

CULTURE, HOUSING & TRANSPORTATION PORTFOLIO DECISION SCHEDULE



Wednesday 14th December 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 None

2. **OTHER ITEMS REQUIRING DECISION**

- 2.1 Museums Acquisitions and Disposals Policy – *Director of Adult and Community Services*
- 2.2 Review of Parking Arrangements on Museum Road – *Head of Technical Services*
- 2.3 Clifton Avenue – Traffic Calming Petition – *Head of Technical Services*
- 2.4 Second Local Plan – Provisional to Final – *Head of Technical Services*
- 2.5 Creation of Disabled Parking Bay – Wharton Terrace – *Head of Technical Services*
- 2.6 Neighbourhood Services Departmental Plan (Culture Housing and Transportation) Update September 2005 – *Head of Technical Services*
- 2.7 Request to Introduce Residents Only Parking Zones- *Head of Technical Services*
- 2.8 Requests to Create Residents Parking at Roseberry Mews – *Head of Technical Services*
- 2.9 School Keep Clear Markings – *Head of Technical Services*
- 2.10 Proposed Installation of Bus Shelter, Owton Manor Lane – *Head of Technical Services*

3. **ITEMS FOR INFORMATION**

- 3.1 2005 Interpret Britain and Ireland Awards – Award – *Director of Adult and Community Services*

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
14th December 2005**



Report of: Director of Adult and Community Services

Subject: Museums Acquisitions and Disposals Policy

SUMMARY

1. PURPOSE OF REPORT

To seek approval for a revised Acquisitions and Disposals policy for the Museums service.

2. SUMMARY OF CONTENTS

Following its application for Accreditation in July, Hartlepool Museums Service has been granted provisional status pending submission of a revised Acquisitions and Disposal policy to the Museums, Libraries and Archives council (MLA). The revised policy (appended) contains a number of additions in the form of standard statements relating to Spoilation of Works of Art, Repatriation and Restitution and Management of Archives which are now a requirement under new Accreditation rules. In addition it contains a policy review procedure. Once approved, the revised policy will be re-submitted to MLA in support of the Museums Service's bid for full Accreditation status.

3. RELEVANCE TO PORTFOLIO MEMBER

The portfolio member has responsibility for museum issues.

4. TYPE OF DECISION

Non-key Decision.

5. DECISION MAKING ROUTE

This is an executive decision by the portfolio member.

6. DECISION(S) REQUIRED

To approve the revised Arts and Museums Acquisitions and Disposals Policy.

Report of: Director of Community Services

Subject: Museums Acquisitions and Disposals Policy

1. PURPOSE OF REPORT

- 1.1 To seek approval for a revised Acquisitions and Disposals policy for the Arts and Museums service. Evidence of approval is required to support Hartlepool museums service's application to the Accreditation Scheme for UK museums.

2. BACKGROUND

- 2.1 In March 2005 a report was submitted to Portfolio requesting approval for the Arts and Museums Service Plan, Emergency Plan and Acquisitions and Disposals Policy. Minuted approval of these documents was an essential element in support of Hartlepool Museum service's application for Accreditation, the standards scheme for UK museums, administered by the Museums, Libraries and Archives Council (MLA).
- 2.2 Following Portfolio approval, application for Accreditation was made through the regional museums agency NEMLAC, whose role it was to assess the application prior to its submission to MLA. NEMLAC was satisfied with the application and submitted it to MLA in August.
- 2.3 In September Hartlepool Museums Service received confirmation from MLA that it had been granted *provisional* Accreditation status (ie for a period of six months) pending the addition of several new elements to its Acquisitions and Disposals policy. It appears that MLA requires certain standard statements to appear in Collections policies under new Accreditation rules, but this information was not transmitted to Hartlepool and other first tranche museums services.

3. AMENDMENTS TO THE POLICY

- 3.1 The additions required by MLA relate to the adoption of standard codes of practice in relation to Spoilation of Works of Art, Repatriation and Restitution of culture artefacts, and Management of Archives (Items 11,12 and 13 of the Policy). In addition MLA required that the policy also include a policy review procedure containing a statement to the effect that Hartlepool Museums will consult with NEMLAC in the event of any proposed future changes to the Policy (Item 8). The additions have now been made to the policy, and these have been seen and approved by NEMLAC.

4. RECOMMENDATION

- 4.1 That the revised Acquisitions and Disposals Policy is approved prior to its re-submission to MLA in support of Hartlepool's full Accreditation bid.

