extent of the service
  - detail the policies and operational plans, which are based on the principles of risk assessment,
  - ensure that these are widely known and understood especially by users, together with relevant advice on safe use of the network
  - continually monitor performance during service delivery and respond effectively to changing conditions or network incidents.

### **5. POLICY STATEMENT**

- 5.1 The objective of Hartlepool Borough Council is to initiate and manage procedures for dealing with winter conditions, enabling as far as reasonably possible the safe movement of all modes of traffic on the important parts of the highway network throughout the Borough of Hartlepool. It is the

Council's policy to ensure that main thoroughfares are kept clear in order to maintain free passage.

- 5.2 It is the Council's intention that a consistent and co-ordinated service is delivered and that the available resources are deployed in a cost effective and efficient manner. This will be achieved by targeting winter maintenance activities to a range of defined responses on a hierarchy of pre-planned routes.
- 5.3 It is the Council's intention that a consistent and co-ordinated service is delivered throughout the region. This will be achieved by liaison and co-ordination with adjacent authorities.
- 5.4 Hartlepool Borough Council will allocate funding to cover the costs incurred in carrying out the winter service functions detailed in this plan. As weather conditions are unpredictable the funding will be provided within the overall highways budgets in such a way as to allow for the variable nature of the likely costs.

## **6. NETWORK PRIORITIES AND ROUTE PLANS**

- 6.1 The route plans are designed to take into account the need for economic, efficient and effective resource utilisation. They are of crucial importance. They are designed to accommodate:-
- transport and other council policy priorities
  - known problems, including significant gradients, exposed areas and other factors
  - climatic and thermal differences within the area
  - co-ordination and co-operation with other authorities
  - overall risk assessment including the need to maintain consistency
- 6.2 To ensure a reasonable response and to meet the objectives of the "Well-maintained Highways – The Code of Practice for Highway Maintenance Management" within available resources, the route plans are categorised as follows:
- Carriageway Salting routes (1<sup>st</sup> and 2<sup>nd</sup> Priority)
  - Carriageway Snow Clearance routes
  - Footway Salting routes
- 6.3 All Route Plans are subject to review at least annually.

## **7. INFORMATION AND PUBLICITY**

- 7.1 Information and Publicity will be delivered as follows:-
- **Pro-active Media Relations** - to detail Hartlepool Borough Council's policy, approach and coverage of winter maintenance treatment in an

official press release. This publicity is aimed at raising public awareness of the limitations of provision.

- **Re-active Media Relations** - when appropriate, the Public Relations Officer will respond to enquiries from the media

7.2 It is not anticipated that there will be a need for media communications under normal operating circumstances.

## **8. HARTLEPOOL BOROUGH COUNCIL/EXTERNAL AGENCY RELATIONSHIPS**

8.1 The Highways Agency is the Authority responsible for the treatment of the Trunk Road A19. Hartlepool Borough Council is the Authority responsible for all other roads within the Borough.

8.2 Co-ordination and co-operation to ensure effective service integration across the administrative boundary is also carried out with Stockton Borough and Durham County Councils.

## **9. DECISIONS AND MANAGEMENT INFORMATION**

9.1 Clear and efficient decision making processes supported by accurate weather prediction and information systems are the foundation for effective winter service delivery. The decision support system includes:-

- Weather forecasts
- Thermal maps
- Ice detection monitoring stations
- Weather radar

9.2 Each of the above uses current information and trends in conjunction with relevant software to extrapolate and display predicted conditions over a range of periods.

## **10. WINTER SERVICE TRAINING AND DEVELOPMENT**

10.1 All personnel involved in the Winter Service are trained to required levels of competence, both in respect of the overall job requirements and particularly the special health and safety considerations applying.

10.2 Hartlepool Borough Council seeks to ensure that high standards of health and safety are achieved on the Winter Service operations and has specific health and safety policies and guidance. The policies and guidance are issued to and discussed with all personnel and form the basis of the service training. The scope of training is defined in the Winter Service Operational Plan.

**11. PERFORMANCE STANDARDS AND MONITORING**

- 11.1 Given the significant costs of providing a Winter Service and the considerable logistical issues involved, monitoring and review are of particular importance to the pursuit of Best Value.
- 11.2 Comprehensive and accurate records are kept of the Winter Service activity, including timing and nature of all decisions, the information on which they were based, and the nature and timing of all treatment.

**12. RECOMMENDATION**

- 12.1 To approve the Policies and priorities.



# **CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO**

Report To Portfolio Holder

5 October 2005



**Report of:** Director of Neighbourhood Services

**Subject:** HART LANE HIGHWAY IMPROVEMENT SCHEME

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## **SUMMARY**

### **1. PURPOSE OF REPORT**

To outline the formal consultation undertaken in relation to the scheme and seek approval of the detailed scheme design.

### **2. SUMMARY OF CONTENTS**

The report details the consultation process, the development of the scheme into the final recommended design and the likely timescale for the project.

### **3. RELEVANCE TO PORTFOLIO HOLDER**

The Portfolio Holder has responsibility for Traffic and Transportation issues.

### **4. TYPE OF DECISION**

Non key.

### **5. DECISION MAKING ROUTE**

This is an executive decision by the Portfolio Holder.

### **6. DECISION REQUIRED**

That the consultation process be noted, and the scheme be approved for implementation.

**Report of:** Director of Neighbourhood Services

**Subject:** HART LANE HIGHWAY IMPROVEMENT SCHEME

---

**1. PURPOSE OF REPORT**

- 1.1 To outline the formal consultation undertaken in relation to the scheme and seek approval of the detailed scheme design.

**2. BACKGROUND**

- 2.1 On 22 June 2005, the Portfolio Holder approved that the scheme be developed in more detail for implementation, and that full public consultation be carried out.

Consequently, 3 options were developed (see attached plans) based on the creation of a new signalised crossroads at Tarnston Road and a link road through to Throston Grange Lane. The difference between the options related to the management of deliveries to the shops, as follows :-

Option 1 – Separate access to the rear of the shops from Wiltshire Way, keeping delivery vehicles off Hartside Gardens.

Option2 – New entry from Hart Lane for deliveries only, to the unloading area behind the shops, with vehicles leaving via Hartside Gardens.

Option 3 - New entry from Hart Lane for deliveries only, to the unloading area behind the shops, with vehicles leaving via a separate exit to Wiltshire Way.

- 2.2 All 3 options involve the creation of a new traffic signal controlled crossroads at Hart Lane/ Tarnston Road, with pedestrian phases on each leg and a new link road behind the doctors' surgery, joining up with Throston Grange Lane.
- 2.3 All options give greatly increased parking provision for both the shops and health facilities, along with a specific parking area for adjacent residents of Throston Grange Lane and St. David's Walk. There will be an exit from the shops/ health centre parking area onto the new road, however, this is too close to the new signals to allow traffic to enter at this point. Traffic waiting to turn right into the car park would be held up by traffic approaching the signals, with the potential for vehicles to queue back through the junction.
- 2.4 It is envisaged that the scheme would start on site in the spring of 2006 and take around 3 months to complete.

### 3. CONSULTATION

- 3.1 Approximately 700 letters were delivered to the Throston and Naisberry estates, advising residents of two consultation sessions to be held on 14 and 15 September. A portacabin was sited on land to the rear of the doctors' surgery and visitors were invited to view the plans and raise any concerns they may have. Everyone who visited the event was asked to complete a consultation form giving their views and the results of this are detailed below.
- 3.2 The scheme has also been publicised in the Hartlepool Mail, HartBeat, on the Council website and on Radio Cleveland. Public displays have also been placed at both the North and Central Neighbourhood Consultative Forums. An additional 200 letters have also been distributed to residents further afield within the Naisberry estate, in order to ensure as comprehensive a consultation process as possible has been undertaken.

- 3.3 The responses received are summarised below.

Total responses	-	100
Responses in favour of scheme	-	93
In favour of Option 1	-	2
In favour of Option 2	-	5
In favour of Option 3	-	29
In favour, with no preferred option-		53
In favour, but with a minor objection to specific detail	-	4
Responses against scheme	-	7

- 3.4 As mentioned in 2.1, the difference between the 3 options relates to access for deliveries. As such, the views of Hartside Gardens residents is paramount in this respect and these are summarised as follows :-

Total responses	-	12
In favour of Option 1	-	2
In favour of Option 2	-	1
In favour of Option 3	-	10

- 3.5 All of these responses show that the vast majority of people are in favour of the scheme. Even those people not in favour conceded that something needed to be done, but had a different opinion as to the exact nature of the improvements.
- Option 3 was comfortably the most popular option amongst those people that expressed a preference, and would also seem to achieve all of the scheme objectives.