CONTACT OFFICER: Colin Reid, Acting Cultural Heritage and Grants Officer

Background Papers

Acquisitions and Disposals Policy

Hartlepool Arts &
Museums
Service

**Acquisitions And
Disposals Policy**



Hartlepool Borough Council

Hartlepool Arts and Museums Service

Acquisitions And Disposals Policy 2005

Museum: Hartlepool Museum & Hartlepool Art gallery

Governing Body: Hartlepool Borough Council

Date approved by governing body:

Date at which policy due for review: July 2010

INDEX

1. History of Collection

2. Hartlepool Arts and Museum Service Aims

3. Existing collections

- 3.1. Maritime
- 3.2. Fine Art
- 3.3. Decorative Art
- 3.4. Costume
- 3.5. Oriental Collection
- 3.6. Archaeology
- 3.7. Ethnography (World Cultures)
- 3.8. Social and Industrial History
- 3.9. Natural History
- 3.10. Coins and Medals
- 3.11. Ephemera, Photographs and Archival Material

4. Future collecting

- 4.1. Maritime
- 4.2. Fine Art
- 4.3. Decorative Art
- 4.4. Costume
- 4.5. Oriental Collection
- 4.6. Archaeology
- 4.7. Ethnography (World Cultures)
- 4.8. Social and Industrial History
- 4.9. Natural History
- 4.10. Coins and Medals
- 4.11. Ephemera, Photographs and Archival Material

5. Period of time and/or geographical area to which collecting relates
6. Limitations on collecting
7. Collecting policies of other museums
8. Policy review procedure
9. Acquisitions not covered by the policy
10. Acquisition procedures
11. Spoliation
12. Repatriation and Restitution
13. Management of archives
14. Disposal procedures
15. Date for review

1. History of Collection

The Gray Art Gallery & Museum was opened to the public on 4th November 1920 by Captain W. Gray. The building and original collection of pictures was given to the town by Sir William Cresswell Gray, as a thank-offering for the safe return of his son, Capt. Gray from the 1914-18 War. His donation of a large number of pictures was supplemented by gifts from other local people; among them were Cllr William Edgar, Capt A.B.Horsley, Mr A.B.Guthe, Cllr J.W.Wilson and Major A.G.Rickinson who all gave one or more pictures.

2. Hartlepool Arts and Museum Service Aims

“To enhance the quality of life by providing cultural opportunities through a series of accessible exhibitions, performances and events, which challenge, educate and entertain”.

3. Existing collections, including the subjects or themes for collecting

3.1. Maritime collections

The collection at present comprises of:

- Ship models
- Plans
- Photographs
- Ephemera
- Objects

3.2. Fine Art

3.2.1. Oil Paintings

The collection is mainly Victorian and Edwardian in period, largely as a result of the founding collection by Sir William C. Gray. With few exceptions, most

subsequent collecting has been works of artists living or working at least part of their lives in the area.

3.2.2. Watercolour Paintings

The collection is comprehensive and contains some early works. Artists represented include T.M. Richardson Senior, T.M. Richardson Junior, J.W. Beavis, David Cox, John Varley, Myles Birkett Foster, F.H. Mason and James Clark.

3.2.3. Drawing, Pastels and Prints

The collection includes few drawings, but there is a Stanley Spencer and an L.S. Lowry of Hartlepool. The majority of pastel works are by R.L. Howey of Seaton Carew. The print collection contains a wide variety of work. As well as artists' limited editions there are many topographical prints of the town.

3.3. Decorative Art

There is a good collection of decorative art, which includes material from the ex-Cleveland collection. This shows a broad range of decorative art material from a broad range of techniques, materials and periods.

3.3.1. Ceramics

The collection includes ceramics dating from the late 17th century through to the 20th century. There is a large collection of Batavian and other Brown Glazed wares. The collection also contains Staffordshire ware and local wares such as Linthorpe ware, Middlesbrough ware, Stockton ware, Newcastle ware, Sunderland ware, Cleveland ware and West Hartlepool ware.

3.3.2. Glass

The collection includes glass dating from the 18th century through to the 20th century. The collection comprises of Sunderland ware, Georgian goblets, a piece of Lalique glass and Art Deco glass.

3.3.3. Silver & Metal

The collection includes glass from the 18th century through to the 20th century. The collection comprises of Georgian silverware, Art Nouveau metal and silverware, including pieces by Christopher Dresser.

3.4. Costume and Textiles

The collection dates mainly from 1900 -1960 and includes male and female dress and children's clothing, Civic Regalia and uniform. It also includes underclothes and accessories.

As with social history the costume collections will aim to represent the social and working lives of people of Hartlepool and surrounding districts.

3.5. Oriental Collection

This collection contains a considerable variety of material, originating from the Middle and Far Eastern countries and from different periods.

This includes Indian religious figures, Indian dolls, Indo-Chinese images of Buddha, Japanese Netsuke and Japanese Armour and Arms.

3.6. Archaeology

Tees Archaeology is a jointly funded service by Hartlepool Borough Council, Middlesbrough Borough Council, Stockton Borough Council and Redcar and Cleveland Council, with Hartlepool as the lead authority. They do not have an active acquisitions policy and material is only kept on a temporary basis before being transferred to the appropriate museums service, including Hartlepool Arts and Museums Service, although there is a small permanent collection. Original documentary archives do enter their permanent collection. Their finds collection and documentary archives are stored at Sir William Gray House, in the bunker and safe in the Art Store.

See Tees Archeology Collections Management Policy

3.7. Ethnography (World Culture)

The service possesses a small, but interesting collection, mostly of native weapons and ornament from Africa and the Middle Eastern Countries. Much of this material has important local family connections, particularly to Col. Thomlinson and has been an integral part of the museum since its opening.

3.8. Social and Industrial History

The Social and Industrial History collections help to illustrate the everyday life and history of the inhabitants of the Hartlepool District. The collection currently consists mainly of printed ephemera (the bulk of this being the Robert Wood collection), photographs, books and maps. The collection needs to reflect the social aspects of life as well as the industry in this area. The social history collections are quite small and reflect only a small part of the lives of these inhabitants. Industry of iron, steel, engineering and shipbuilding as well as the current chemical production industries are not well represented in other than printed material.

3.9. Natural History

The collection consists of a comprehensive collection of British birds and common mammals, British entomology, local geology and a small number of foreign and exotic mounted specimens.

3.10. Coins and medals

There is presently a large collection of coins in the collection, mostly collected on an ad hoc basis, of British and foreign origin. The medal and medallions collection have a strong local connection, including the medals of Col. Robson, and attendance medallions from local schools.

3.11. Ephemera, Photographs and Archival Material

The collection consists of photographs, plans, etc.

The photo collection consists of over 8000 items and includes photographs of local scenes and local ships. The ephemera collections include pilot journals, school registers, newspaper cuttings, commemorative pamphlets, council minutes, theatre programmes, commercial brochures and letterheads. The collection also includes maps transferred from the council planning departments

A hugely informative collection is that preserved by Robert Wood, a local historian, which contains over 40,000 examples of 19th century and early 20th century ephemera and manuscript material from the West Hartlepool printing and publishing concern owned by John Proctor.

4. Criteria governing future collecting policy, including the subjects or themes for collecting

4.1. Maritime collections:

4.1.1. Shipbuilding and Repairing

This includes wooden, iron and steel shipbuilding in Hartlepool and Teesside, and the construction of offshore oil and gas drilling rigs. A particular emphasis will be placed on the construction, use and development of 'cobles'.

4.1.2. Marine Engineering

Including the construction and fitting of ship's engines and boilers as well as associated foundry and other subsidiary industries.

4.1.3. Fishing and Associated Trades

Including deep-sea fishing, in-shore fishing, fish curing and boat building.

4.1.4. Dock and Navigational Services

Including the work of the Dock and Harbour Authorities, pilotage and stevedores.

4.1.5. Shipping and Supporting Services

Including ship owning, coal and timber cargoes, and associated industries and businesses i.e. insurance, training.

4.1.6. Social History

Including material illustrating the lives and working conditions of fishermen, seamen, marine artisans and other members of the maritime community i.e. personal papers, possessions.

Material may include technical plans and drawings, instruments, tools and other equipment, builders and sailors models, small craft with local connections, navigational charts and maps, business and other archives, personalia and photographs. Where appropriate duplication of material will be avoided.

4.2. Fine Art

4.2.1. Oil paintings

It will be policy to strengthen the existing collection with an emphasis on topographical works relating to the Hartlepool area and works relating to Hartlepool artists in particular e.g. Fredrick Shields, James Clark, Frank Mason, and Maurice Cockrill.

Notable gaps in the collection are works by Seymour Walker and William Davison, which should be acquired when the opportunity arises. In addition, examples of North Eastern artists in general with an emphasis on marine paintings.

Paintings will also be collected to represent works on exhibition in Hartlepool Art Gallery, as with the case of Lucian Freud and Nahem Shoa.

4.2.2. Watercolour Paintings

A similar policy to oil paintings applies.

4.2.3. Drawing, Pastels and Prints

The print collection is sufficiently significant to warrant further development through acquisition.

A similar policy to oil paintings also applies.

4.3. Decorative art

4.3.1. Ceramics

It will be policy to collect missing pieces of Batavian and other Brown Glazed wares and locally produced wares such as Hartlepool pottery. Ceramics will also be collected to represent works on exhibition in Hartlepool Art Gallery and locally working and born crafts people.

4.3.2. Glass

It will be policy to collect gaps in the collection and locally produced wares. Glass will also be collected to represent works on exhibition in Hartlepool Art Gallery and locally working and born crafts people.

4.3.3. Silver & Metal

It will be policy to collect missing pieces of metal and silverware in the collection and locally produced wares. Silverware and metal will also be collected to represent works on exhibition in Hartlepool Art Gallery and locally working and born silversmiths and metal crafts people.

4.4. Costume and textiles

As with social history the costume collections will aim to represent the social and working lives of people of Hartlepool and surrounding districts.

4.5. Oriental collection

Collecting in this area will concentrate on replacing gaps and expanding the collection with contemporary collecting to represent current communities.

4.6. Archaeology

The service possesses a large and growing collection of archaeological material relating to the Hartlepool district. As far as possible any and all excavated material and chance finds (together with notebooks, plans, drawings photos etc) from the district should be deposited with the service for display and study purposes. A close working relationship is to be maintained with Tees Archaeology in the furtherance of this policy. The museum will retain its designated status as a recognised Museum for the deposit of Rescue Archaeology material from excavations funded by the Department of the Environment.

4.7. Ethnography (World Culture)

Collecting in this area will concentrate on filling gaps and expanding the collection with contemporary collecting to represent current communities, especially the world cultures from which immigrants to Hartlepool have originated.

4.8. Social and Industrial History

The principle area of collecting will include trades and professions, personal and domestic items and exhibits relating to education, religion, trade unions, friendly societies, civic life, public entertainment, coins and medals.