### 3.6 People against the scheme gave the following reasons :-

- **Difficulty accessing driveway of property on Tarnston Road approach to junction** – Access should actually be easier as traffic will clear in one go when the lights change, instead of joining Hart Lane one at a time with the present give way junction.
- **Should be a roundabout instead of traffic signals** – Roundabouts do not work as well where the volume of traffic on each approach differs significantly. Traffic flows on Hart Lane are much higher than those on Tarnston Road and Wiltshire Way, which would be likely to leave vehicles exiting these roads with similar delays to those experienced at present. Roundabouts also fail to cater for pedestrians, whereas traffic signals will allow for pedestrian phases to be installed on each leg.
- **Would like parking area for residents to be permit controlled** – There would be no problems with making this area a Residents Parking Zone should the need arise.
- **Would like number of bays in residents parking area to be reduced** – Residents of the 14 adjacent properties are to be written to giving different options on the possible number of bays, and the parking area will be provided in accordance with the majority view.
- **Would like guard rail installed around grassed areas at each end of new link road** – This view was expressed by nearby residents as children currently play in these areas, but the road will become much busier as the main access to Throston estate. Guard railing will be included in the scheme.
- **Yellow lines will be needed to prevent inappropriate parking causing congestion** – Yellow lines will be placed on all approaches to the junction, both sides of the new link road and on Hart Lane adjacent to the car park, to discourage vehicles from short term parking to visit the shops.
- **Scheme will encourage more traffic to use Tarnston Road** – This would be unlikely. At present, once traffic gets on to Hart Lane, the manoeuvre to enter Tarnston Road is fairly easy. What the scheme will do is free up access on to Hart Lane for traffic coming from Wiltshire Way, but once they have reached the junction Tarnston Road would be no more an attractive route than it is now.
- **The alleygates on the footpath from Mountston Close should be removed** – This is a separate issue from the scheme. The alleygates are currently in place for an experimental period and will be reviewed when this expires early next year.
- **Would like a parking lay-by provided on Throston Grange Lane, in front of houses 256 – 264** – This will be included in the scheme.
- **Do not want cars parked directly adjacent to end house in Throston Grange Lane** – This area would be the access road into the residents' car park and as such, vehicles would not park directly adjacent to the property.
- **Do not want delivery vehicles to drive behind shops and, therefore, behind residential properties** – Delivery vehicles unload in this area at present, but do not have through access, as options 2 and 3 would provide, they currently enter and leave via Hartside Gardens. One of the objections to this was the automatic "beeping" noise made by large

vehicles, however, this only occurs when they are reversing. Options 2 and 3 would negate this, as vehicles would no longer have any need to reverse.

#### **4. FINANCIAL IMPLICATIONS**

4.1 The scheme will be funded from the Local Transport Plan.

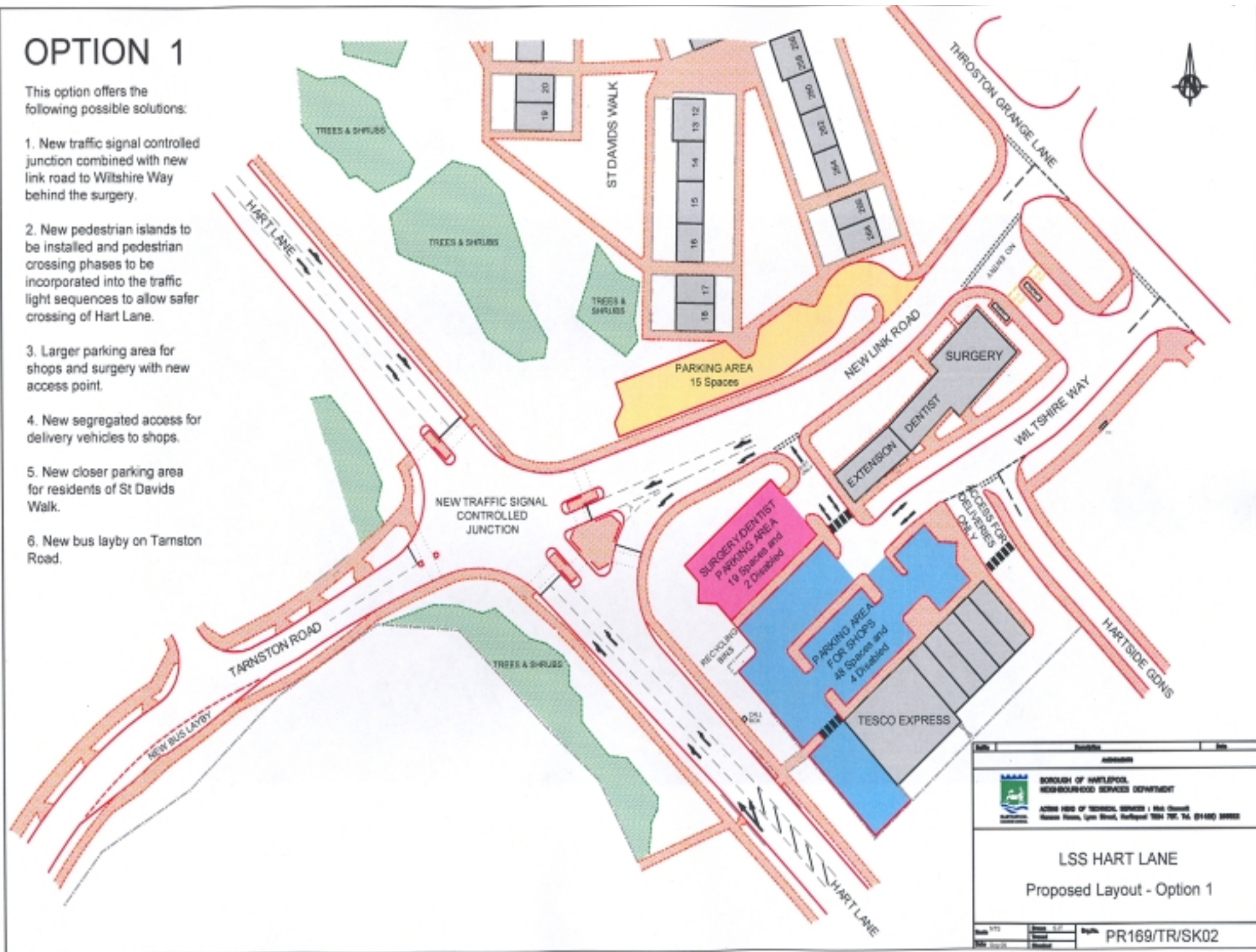
#### **5. OFFICER ADVICE**

5.1 That Option 3 be approved for implementation.

# OPTION 1

This option offers the following possible solutions:

1. New traffic signal controlled junction combined with new link road to Wiltshire Way behind the surgery.
2. New pedestrian islands to be installed and pedestrian crossing phases to be incorporated into the traffic light sequences to allow safer crossing of Hart Lane.
3. Larger parking area for shops and surgery with new access point.
4. New segregated access for delivery vehicles to shops.
5. New closer parking area for residents of St Davids Walk.
6. New bus layby on Tarnston Road.

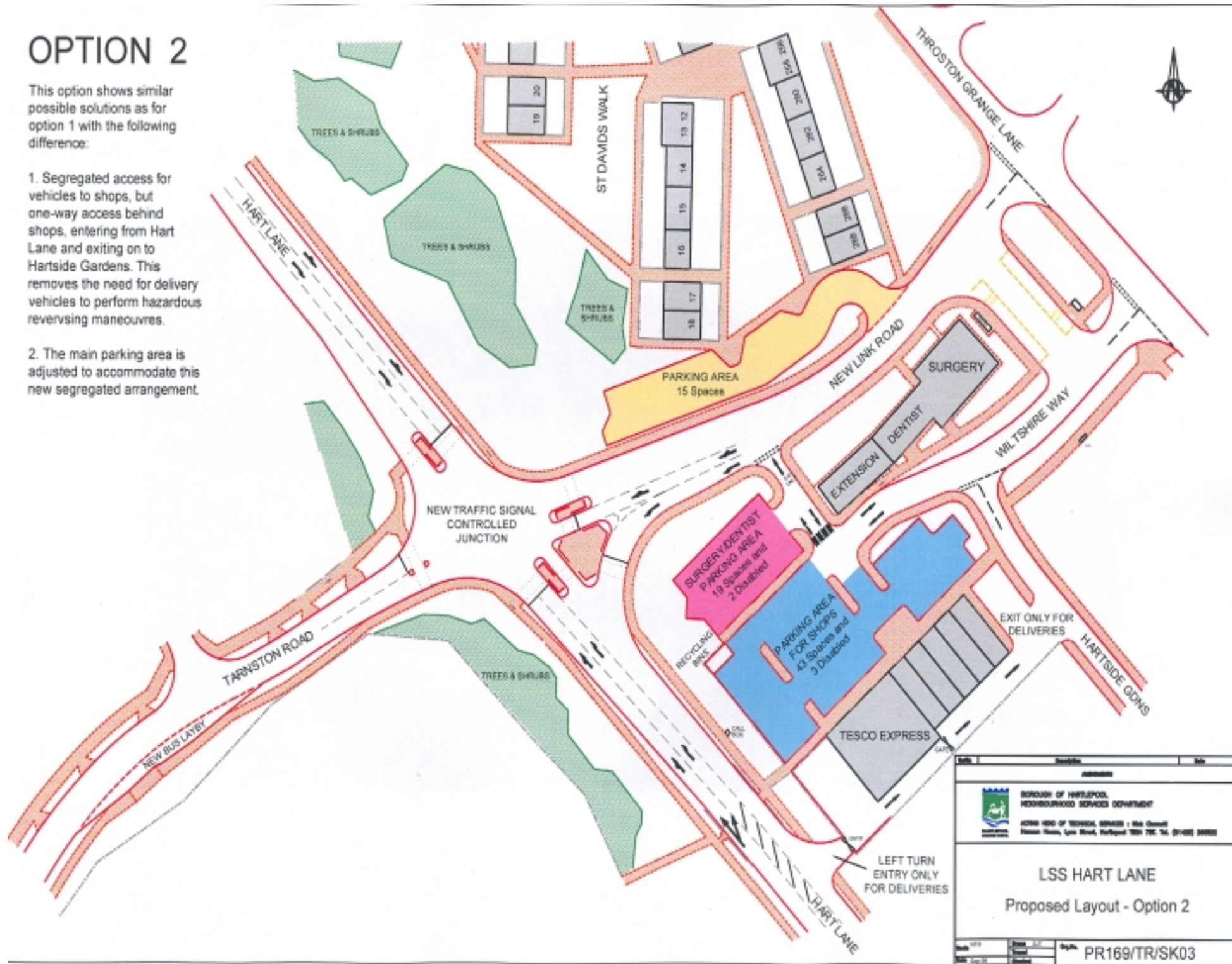




## OPTION 2

This option shows similar possible solutions as for option 1 with the following difference:

1. Segregated access for vehicles to shops, but one-way access behind shops, entering from Hart Lane and exiting on to Hartside Gardens. This removes the need for delivery vehicles to perform hazardous reversing manoeuvres.
2. The main parking area is adjusted to accommodate this new segregated arrangement.

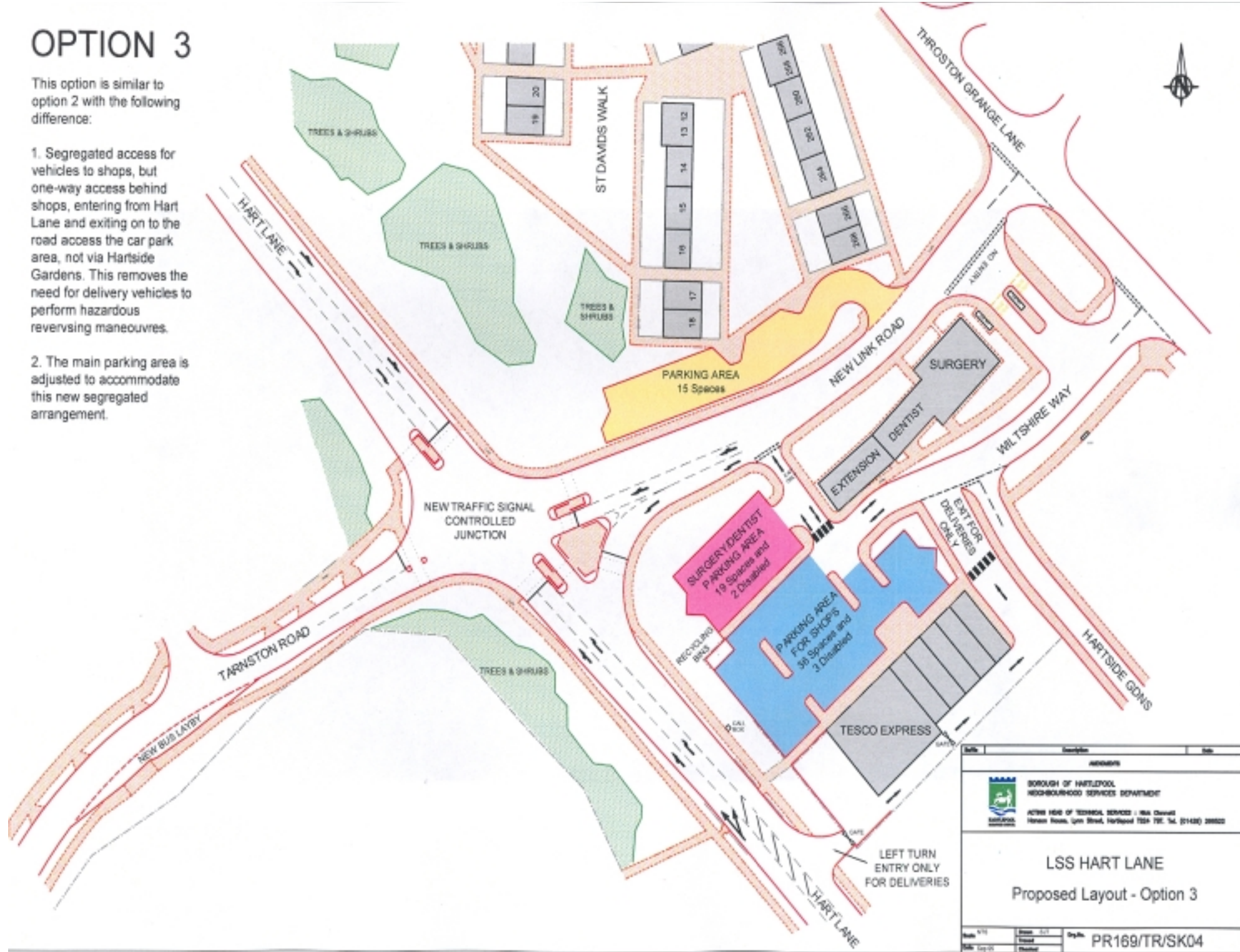




## OPTION 3

This option is similar to option 2 with the following difference:

1. Segregated access for vehicles to shops, but one-way access behind shops, entering from Hart Lane and exiting on to the road access the car park area, not via Hartside Gardens. This removes the need for delivery vehicles to perform hazardous reversing manoeuvres.
2. The main parking area is adjusted to accommodate this new segregated arrangement.



Scale	Description	Date
<p><b>BOROUGH OF HARTLEPOOL</b> NEIGHBOURHOOD SERVICES DEPARTMENT</p> <p><small>ACTING HEAD OF TECHNICAL SERVICES : Neil Oswald Hartlepool House, 10th Street, Hartlepool TS24 7SE, Tel. (01432) 200022</small></p>		
<p><b>LSS HART LANE</b> Proposed Layout - Option 3</p>		
<p>Author: NTS Date: 05/10/05 Scale: 1:500</p>	<p>Drawn: ECT Project: PR169/TR/SK04 Checked:</p>	<p>PR169/TR/SK04</p>



## **CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO**

Report To Portfolio Holder

Date 5<sup>th</sup> October 2005



**Report of:** Director of Neighbourhood Services

**Subject:** REQUEST FOR THE PROVISION OF A NEW  
BUS SHELTER ON OWTON MANOR LANE

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### **SUMMARY**

#### **1. PURPOSE OF REPORT**

- 1.1 To advise on the receipt of a request for the provision of a bus shelter on Owton Manor Lane in the vicinity of Crieff Walk and to seek approval to consult with those residents most likely to be affected by it.

#### **2. SUMMARY OF CONTENTS**

- 2.1 Details of request and proposed extent of public consultation.

#### **3. RELEVANCE TO PORTFOLIO HOLDER**

- 3.1 It is the responsibility of the Portfolio Holder

#### **4. TYPE OF DECISION**

- 4.1 Non-Key Decision

#### **5. DECISION MAKING ROUTE**

- 5.1 This is an executive decision of the Portfolio Holder

#### **6. DECISION(S) REQUIRED**

- 6.1 That approval be granted to consult on the provision of a bus shelter in the location requested.

**Report of:** Director of Neighbourhood Services

**Subject:** REQUEST FOR THE PROVISION OF A NEW  
BUS SHELTER ON OWTON MANOR LANE

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**1. PURPOSE OF REPORT**

- 1.1 To advise on the receipt of a request for the provision of a bus shelter on Owton Manor Lane in the vicinity of Crieff Walk and to seek approval to consult with those residents most likely to be affected by it.

**2. BACKGROUND**

- 2.1 A written request has been received from a resident of Crail Walk regarding the provision of bus shelters on Owton Manor Lane (East) in the vicinity of the shopping precinct (see attached plan).
- 2.2 During the recent improvement works to the area the bus shelter on the northern side of Owton Manor Lane was removed when the bus stop was re-located. Because of the reduction in width of the footway adjacent to the new lay-by it is not possible to relocate the original enclosed shelter in this location. However a cantilever shelter is to shortly be erected to provide a degree of protection to people waiting for a bus on this side of the road.
- 2.3 On the southern side of the road another lay-by has been constructed which does have the room available to provide an enclosed shelter.

**3. CONSIDERATION OF ISSUES**

- 3.1 Bus shelters are not popular with those residents outside whose property they are situated. This is due to the perception that they attract youths and generate anti-social activities.
- 3.2 Consultation on the location of bus shelters generally results in objections, even from people who do not live in the immediate proximity of the proposed location, and it is therefore prudent to limit the extent of consultation to those residents most directly affected. In this case it is suggested that the residents of 75 to 85 Owton Manor Lane are consulted.

**4. FINANCIAL IMPLICATIONS**

- 4.1 The installation of a shelter can be funded from existing revenue budgets and would cost in the region of £3000

**5. RECOMMENDATIONS**

- 5.1 That approval be granted to consult the residents of 75 to 85 Owton Manor Lane on the provision of a bus shelter in the location requested.



## **CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder



**Report of:** Director of Neighbourhood Services

**Subject:** MASEFIELD ROAD – TRAFFIC CALMING  
SCHEME

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### **SUMMARY**

#### **1. PURPOSE OF REPORT**

- 1.1 To seek approval for the proposals to implement road safety measures in Masefield Road, and report on the consultation undertaken.

#### **2. SUMMARY OF CONTENTS**

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

#### **3. RELEVANCE TO PORTFOLIO HOLDER**

- 3.1 The Portfolio Holder has responsibility for Traffic and Transportation issues.