The industrial collections will be based on the industries of the past 150 years and reflect heavy engineering, iron and steel, shipbuilding, timber, railways, salt etc. With changing economic patterns, different industries and firms will become more prominent and every effort will be made to reflect these changes within the Museum Collections.

Material collected will be as inclusive as possible. Particular efforts will be made to make the collection more culturally diverse - this means acquiring material associated with less economically advantaged groups, ethnic minorities

and other under-represented sections of society, such as religious groups and those with disabilities and special needs.

Contemporary collecting will, of course, be coloured by issues currently perceived to be important in people's lives, such as crime, health, poverty, unemployment, consumerism and environment.

4.9. Natural History

The policy is to accept only natural history and geological material relating to the area.

As material is rarely used for display and much is in storage, it is presumed that no more natural history specimens are collected. Other acquisitions must be made in consultation.

4.10. Coins and Medals

In the future Hartlepool Arts and Museums Service will only collect commemorative medallions, coins, medals and printed currency with definite Hartlepool associations.

4.11. Ephemera, Photographs and Archival Material

Collecting will be carried out to support other collecting areas such as Social and Industrial History. Items that do not fit our policy will be transferred to Teesside Archives or other more appropriate museum services.

5. Period of time and/or geographical area to which collecting relates

Collecting is limited to the Borough of Hartlepool, including the villages of Elwick, Hart, Greatham, Dalton Piercy and Seaton Carew, and the area of Seal Sands.

6. Limitations on collecting

The museum recognises its responsibility, in acquiring additions to its collections, to ensure that care of collections, documentation arrangements and use of collections will meet the requirements of the Accreditation Standard. It will take into account limitations on collecting imposed by such factors as inadequate staffing, storage and care of collection arrangements.

7. Collecting policies of other museums

The museum will take account of the collecting policies of other museums and other organisations collecting in the same or related areas or subject fields. It will consult with these organisations where conflicts of interest may arise or to define areas of specialisms, in order to avoid unnecessary duplication and waste of resources.

Specific reference is made to the following museums/organisations:

- Tyne and Wear Museums Service
- Middlesbrough Museums and Galleries
- Redcar and Cleveland Museums Service
- Stockton Museums Service
- Tees Archaeology
- Teesside Archives
- Darlington Railway Museum
- Northern Region Film & Television Archive

8. Policy review procedure

The Acquisition and Disposal Policy will be published and reviewed from time to time, at least once every five years. The date when the policy is next due for review is noted in point 15.

NEMLAC will be notified of any changes to the Acquisition and Disposal Policy, and the implications of any such changes for the future of existing collections.

9. Acquisitions not covered by the policy

Acquisitions outside the current stated policy will only be made in very exceptional circumstances, and then only after proper consideration by the governing body of the museum itself, having regard to the interests of other museums.

10. Acquisition procedures

a. The museum will exercise due diligence and make every effort not to acquire, whether by purchase, gift, bequest or exchange, any object or specimen unless the governing body or responsible officer is satisfied that the museum can acquire a valid title to the item in question.

b. In particular, the museum will not acquire any object or specimen unless it is satisfied that the object or specimen has not been acquired in, or exported from, its country of origin (or any intermediate country in which it may have been legally owned) in violation of that country's laws. (For the purposes of this paragraph 'country of origin' includes the United Kingdom).

c. In accordance with the provisions of the UNESCO 1970 Convention on the Means of Prohibiting and Preventing the Illicit Import, Export and Transfer of Ownership of Cultural Property, which the UK ratified with effect from November 1 2002, and the Dealing in Cultural Objects (Offences) Act 2003, the museum will reject any items that have been illicitly traded. The governing body will be guided by the national guidance on the responsible acquisition of cultural property issued by DCMS in 2005.

d. So far as biological and geological material is concerned, the museum will not acquire by any direct or indirect means any specimen that has been collected, sold or otherwise transferred in contravention of any national or international wildlife protection or natural history conservation law or treaty of the United Kingdom or any other country, except with the express consent of an appropriate outside authority.

e. The museum will not acquire archaeological antiquities (including excavated ceramics) in any case where the governing body or responsible officer has any

suspicion that the circumstances of their recovery involved a failure to follow the appropriate legal procedures, such as reporting finds to the landowner or occupier of the land and to the proper authorities in the case of possible treasure as defined by the Treasure Act 1996 (in England, Northern Ireland and Wales) or reporting finds through the Treasure Trove procedure (in Scotland).

f. Any exceptions to the above clauses 8a, 8b, 8c, or 8e will only be because the museum is either:

- Acting as an externally approved repository of last resort for material of local (UK) origin; or
- Acquiring an item of minor importance that lacks secure ownership history but in the best judgement of experts in the field concerned has not been illicitly traded; or
- Acting with the permission of authorities with the requisite jurisdiction in the country of origin; or
- In possession of reliable documentary evidence that the item was exported from its country of origin before 1970.

In these cases the museum will be open and transparent in the way it makes decisions and will act only with the express consent of an appropriate outside authority.

11. Spoliation

The museum will use the statement of principles 'Spoliation of Works of Art during the Nazi, Holocaust and World War II period', issued for non-national museums in 1999 by the Museums and Galleries Commission.

12. Repatriation and Restitution

The museum's governing body, acting on the advice of the museum's professional staff, if any, may take a decision to return human remains, objects or specimens to a country or people of origin. The museum will take such

decisions on a case by case basis, within its legal position and taking into account all ethical implications.

13. Management of archives

As the museum holds archives, including photographs and printed ephemera, its governing body will be guided by the Code of Practice on Archives for Museums and Galleries in the United Kingdom (3rd ed., 2002).

14. Disposal procedures

- a. By definition, the museum has a long-term purpose and should possess (or intend to acquire) permanent collections in relation to its stated objectives. The governing body accepts the principle that, except for sound curatorial reasons, there is a strong presumption against the disposal of any items in the museum's collection.
- b. The museum will establish that it is legally free to dispose of an item. Any decision to dispose of material from the collections will be taken only after due consideration.
- c. When disposal of a museum object is being considered, the museum will establish if it was acquired with the aid of an external funding organisation. In such cases, any conditions attached to the original grant will be followed. This may include repayment of the original grant.
- d. Decisions to dispose of items will not be made with the principal aim of generating funds.
- e. Any monies received by the museum governing body from the disposal of items will be applied for the benefit of the collections. This normally means the purchase of further acquisitions but in exceptional cases improvements relating to the care of collections may be justifiable. Advice on these cases will be sought from MLA.
- f. A decision to dispose of a specimen or object, whether by gift, exchange, sale or destruction (in the case of an item too badly damaged or deteriorated to be of

any use for the purposes of the collections), will be the responsibility of the governing body of the museum acting on the advice of professional curatorial staff, if any, and not of the curator of the collection acting alone.

g. Once a decision to dispose of material in the collection has been taken, priority will be given to retaining it within the public domain, unless it is to be destroyed. It will therefore be offered in the first instance, by gift, exchange or sale, directly to other Accredited Museums likely to be interested in its acquisition.

h. If the material is not acquired by any Accredited Museums to which it was offered directly, then the museum community at large will be advised of the intention to dispose of the material, normally through an announcement in the Museums Association's Museums Journal, and in other professional journals where appropriate.

i. The announcement will indicate the number and nature of specimens or objects involved, and the basis on which the material will be transferred to another institution. Preference will be given to expressions of interest from other Accredited Museums. A period of at least two months will be allowed for an interest in acquiring the material to be expressed. At the end of this period, if no expressions of interest have been received, the museum may consider disposing of the material to other interested individuals and organisations.

j. Full records will be kept of all decisions on disposals and the items involved and proper arrangements made for the preservation and/or transfer, as appropriate, of the documentation relating to the items concerned, including photographic records where practicable in accordance with SPECTRUM Procedure on de-accession and disposal.

15. Date for Review

This policy will be reviewed in July 2010.

CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
14th December 2005



Report of: Head of Technical Services

Subject: REVIEW OF PARKING ARRANGEMENTS ON
MUSEUM ROAD

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To consider the current parking arrangements currently operating on Museum Road.

2. SUMMARY OF CONTENTS

- 2.1 This report examines the current parking controls currently enforceable on Museum Road and examines if amendments should be made in both the short and long term.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 The Portfolio Holder has responsibility for traffic related issues.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

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

6. DECISION(S) REQUIRED

- 6.1 To withhold the allocation of permit bays on Museum Road until the transport strategy for the area is resolved.

Report of: Head of Technical Services

Subject: REVIEW OF PARKING ARRANGEMENTS ON
MUSEUM ROAD

1. PURPOSE OF REPORT

- 1.1 To consider the current parking arrangements currently operating on Museum Road.

2. BACKGROUND

- 2.1 Parking Orders were created to regulate parking along Museum Road as part of the traffic management scheme in association with the Morrison's development. At the time it was felt that the best form of traffic control would be to create permit only on street parking which would ease the demand in the area for long stay parking.
- 2.2 Business permit controlled zones are already in place in several streets around this location and waiting lists would indicate that creating additional bays would be popular with motorists, especially as the alternative long stay pay and display car park is often full from early morning.
- 2.3 The Parking Orders were advertised and are now in place, however prior to permits being issued, several matters were brought to my attention which may have affected the long term viability of the area and caused me to defer the any permit allocation.
- 2.4 Initially I had identified an alternative off street parking site which would have provided ample long stay parking provision for commuters. For this reason I had hoped to issue permits for both sites and consequently delayed Museum Road. Subsequently the off-street site met with some difficulties which to date have not been resolved. Although on going discussions may yet resolve the matter it is unlikely to make much progress in the short term.
- 2.5 Officers are also examining the possibility of a joint venture on an alternative site and although discussions are still at an early stage this could remove the need to provide on street parking bays on Museum Road.