#### **4. TYPE OF DECISION**

- 4.1 Non Key.

#### **5. DECISION MAKING ROUTE**

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

#### **6. DECISION(S) REQUIRED**

- 6.1 The Portfolio holder approves the implementation of the scheme.

**Report of:** Director of Neighbourhood Services

**Subject:** MASEFIELD ROAD – TRAFFIC CALMING  
SCHEME

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**1. PURPOSE OF REPORT**

- 1.1 To seek approval for the proposals to implement traffic calming and a 20mph zone on Masefield Road, and report on the consultation undertaken.

**2. BACKGROUND**

- 2.1 There have been a number of concerns raised about the speed of traffic and inconsiderate parking on Masefield Road in the vicinity of Rift House Primary School. The School has also highlighted concerns through its travel plan about the volume and speed of traffic in this area.

**3 PROPOSALS (See Appendix 1)**

- 3.1 It is proposed to implement a 20mph Zone on Masefield Road between Chesterton Road and Thackeray Road. The Department of Transport requires a 20mph speed limit to be self-enforcing. This means that the average speed of vehicles should be 20mph or less. In order to achieve this on Masefield Road it is necessary to implement traffic calming.
- 3.2 The traffic calming proposed will consist of a series of speed cushions. These are a type of road hump that allow buses, fire appliances and ambulances to straddle the hump and therefore do not impede their journey or cause discomfort to passengers.
- 3.3 To help control parking in the area and give a reasonable level of visibility to vehicles emerging from the side roads, it is proposed to implement No Waiting At Any Time restrictions around the junction radii. The location of the restrictions will help the Council to enforce rules laid out in the Highway Code, which states that vehicles should not park within 10 metres of a junction.
- 3.4 In response to residents concerns about parents parking and obstructing drives a length of school time parking restrictions are proposed to be implemented between No's 30 and 36 Masefield Road. This restriction will prevent parking between 8.00 – 9.30am and 2.30 – 4.00pm.

## **4 CONSULTATION**

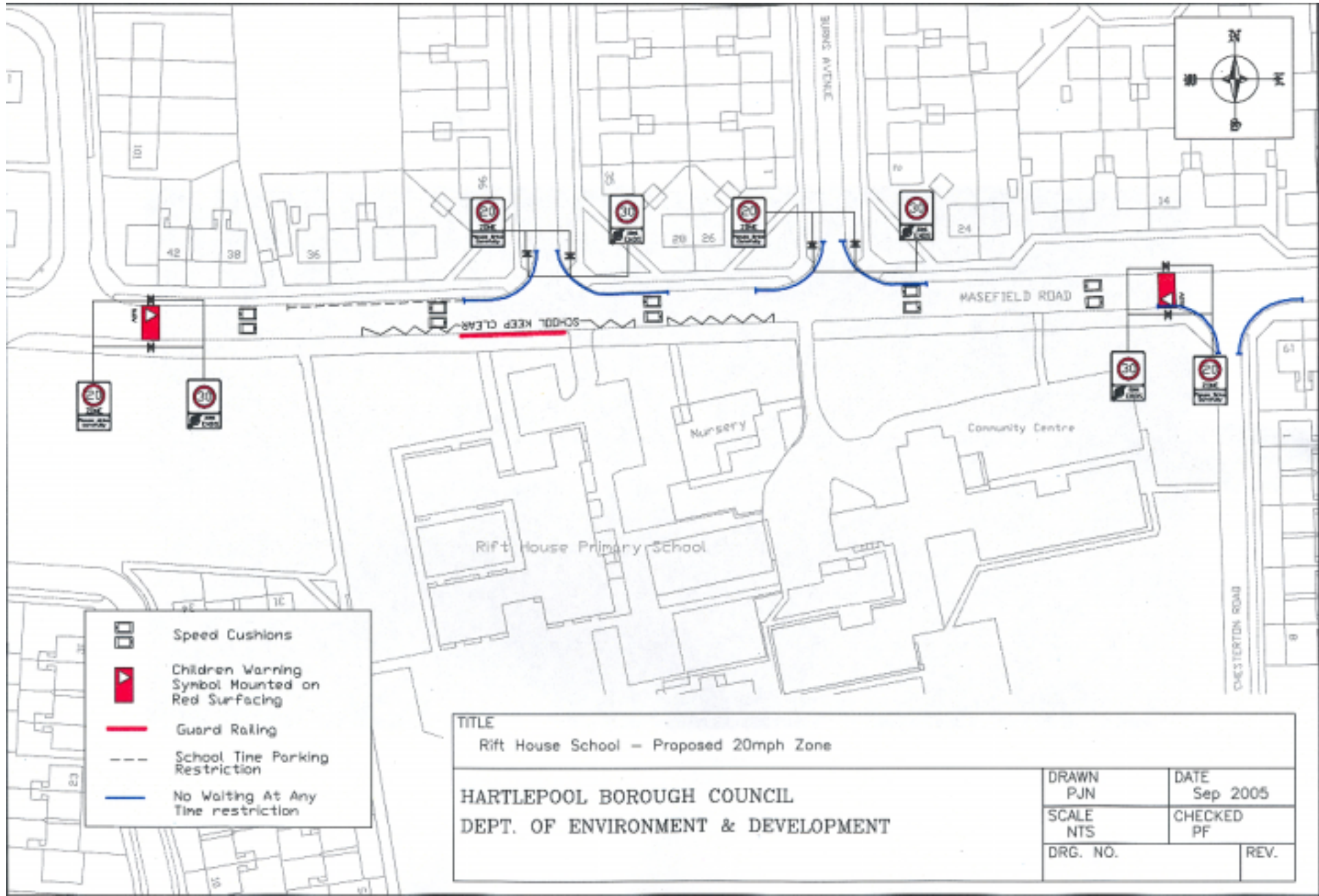
- 4.1 Residents, Ward Councillors and Rift House School have been sent a letter and plan outlining the above proposals. There were 12 responses to the consultation of which 10 were in favour of the proposals and 2 against.
- 4.2 The objections to the scheme are as follows: -
- The proposed traffic calming will increase noise and pollution levels.
  - The proposed parking restrictions will increase parking congestion in the area.
- 4.3 Department of Transport Advice Note 4/96 advises that to obtain a general reduction in vehicular emissions, traffic calmed areas require a road design that encourages smooth driving behaviour. The speed of vehicles at the calming feature should be, as far as possible, similar to the speed between the features. In order to achieve this it is recommended that humps should not be spaced at intervals greater than 50 – 60 metres. The spacing of the speed cushions on Masefield Road is on average below 50 metres.
- 4.4 Department of Transport Advice Note 6/96 states that where traffic flow consists of light vehicles (this applies to Masefield Road), the effect of using speed cushions should not result in an increase in overall traffic noise or individual vehicle noise.
- 4.5 The parking restrictions may well transfer parents from parking on or close to junctions into neighbouring residential areas. However parking on junctions cannot be condoned and breaks fundamental rules set out in the Highway Code. The restrictions will allow Council Parking Patrol Officers to enforce these rules and will help improve road safety on Masefield Road in the vicinity of the school.

## **5 FINANCIAL IMPLICATIONS**

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

## **6. RECOMMENDATIONS**

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





## **CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder  
5th October 2005



**Report of:** Director of Neighbourhood Services

**Subject:** KINGSLEY AVENUE – ROAD SAFETY  
PROPOSALS

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### SUMMARY

#### **1. PURPOSE OF REPORT**

- 1.1 To seek approval for the proposed road safety measures on Kingsley Avenue/Blakelock Road.

#### **2. SUMMARY OF CONTENTS**

- 2.1 The report details the background to the initial scheme proposed, the consultation undertaken with residents and the new proposals following the consultation.

#### **3. RELEVANCE TO PORTFOLIO HOLDER**

- 3.1 The Portfolio Holder has responsibility for Traffic and Transportation issues.

#### **4. TYPE OF DECISION**

- 4.1 Non key.

#### **5. DECISION MAKING ROUTE**

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

#### **6. DECISION(S) REQUIRED**

- 6.1 That approval be given for the new camera site and associated road safety measures.

**Report of:** Director of Neighbourhood Services

**Subject:** Kingsley Avenue – Road Safety Proposals

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**1. PURPOSE OF REPORT**

- 1.1 To seek approval for the proposed road safety measures on Kingsley Avenue/ Blakelock Road.

**2. BACKGROUND**

- 2.1 An initial scheme was drawn up following the investigation into the fatal accident which occurred on Kingsley Avenue, near to the 6<sup>th</sup> Form College entrance. This comprised anti-skid surfacing, central hatching, SLOW markings and warning signs, and was reported to the Portfolio meeting of 22 June.
- 2.2 The Portfolio Holder asked that the scheme be re-considered, and the possibility of some form of physical traffic calming measures be looked at. Following this the scheme was referred back to the Council's Traffic Liaison Group and the emergency services views sought. Kingsley Avenue/ Blakelock Road is a main route for the blue light services when accessing the west side of the town and they are wholly opposed to any physical measures on the roads, due to the negative impact this would have on their response times.
- 2.3 A meeting of local residents was held on 13 September in Browning Avenue Baptist Church. The consensus amongst residents was that they were opposed to physical measures such as speed humps, but would favour camera enforcement taking place on the road.
- 2.4 Casualty figures have been investigated and it was found that they would meet the criteria for a designated mobile safety camera site on the length of road from Oxford Road roundabout to Redcar Close. Surveys have been carried out to determine whether the speed of traffic is sufficient to justify a camera site, and this has been found to be the case.

- 2.5 It is, therefore, proposed to include the road in the Safety Camera Partnership business case for next financial year. This is the earliest possible date at which a new designated site could come into operation, but the Police are to be asked to carry out enforcement as a complaint site in the meantime. Under Camera Partnership regulations the Police are allowed to spend 15% of their enforcement time at complaint sites.
- 2.6 In addition to this, it is also proposed to implement the previous scheme near to the college entrance, and also to highlight the junctions with Browning Avenue and Shrewsbury Street by way of road markings and warning signs.
- 2.7 Residents also expressed concern that motorists are able to pick up speed as they join the road from Oxford Road roundabout, due to the geometry of the road and lack of deflection for vehicles. To combat this, it is proposed to install a physical island at the point where Kingsley Avenue joins the roundabout, to replace the existing ghost island.

### **3. FINANCIAL IMPLICATIONS**

- 3.1 The cost of the new camera site and associated signage will be borne by the Safety Camera Partnership. The signing, marking and anti skid works will be funded from the Local Transport Plan. It is also anticipated that the new island will be funded from the LTP, however, an exact source of funding will need to be identified for this.

### **4. OFFICER ADVICE**

- 4.1 That approval be given for the new camera site and associated road safety measures.

# **CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO**

Report To Portfolio Holder

5th October 2005



**Report of:** Director of Neighbourhood Services

**Subject:** KENDAL ROAD – TRAFFIC REGULATION ORDERS

---

## **SUMMARY**

### **1. PURPOSE OF REPORT**

To consider objections to the traffic regulation orders for Kendal Road.

### **2. SUMMARY OF CONTENTS**

This report details the information collected in relation to the objections submitted to the traffic regulation orders.

### **3. RELEVANCE TO PORTFOLIO HOLDER**

The Portfolio Holder has responsibility for Traffic and Transportation issues.

### **4. TYPE OF DECISION**

Non key.

### **5. DECISION MAKING ROUTE**

This is an executive decision by the Portfolio Holder.

### **6. DECISION REQUIRED**

That the objections be noted and the scheme be approved.

**Report of:** Director of Neighbourhood Services

**Subject:** KENDAL ROAD – TRAFFIC REGULATION ORDERS

---

**1. PURPOSE OF REPORT**

- 1.1 To consider objections to the traffic regulation orders for Kendal Road.

**2. BACKGROUND**

- 2.1 Residents of Kendal Road have previously submitted a complaint to the Ombudsman over parking difficulties in Kendal Road, since the Belle Vue Centre has been extended. The Ombudsman ruled that parking improvements in the area should be investigated, and as a result, Residents Parking was proposed for the west side, with double yellow lines suggested for the east side.
- 2.2 The Centre objected to these proposals and as a result of this, a meeting was arranged with their representatives to discuss the scheme.
- 2.3 The proposal was then revised to retain the Residents Parking on the west side, but reduce the double yellow lines on the east side to a short section near to the Centre entrance. This would allow parking for deliveries, disabled drivers and also keep an area clear to assist people crossing to and from the centre.
- 2.4 Consultation was carried out in the form of a door-to-door survey of residents. This allowed residents the opportunity to ask questions on the proposals and have the drawings explained to them, if necessary.
- 2.5 From this consultation, out of 10 residents, 7 were in favour of the proposals, 1 refused to comment and 2 could not be contacted. These results show a clear majority of residents in favour of the proposals, which are also acceptable to the Belle Vue Centre.
- 2.6 Following the consultation, the scheme was approved by Cabinet and was then passed to the Council's Legal Section to allow them to proceed with the advertising of the order.
- 2.7 During the advertising period, an objection letter was received from a resident. The letter had a number of forms attached objecting to the order which related to the length of the double yellow lines on the east side of Kendal Road. These forms have been signed by 6 of the 10 residents, who had previously been in favour of the proposals in the door to door consultation.

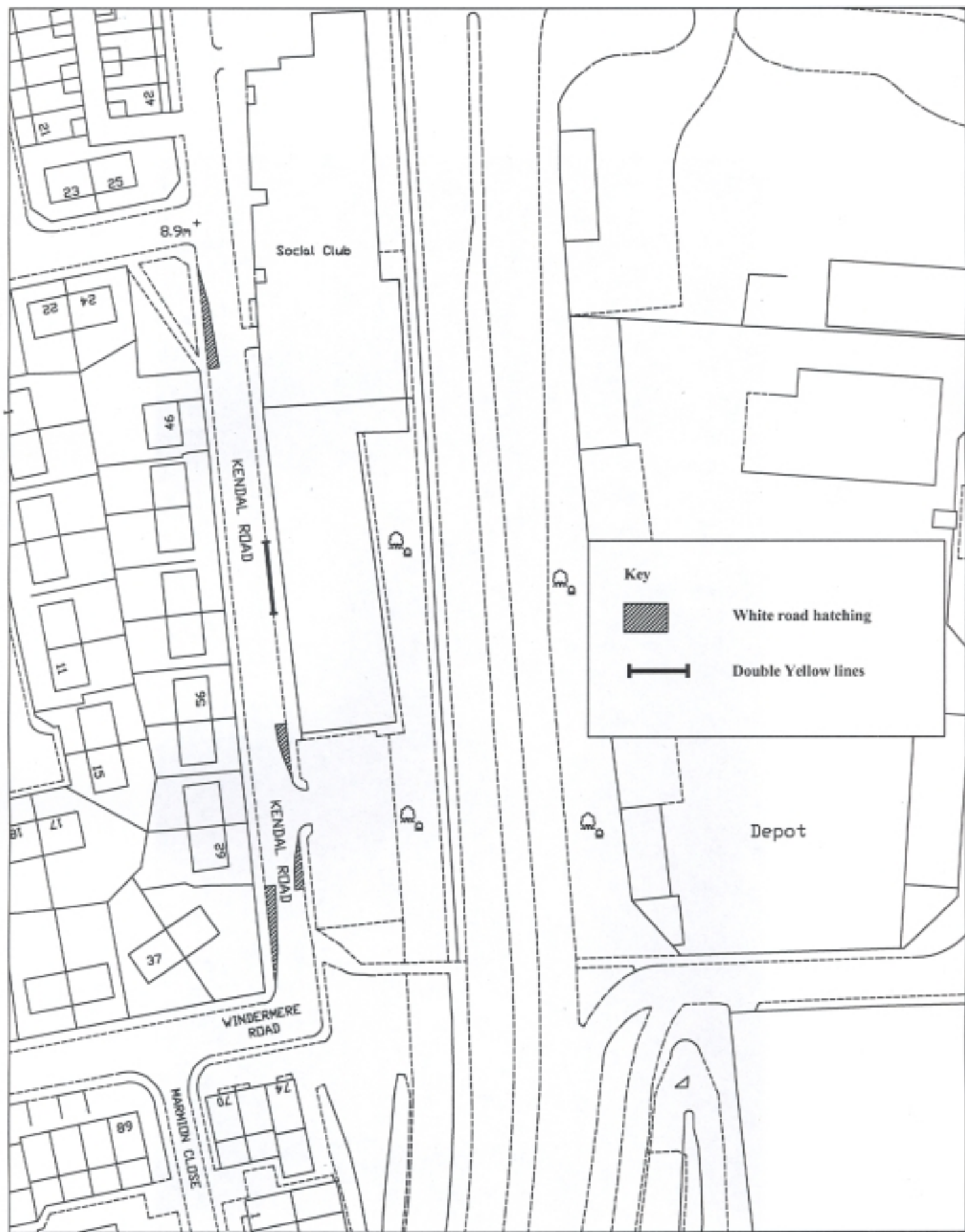
- 2.8 To summarise, the Belle Vue Centre are understandably opposed to double yellow lines along the full length of their side of the road. Residents on the west side are catered for by the provision of Residents Permit parking on that side of the road.
- 2.9 The reason for the objections appears to be on road safety grounds, however, the short section of double yellow lines proposed will create a clear area that will assist pedestrians in crossing the road.
- 2.10 There have been no accidents recorded in the last 3 years which does not indicate a road safety problem, and the new "clear area" will also aid pedestrians wishing to cross the road. As with all schemes, the situation will be monitored and should a casualty problem develop then the area will be reviewed.

### **3. FINANCIAL IMPLICATIONS**

- 3.1 The cost of advertising and implementing the order would be met from the Council's traffic management budget.

### **4. OFFICER ADVICE**

- 4.1 That the objection be noted and the scheme approved for implementation.



TITLE

Kendal Road - Double yellow lines

HARTLEPOOL BOROUGH COUNCIL  
DEPT. OF ENVIRONMENT & DEVELOPMENT  
HEAD OF HIGHWAYS AND TRANSPORTATION: I.PARKER

DRAWN M.R.	CHECKED P.F.
SCALE 1:1000	DATE June '05
DRG. NO.	REV.

**CULTURE, HOUSING AND TRANSPORTATION**  
Report to Portfolio Holder  
5th October 2005



**Report of:** Director of Neighbourhood Services

**Subject:** SUPPORTED BUS SERVICE EXTENSIONS  
SERVICES 822 and 828

---

**SUMMARY**

**1. PURPOSE OF REPORT**

To provide information to the Portfolio Holder on the costs and benefits of extending the existing supported bus services 822, 828 and to add a new journey on service 822.