3. FINANCIAL IMPLICATIONS

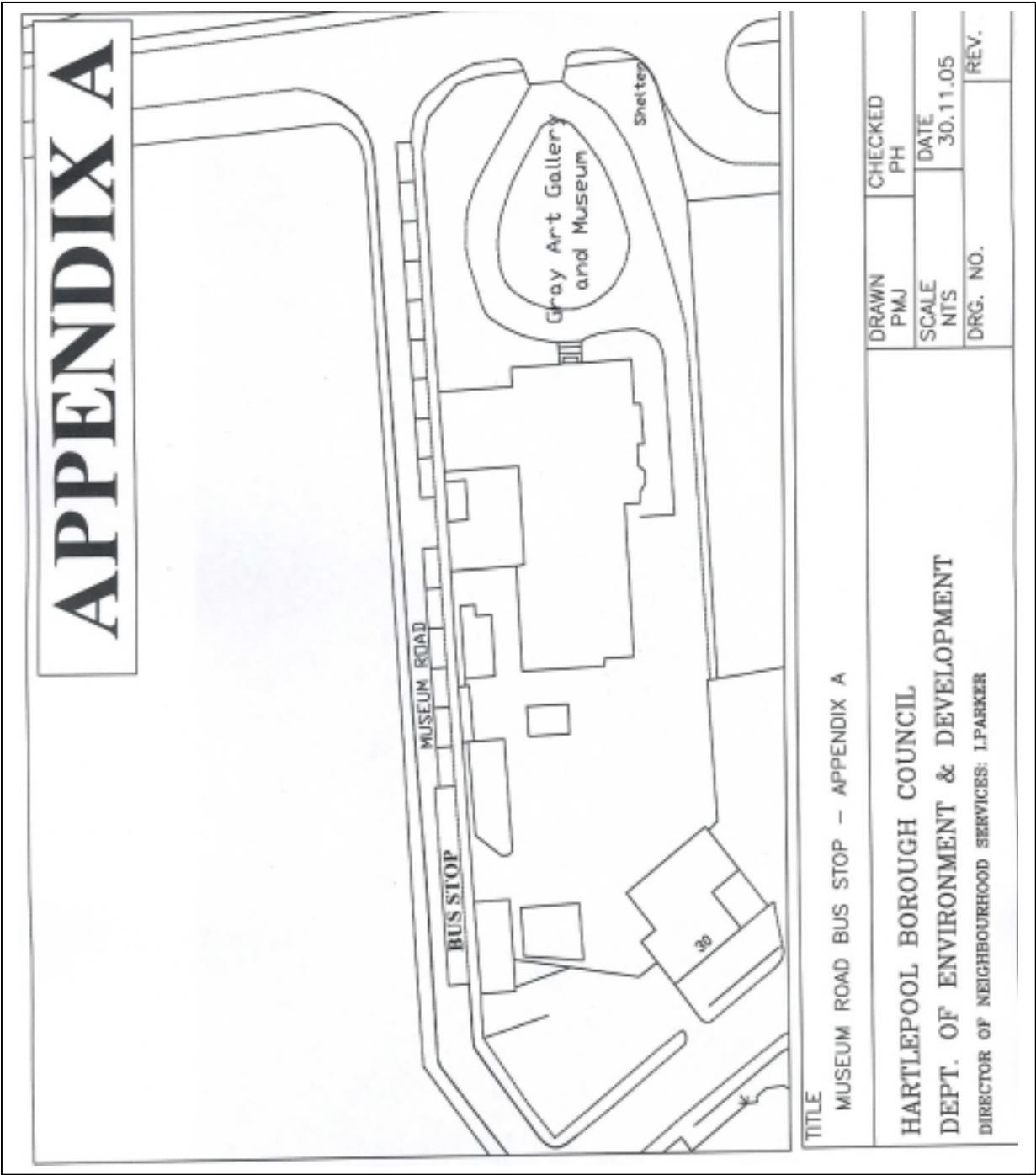
- 3.1 The area currently accommodates 15 parking bays. As the bays are unoccupied there is a potential ongoing monthly loss of income to the authority of £180 whilst the permits remain unallocated.

4. CONSIDERATION OF ISSUES

- 4.1 In addition officers have also received requests to examine alternative traffic management schemes in this area, one of which would be to revert Museum Road back to two way traffic. This would however prevent any form of regulated parking as the road is too narrow to support 2 way traffic flow and formalised parking bays (see **Appendix A**).
- 4.2 At a recent meeting of the Culture Housing and Transportation Portfolio, the Portfolio Holder decided to review the traffic management arrangements in and around Victoria Road. As any recommendations for this surrounding area will undoubtedly affect the long term plans for Museum Road it may be unwise to enter into a formal annual contract with potential permit holders until the areas traffic review is complete.
- 4.3 The results of the review should be known early in the New Year.

5. RECOMMENDATION

- 5.1 That the parking bays on Museum Road remain unallocated to permit holders until the early 2006 when the full impact of the transport strategy for this area is clear.



CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
14th December 2005



Report of: Head of Technical Services

Subject: CLIFTON AVENUE – TRAFFIC CALMING
PETITION

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To consider a petition from residents of Clifton Avenue, requesting traffic calming measures.

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 Clifton Avenue be inserted into the safety scheme table at position 16.

Report of: Head of Technical Services

Subject: CLIFTON AVENUE – TRAFFIC CALMING
PETITION

1. PURPOSE OF REPORT

- 1.1 To consider a petition from residents of Clifton Avenue, requesting traffic calming measures.