**2. SUMMARY OF CONTENTS**

This report provides details of the existing supported bus services, the reasons for possible alterations to the services and alternative school travel options.

**3. RELEVANCE TO PORTFOLIO MEMBER**

It is the responsibility of the Portfolio Holder.

**4. TYPE OF DECISION**

This is not a key decision.

**5. DECISION MAKING ROUTE**

This is an executive decision of the Portfolio Holder.

**6. DECISION(S) REQUIRED**

A decision is required on whether to extend the existing supported bus services numbers 822, 828 and to add a new journey on service 822.



**Report of:** Director of Neighbourhood Services

**Subject:** SUPPORTED BUS SERVICE EXTENSIONS  
SERVICES 822 and 828

---

## 1. PURPOSE OF REPORT

To provide information to the Portfolio Holder on the costs and benefits of extending the existing supported bus services 822, 828 and to add a new journey on service 822.

## 2. BACKGROUND

As a result of the revised Stagecoach bus timetables effective from 20<sup>th</sup> March 2005, the commercial bus service 3 was revised resulting in the loss of services operating along Hucklehoven Way.

Ward Councillors have expressed concern that school pupils from the Burbank Street area do not have access to a local bus service to and from school, particularly those attending Brierton and English Martyrs.

Existing Council supported bus services operate from Seaton Carew to the two schools. This includes services 822, 828 and 829.

- Service 828 links Seaton Carew with Brierton and English Martyrs in the morning and afternoon
- Service 822 returns children from Brierton in the afternoon terminating in Seaton Carew
- Service 829 provides two morning journeys from Seaton Carew to Brierton and English Martyrs, and one return journey in the afternoon

## 3. CONSIDERATION OF THE ISSUES

Discussions were held with Stagecoach to explore options for providing a bus service for pupils of both schools who live in the Burbank Street area. However, since these discussions, Brierton School have made changes to their starting and finishing times which have made the initial solutions unworkable.

Following further discussions with Stagecoach, new options have been proposed which address the school time changes at Brierton, while still catering for the school pupils in the Burbank Street area. The revised options are as follows.

- **Option 1** - An additional service 822 journey operating from Huckelhoven Way at 08:00 picking up at the following points:

Hucklehoven Way	0800
Wainwright Walk	0804
Seaton Carew	0806
Elizabeth Way	0808
Golden Flatts School	0811
Owton Lodge	0812
Brierton School	0820

The existing afternoon 822 journey from Brierton which departs at 15:18, is extended from the existing terminus at Wainwright Walk in Seaton Carew to Hucklehoven Way. (Note: although Brierton's finishing time has been brought forward to 2:30pm, the school have made provisions for pupils to remain on the school premises until the 3:18pm bus is due to depart)

- **Option 2** - To cater for pupils attending English Martyrs School living in the Burbank Street area, the 08:25 Service 828 departure from Wainwright Walk would start from Hucklehoven Way, with the 15:38 departure from English Martyrs being extended from Wainwright Walk to Hucklehoven Way. These journeys formerly catered for Brierton and English Martyrs pupils but, since the school time changes, would only be suitable for English Martyrs pupils.

### **Pupil Numbers**

There are no pupils living in the Burbank Street/Hucklehoven area who are entitled to free school travel to any school. However, a small number of pupils attending Brierton and English Martyrs reside in the area who are not entitled to free travel, but may want to use fare paying school bus services. There are 88 school pupils in Seaton Carew entitled to free school travel to English Martyrs school, but none to Brierton. It is anticipated that the above changes should not cause any overcrowding on any of the service 822 and 828 journeys.

### **Alternative Travel Choices**

The Burbank Street area is within fifteen minutes walking distance of York Road where the Stagecoach Service 6 offers at least eight buses an hour which travel along Catcote Road, stopping directly outside Brierton School and close to English Martyrs at the top of Oxford Road.

## **5. FINANCIAL IMPLICATIONS**

The financial cost to these changes would be as follows:

- ◆ **Option1**            £9,360 per school year
- ◆ **Option 2**            £3,510 per school year
- ◆ **Option 1+2**        £12,870 per school year

It is anticipated that these revised services would not start until late October at the earliest, thus only two terms funding from this years Bus Revenue

Support budget would be required. This equates to £7,722 for Options 1 and 2 until the end of March 2006. Existing funding could cover this cost, for the two-term period, but could not pay for the entire school year. This would also mean that there would be no contingencies remaining within the budget to cover any additional increases, for example increased cost brought about by the high cost of fuel. Future years would produce an additional budget pressure of around £5,148 for a school year if both options were implemented.

If these service revisions were to proceed effective monitoring of patronage would take place.

## **5. OFFCER ADVICE**

As a result of the financial cost and the limited numbers of pupils involved, it is recommended that no action is taken in this instance to extend or provide extra school bus journeys from Hucklehoven Way/Burbank Street area.

**CULTURE, HOUSING AND TRANSPORTATION  
PORTFOLIO**

Report To Portfolio Holder  
5th October 2005



**Report of:** Director of Neighbourhood Services

**Subject:** BUS SERVICES TO RYEHILL GARDENS

---

**SUMMARY**

**1. PURPOSE OF REPORT**

To seek approval for the change of route of the Council supported bus service 516 to operate via Ryehill Gardens.

**2. SUMMARY OF CONTENTS**

Details of the proposed diversion of the Council supported bus service 516 via Ryehill Gardens.

**3. RELEVANCE TO PORTFOLIO MEMBER**

It is the responsibility of the portfolio holder.

**4. TYPE OF DECISION**

This is a non-key decision.

**5. DECISION MAKING ROUTE**

This is an executive decision of the portfolio holder.

**6. DECISION(S) REQUIRED**

That the Portfolio Holder approves the diversion of the Council supported bus service 516 to include Ryehill Gardens within its route.

**Report of:** Director of Neighbourhood Services

**Subject:** BUS SERVICES TO RYEHILL GARDENS

---

**1. PURPOSE OF REPORT**

To seek approval for the diversion of the Council supported bus service 516 to operate via Ryehill Gardens.

**2. BACKGROUND**

Ryehill Gardens was formerly served by the daytime Stagecoach 2A service which connected with Morrison's Supermarket. This service was financed as part of a planning agreement with Morrison's. The funding for this service ended in March 2005 and the service was withdrawn by Stagecoach. The only service currently operating via Ryehill Gardens is the Leven Valley Council supported service 518. This service only operates in the evening, from Monday to Saturday.

**3. CONSIDERATION OF THE ISSUES**

Local residents have campaigned for a return of a daytime service to operate via Ryehill Gardens. Consultation has taken place with Stagecoach in respect of the possible diversion of the Council supported bus service 516 via Ryehill Gardens. This service links Elwick and Dalton Piercy with the Tesco supermarket via Hartlepool town centre.

The proposed diversion route would leave the existing route at Victoria Road and travel via Grange Road, Granville Avenue, Tunstall Avenue turn left into Hart Lane, right into Thornhill Gardens, left into Elmwood Road, left into Ryehill Gardens, left into Hart Lane, right into Serpentine Road and then Wooler Road. The existing route is regained at The Parade. The return route would be the same in reverse. A plan showing the existing and proposed route is to be made available at the portfolio meeting.

It is proposed that all 516 journeys would be diverted apart from the 8.03 departure from Victoria Road, which would still follow the existing route to provide a link for school pupils. It is proposed that this service be re-numbered 524 to avoid confusion with the re-routed 516 journey.

As a result of the above diversion, the section of York Road from the junction of Victoria Road to Park Road, the section of Park Road from York Road to Wooler Road and the section of Wooler Road from Park Road to Grange Road would no longer be served. Recent passenger surveys conducted on this section of route during September have demonstrated a low level of usage with average passenger journeys amounted to around six passengers a day.

#### **4. FINANCIAL IMPLICATIONS**

Stagecoach have confirmed that the proposed alteration to the route will result in no additional cost as the mileage is virtually identical to the existing route.

#### **5. OFFICER ADVICE**

That the Portfolio Holder approves that the Council supported bus service 516 be diverted via Ryehill Gardens, with the exception of the 8.03 am journey from Hartlepool Town Centre, which should be renumbered 524.

## **CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder  
5th October 2005



**Report of:** Director of Neighbourhood Services

**Subject:** MIDDLETON ROAD AND STATION LANE –  
ZEBRA CROSSINGS

---

### **SUMMARY**

#### **1. PURPOSE OF REPORT**

- 1.1 To seek approval for the provision of zebra crossings in Middleton Road and Station Lane.

#### **2. SUMMARY OF CONTENTS**

- 2.1 The report details the background to the requests for the crossings, the investigations and consultation undertaken and the scheme proposals.

#### **3. RELEVANCE TO PORTFOLIO HOLDER**

- 3.1 The Portfolio Holder has responsibility for Traffic and Transportation issues.

#### **4. TYPE OF DECISION**

- 4.1 Non Key.

#### **5. DECISION MAKING ROUTE**

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

#### **6. DECISION(S) REQUIRED**

- 6.1 The Portfolio holder approves the implementation of the scheme.

**Report of:** Director of Neighbourhood Services

**Subject:** MIDDLETON ROAD AND STATION LANE –  
ZEBRA CROSSINGS.

---

**1. PURPOSE OF REPORT**

- 1.1 To seek approval for the provision of zebra crossings in Middleton Road and Station Lane.

**2. BACKGROUND**

- 2.1 **Middleton Road** - A request was made by the Middleton Road Area Residents Association for a zebra crossing facility, close to the junction with Addison Road.
- 2.2 Pedestrian surveys were carried out which found that this location is a well used crossing point, that would benefit from the installation of some form of controlled crossing. The highest figures recorded were 33 people crossing in a half hour period.
- 2.3 Following the investigation consultation letters were sent to the residents of Middleton Road on the section between Raby Road and Clarence Road.
- 2.4 As a result of the 54 properties consulted, 10 replies have been received. From these replies: -
- 6 are in favour of the zebra crossing.
  - 2 are in favour of the need for a zebra crossing but felt that it should be situated in another location.
  - 2 objected to the zebra crossing and felt that there was no need for one to be situated in Middleton Road.

The 2 residents who felt that the crossing should be situated in another location both suggested that it should be located on the east side of Addison Road (as per appendix 2). However, this would prevent parking outside No's. 52 and 54 as the zebra crossing requires a controlled zone (zigzag markings) which prohibits this.

These properties have no alternative parking spaces and a proposal to site the crossing in this location would be likely to attract strong objections.



- 2.5 The zebra crossing would provide a new facility/safety improvement for the community, as it would be located on a busy road and provide a safe, controlled crossing point, which would be beneficial to all residents, particularly school children.
- 2.6 **Station Lane** - Local Ward Members and residents have requested the introduction of a pedestrian crossing on Station Lane in the vicinity of Glentower Grove. Many of the residents living in the area are elderly and have difficulties crossing Station Lane in this vicinity. There are also a number of school children who cross at this location going to and from Seaton Primary.
- 2.7 Site surveys and pedestrian counts were undertaken to assess the suitability of the site. The pedestrian surveys recorded 35 pedestrians crossing in this location during the morning peak hour and 46 during the afternoon peak hour.
- 2.8 These results indicate that a crossing can be justified and would point towards a zebra crossing being the most appropriate type, due to numbers of pedestrians, vehicles, type of road, etc.
- 2.9 The crossing would be located between Glentower Grove and Gillpark Grove and would be sited centrally between the drive accesses of No's 86 & 88. The siting of the crossing in this location would require the relocation of the westbound bus stop, which would be sited opposite the Gillpark Grove junction.
- 2.10 It is a requirement to introduce a controlled zone (zig zag markings) either side of a zebra crossing. No parking is allowed within the controlled zone in order to maintain visibility of pedestrians at the crossing. All households within the controlled zone have access to off street parking.
- 2.11 A letter and plan was sent to 20 households in the area showing the proposed crossing location. 14 replies were received of which, 11 households were in favour of the crossing and 3 households objected to the proposals.
- 2.12 The objections raised were as follows: -
- **The location of the crossing is dangerous due to cars pulling in and out of the drive crossings located within the controlled zone** - Were ever possible pedestrian crossings should be located away from private drive accesses. In this case it would not be possible to locate the crossing in the required vicinity without the controlled zone extending across private drives.
  - **It will make it difficult to exit the drive crossings due to the presence of the zebra crossing** - The presence of the crossing

should not make exiting the drive crossings any more difficult. Removal of parked cars from this area would improve sight lines therefore making this manoeuvre safer.

- **Cars, which park in this location will be forced to park closer to the Gillpark Grove junction** - All households in the area have off street parking facilities therefore there should be no need to park close to the Gillpark Grove junction. If parking does occur in this area parking restrictions could be considered to prevent this practice.
- **There is no requirement for a crossing in this location** - The general positive response from residents and pedestrian counts indicate there is a need for a crossing in this location.
- **Relocating the bus shelter will encourage gangs of youths to congregate with associated anti social problems** - The bus stop can be relocated without erecting a shelter. This will address residents concerns about anti social behaviour.

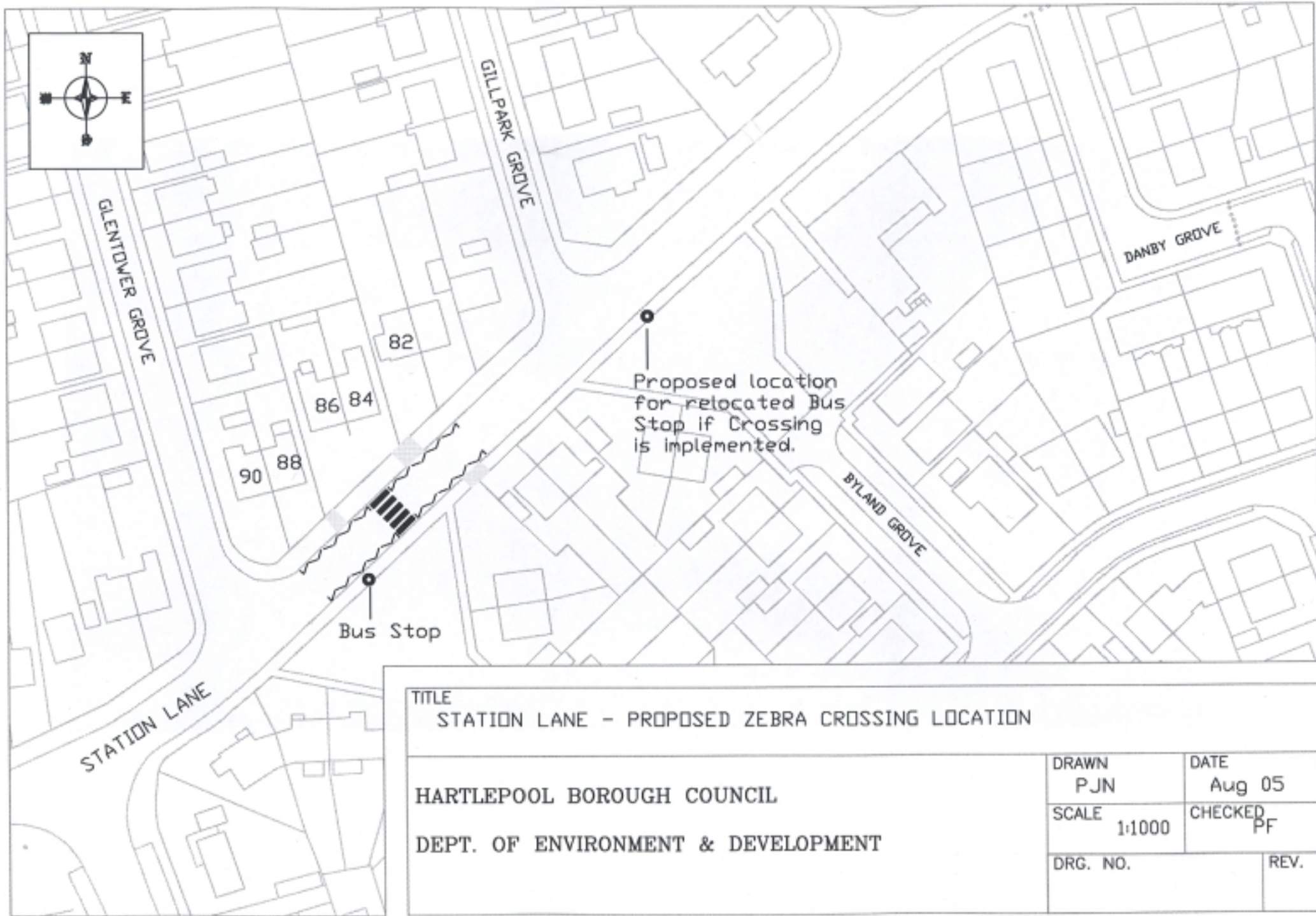
2.13 The Traffic Liaison Group have also been consulted with regards to these proposals and have no objections.

### 3. FINANCIAL IMPLICATIONS

- 3.1 The crossings are part of a package of four, with the other two being West View Road and York Road/ Lowthian Road, which have both been approved previously.
- 3.2 Each crossing is expected to cost around £10,000. The Local Transport Plan is providing £25,000 funding, and with the crossings being spread across the three Forum areas, each Neighbourhood Forum is contributing £5,000. This will enable all four crossings to be installed.

### 4. OFFICER ADVICE

- 4.1 That the provision of zebra crossings on Middleton Road and Station Lane be approved.



TITLE  
STATION LANE - PROPOSED ZEBRA CROSSING LOCATION

HARTLEPOOL BOROUGH COUNCIL  
DEPT. OF ENVIRONMENT & DEVELOPMENT

DRAWN PJN	DATE Aug 05
SCALE 1:1000	CHECKED PF
DRG. NO.	REV.



**TITLE**

Appendix 2. Middleton Road/Addison Road – Residents proposed Zebra Crossing

**HARTLEPOOL BOROUGH COUNCIL**  
**DEPT. OF ENVIRONMENT & DEVELOPMENT**  
 HEAD OF HIGHWAYS AND TRANSPORTATION: I.PARKER

**DRAWN**  
 PMJ

**DATE**  
 21.07.05

**SCALE**  
 1:1000

**DRG. NO.**

**REV.**



## **CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder  
5th October 2005



**Report of:** Director of Neighbourhood Services

**Subject:** GRETA AVENUE – PETITION FOR YELLOW LINES

---

### **SUMMARY**

#### **1. PURPOSE OF REPORT**

- 1.1 To consider a petition (to be made available at the meeting) from residents of The Meadow, requesting a small section of double yellow lines around the junction with Greta Avenue.