2. BACKGROUND

- 2.1 A petition has been received from residents of Clifton Avenue, via a ward councillor (petition to be made available at the meeting) raising concerns over the speed of traffic and requesting the introduction of traffic calming.
- 2.2 As part of the investigation into this request a speed survey has been carried out which recorded 85th percentile speeds of 35.8mph. The 85th percentile is the speed at which 85% of traffic is travelling at or below, and is the method generally used when assessing traffic calming requests.
- 2.3 The accident statistics for the road have also been investigated, which showed that there have been no accidents on Clifton Avenue in the last 3 years.

3. FINANCIAL IMPLICATIONS

- 3.1 Following the local safety scheme report approved at the Portfolio meeting of 9 November, potential schemes are now prioritised on the basis of the number of accidents, and the level of speeding recorded (see **Appendix 1**).
- 3.2 Schemes are then implemented from the top of the list, as far as the available funding will allow.

4. RECOMMENDATION

- 4.1 That in view of the relatively high speeds recorded, Clifton Avenue be inserted into the safety scheme table at position 16.

APPENDIX 1

LOCATION	No. OF x ACCIDENTS	SPEEDS* RECORDED	SPECIAL CIRCUMSTANCES	PRIORITY
Newburn Bridge	1 fatal 1 serious 5 slight	35mph		1
Victoria Road (York Rd – A689)	1 serious 8 slight	N/A	High pedestrian usage.	2
Marlowe Road	1 serious 5 slight	35.6mph		3
King Oswy Drive (shops area)	1 serious 2 slight	34.6mph	All pedestrian accidents.	4
Hart Lane (Outside Sacred Heart School)	1 serious 1 slight	32.4mph	Request for controlled crossing outside school.	5
Park Avenue (The Parade – Cresswell Rd)	3 slight	36.8mph	Children crossing to and from the park.	6
Westbrooke Avenue	1 serious	37.7mph		7
Clavering area (Westwood Way, Bamburgh Rd, Clavering Rd, Woodstock Way).	2 slight	39.2, 35.5, 36, 34mph Av. 36.2mph	School on Clavering Road.	8
Eskdale Road	1 slight	35.8mph	School.	9
Park Avenue (Elwick Rd – The Parade)	0	40mph	Children crossing to and from the park.	10
Cleveland Road	1 slight	37mph	Request for pedestrian island.	11
Chester Road (Jesmond Rd – Thornhill Gdns)	1 slight	37mph		12
Front Street, Greatham	1 slight	32.4mph		13
Caledonian Road	1 slight	32.2mph		14
Elwick Village	0	37mph		15

APPENDIX 1

LOCATION	No. OF ^x ACCIDENTS	SPEEDS* RECORDED	SPECIAL CIRCUMSTANCES	PRIORITY
Burn Road (adjacent to Vicarage Court)	1 slight	24.5mph	Request for pedestrian island. Above average numbers of elderly residents crossing from nearby sheltered housing.	16
Owton Manor Lane (Kintra Rd – Kirriemuir Rd)	0	33mph		17

^x Accidents over the previous 3 years.

* Figures are 85th percentile speeds – The speed at which 85% of traffic is travelling at or below.

CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
14th December 2005



Report of: Head of Technical Services

Subject: SECOND LOCAL TRANSPORT PLAN –
PROVISIONAL TO FINAL

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To inform the Portfolio Holder of the proposed programme for finalising Hartlepool's second Local Transport Plan for submission to the Government by 31 March 2006.

2. SUMMARY OF CONTENTS

- 2.1 Background on the Local Transport Plan and proposed programme for involvement, consultation and approval prior to submission of the final second Local Transport Plan.

3. RELEVANCE TO PORTFOLIO MEMBER

- 3.1 It is the responsibility of the Portfolio Holder.

4. TYPE OF DECISION

- 4.1 This is not a key decision.

5. DECISION MAKING ROUTE

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

6. DECISION(S) REQUIRED

- 6.1 That the Portfolio Holder approves the proposed consultation and approval programme to finalise Hartlepool's second Local Transport Plan.

Report of: Head of Technical Services

Subject: SECOND LOCAL TRANSPORT PLAN –
PROVISIONAL TO FINAL

1. PURPOSE OF REPORT

- 1.1 To inform the Portfolio Holder of the proposed programme for finalising Hartlepool's second Local Transport Plan for submission to the Government by 31st March 2006.

2. BACKGROUND

- 2.1 The Local Transport Plan (LTP) is a strategic document that the Government requires local transport authorities to publish every five years. It describes our long-term transport strategy and sets out our policies and schemes to deliver transport improvements that will address local transport problems. These improvements represent a step-change in the delivery of a local transport strategy that will contribute towards achieving the long-term vision for Hartlepool.
- 2.2 Hartlepool's provisional LTP for the period 2006-2011 was submitted to the Government on 29th July 2005 following Cabinet approval on 13th July 2005. The provisional LTP includes provisional strategies, methodologies, implementation programme and targets.
- 2.3 Government Office for the North East (GO-NE) met with Council Officers in October 2005 to provide informal feedback on the provisional second LTP document. Overall comments were positive with suggestions on areas for improvement prior to submission of the final Plan in March 2006.
- 2.4 The Government is expected to announce the Local Transport Capital Expenditure Settlement in early December 2005. This letter will provide formal comments on the quality of planning demonstrated in the provisional Plan and confirmation of the actual amount of capital funding to be made available for each financial year for the period 2006/07 to 2010/11.
- 2.5 A report on the Capital Expenditure Settlement Letter and proposed implementation programme of LTP schemes for 2006/07 will be made to the Portfolio Holder for Culture, Housing and Transportation on 18th January 2006.