#### **2. SUMMARY OF CONTENTS**

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

#### **3. RELEVANCE TO PORTFOLIO HOLDER**

- 3.1 The Portfolio Holder has responsibility for Traffic and Transportation issues.

#### **4. TYPE OF DECISION**

- 4.1 Non key.

#### **5. DECISION MAKING ROUTE**

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

#### **6. DECISION(S) REQUIRED**

- 6.1 That the petition be noted and the introduction of a Prohibition Of Waiting Order be approved, due to the lack of visibility and consequent risk to road safety.

**Report of:** Director of Neighbourhood Services

**Subject:** GRETA AVENUE – PETITION FOR YELLOW LINES

---

**1. PURPOSE OF REPORT**

- 1.1 To consider a petition from residents of The Meadow requesting a small section of double yellow lines around the junction with Greta Avenue.

**2. BACKGROUND**

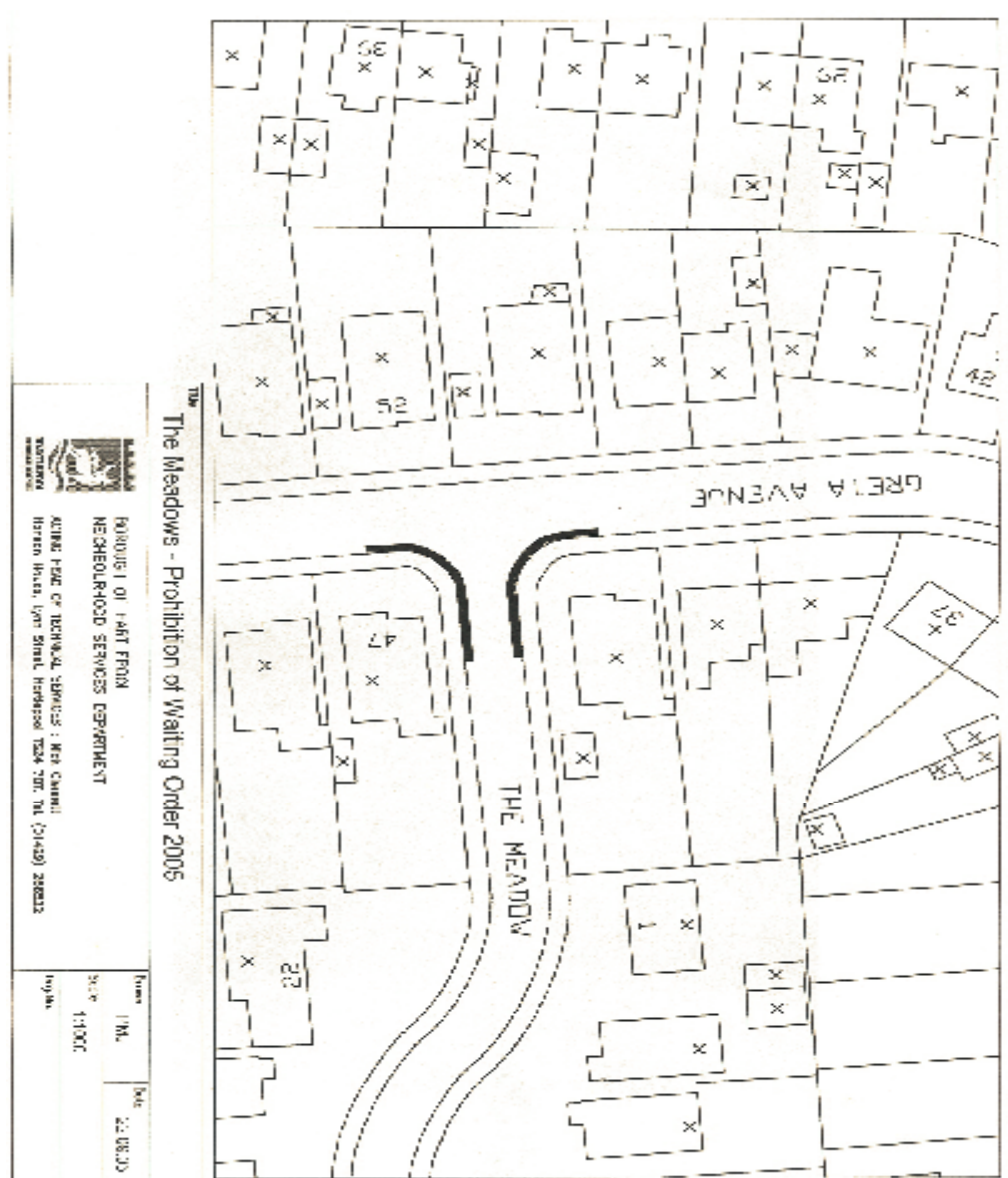
- 2.1 Residents of The Meadow have submitted a petition which raises concerns about vehicles parking close to the junction of The Meadow and Greta Avenue. A site visit has taken place and it was found that these vehicles are causing visibility difficulties as well as problems for vehicles attempting to manoeuvre in and out of the junction.
- 2.2 It is proposed to place double yellow lines on both radii of the junction to prevent vehicles parking so close to it and causing these problems (see attached plan).
- 2.3 The residents of the corner properties are to be advised of the proposals, however, vehicles should not be parked this close to a junction in any event. The Highway Code stipulates that vehicles should not park within 10 metres of a junction, and wherever practical the Council will seek to achieve this on road safety grounds.

**3. FINANCIAL IMPLICATIONS**

- 3.1 The cost of advertising and implementing the order would be met from the Council's traffic management budget.

**4. OFFICER ADVICE**

- 4.1 That the report and petition be noted and the introduction of a Prohibition of Waiting Order be approved, due to the current lack of visibility and consequent risks to road safety.



# **CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO**

Report To Portfolio Holder

5th October 2005



**Report of:** Director of Neighbourhood Services

**Subject:** YORK ROAD HIGHWAY IMPROVEMENTS

---

## **SUMMARY**

### **1. PURPOSE OF REPORT**

To seek approval to consult on the proposed improvements of the footways and carriageway in that section of York Road from the junction of Park Road to the junction of Stockton Road.

### **2. SUMMARY OF CONTENTS**

The report provides information on policy context, details of the proposed works and methods of public consultation.

### **3. RELEVANCE TO PORTFOLIO MEMBER**

It is the responsibility of the portfolio holder.

### **4. TYPE OF DECISION**

This is a non-key decision.

### **5. DECISION MAKING ROUTE**

This is an executive decision of the portfolio holder.

### **6. DECISION(S) REQUIRED**

Approval to consult on the proposed improvements to York Road from Park Road to the junction of Stockton Road.



**Report of:** Director of Neighbourhood Services

**Subject:** YORK ROAD HIGHWAY IMPROVEMENTS

---

## **1. PURPOSE OF REPORT**

To seek approval to consult on the proposed improvements of the footways and carriageway in that section of York Road from the junction of Park Road to the junction of Stockton Road.

## **2. BACKGROUND**

A scheme to improve the footways and carriageways on York Road from Victoria Road to Park Road was delivered in 2001 through the first Local Transport Plan. Hartlepool's provisional second Local Transport Plan includes the proposal to continue a programme of improvements on York Road from Park Road to the junction of Stockton Road.

The proposed improvements would be carried out in three phases:

- Phase 1 – Park Road to Lister Street
- Phase 2 – Lister Street to Elwick Road
- Phase 3 – Elwick Road to Burn Valley roundabout

The proposed measures include the replacement of the flagged footways, installation of bus lay-bys, improvements to street lighting and other street furniture, the installation of a pedestrian crossing facilities and the provision of short stay car parking lay-bys. Consultation is proposed to be completed by December 2005 and Phase One of the scheme is expected to commence in early summer 2006.

Detailed plans showing the proposed scheme design for consultation will be made available at the portfolio meeting.

## **3. CONSIDERATION OF THE ISSUES**

It is proposed to undertake consultation on Phase 1, 2 and 3 of the proposed scheme via the following:

- Ward Members
- Posting of a letter explaining the proposals and inviting comments to those businesses and occupiers directly affected by the works on York Road, Park Road, Lister Street, Elwick Road, Houghton Street, Whitburn Street and Stockton Road. Letters would also be sent out to Stagecoach Hartlepool and the Hartlepool Primary Care Trust.

- Holding of a consultation event for businesses and residents at the end of October 2005 in St Georges Church Hall, York Road
- Presentation of the proposed scheme design to the Council's Traffic Liaison Group
- Presentation to the proposed scheme to the Central Neighbourhood Consultative Forum
- Presentation to New Deal for Communities
- Presentation to Access Group

All comments received during the consultation period would, where appropriate, be incorporated into a revised scheme design. This revised scheme design would then be made available for final comments.

It is anticipated that a second report to the portfolio holder would then be made in December 2005 to approve Phase 1 of the works. Construction of the first phase of the scheme would then be expected to start in July 2006 with completion anticipated by September 2006.

#### **4. FINANCIAL IMPLICATIONS**

The cost of undertaking consultation on the York Road improvement scheme would be funded from the Local Transport Plan. The cost of carrying out the approved works would also be funded by the Local Transport Plan and a contribution made from the New Deal Communities programme for 2006/07.

#### **5. OFFICER ADVICE**

It is recommended that approval be given for consultation on the proposed improvements for York Road from Park Road to the junction of Stockton Road.