- 2.6 Following the Government's announcement, the provisional second LTP will be further developed to finalise strategies, set out a detailed implementation programme of transport schemes and set targets. **Appendix 1** sets out the proposed programme for involvement, consultation and approval.
- 2.7 This programme involves key stakeholders to develop proposed transport schemes and public consultation at town centre exhibitions (25th and 26th January 2006) and Neighbourhood Consultative Forums (1st, 2nd and 3rd February 2006).
- 2.8 A report on the proposed five-year detailed implementation programme will be made to Cabinet on 31st January 2006. A second report will be made to Cabinet on 27th February 2006 to consider the draft final Local Transport Plan prior to submission to the Government by 31st March 2006.

3. FINANCIAL IMPLICATIONS

- 3.1 The cost of finalising Hartlepool's second Local Transport Plan is to be met within the Local Transport Plan budget allocated for 2005/06.

4. RECOMMENDATION

- 4.1 That the Portfolio Holder approves the proposed involvement, consultation and approval programme to finalise Hartlepool's second Local Transport Plan.

Appendix 1

Proposed Consultation, Involvement and Approval Programme

Date	Topic	Comments
December 2005	Hartlepool All Ability Forum	Development of proposed schemes with focus on addressing accessibility issues previously identified.
9 January 2006	Economic Forum	Development of proposed schemes with focus on addressing issues previously identified.
January 2006	Hartlepool Cycle Forum	Development of draft Cycling Strategy and proposed schemes.
January 2006	Hartlepool Bus Quality Partnership	Development of draft Bus Strategy and proposed schemes.
January 2006	Tees Health and Transport Partnership	Development of proposed schemes with focus on addressing access to health issues previously identified.
January 2006	Local Transport Forum	Presentation of proposed schemes with focus on objectives of the provisional second LTP.
January 2006	Environment Theme Partnership	Presentation on proposed schemes with focus on contribution to priority aims of the Community Strategy.
18 January 2006	Culture Housing and Transportation Portfolio	Report on Department for Transport capital settlement letter and proposed programme of schemes for 2006/07.
25/26 January 2006	Town Centre Public Exhibition	Exhibition on proposed schemes to address identified transport problems over period 2006/07 to 2010/11.
1/2/3 February 2006	North, Central and South Neighbourhood Consultative Forums	Presentation on proposed schemes and implementation programme with focus on the respective neighbourhood area.
February 2006	Local Strategic Partnership	Presentation on proposed implementation programme with focus on the contribution to priority aims of the Community Strategy.
10 February 2006	Cabinet	Report on DfT Capital Settlement letter and proposed programme of schemes for period 2006/07 to 2010/11.
17 February 2006	Neighbourhood Services Scrutiny Forum	Consideration of draft final second LTP document as part of investigation into Hartlepool's local bus service provision.
22 February 2006	Culture Housing and Transportation Portfolio	Consideration of draft Bus Strategy draft Cycling Strategy to be included as part of final second LTP document.
27 February 2006	Cabinet	Consideration of draft final second LTP document.

CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
14th December 2005



Report of: Head of Technical Services

Subject: CREATION OF DISABLED PARKING BAY –
WHARTON TERRACE

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To approve the creation of a dedicated disabled parking space outside Dyke House Resource Centre and Library and create a “No Parking Restriction” on the public highway opposite.

2. SUMMARY OF CONTENTS

- 2.1 This report wishes to formalise some of the parking arrangements on Wharton Terrace.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 The Portfolio Holder has responsibility for traffic related issues.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

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

6. DECISION(S) REQUIRED

- 6.1 To approve the creation of a designated disabled by and no parking restrictions.

Report of: Head of Technical Services

Subject: CREATION OF DISABLED PARKING BAY –
WHARTON TERRACE

1. PURPOSE OF REPORT

- 1.1 To approve the creation of a dedicated disabled parking space outside Dyke House Resource Centre and Library and create a “No Parking Restriction” on the public highway opposite.

2. BACKGROUND

- 2.1 Several improvements have recently been completed to the access at Dyke House Resource Centre and Library including a disabled access ramp to the centre. The ramp does now provide wheelchair access into the centre although a criticism of the improvements has been that without a dedicated parking bay, registered blue badge holders still find vehicular access to the centre difficult
- 2.2 The current parking arrangements are unregulated and can lead to difficulties both for visitors to the centre and local residents.
- 2.3 Officers have visited the site and consider that by marking 7 parking bays together with a dedicated disabled driver space, vehicular access would be considerably improved. In order to ensure the bays remained accessible and minimise vehicle obstruction it will also be necessary to introduce a no parking traffic regulation on a short section of the highway.
- 2.4 Although the disabled parking space and no parking restrictions will be enforced by the Hartlepool Borough Council Parking Patrol Officers, the additional 7 parking bays would not include any parking limitations, but would serve to reduce any inconsiderate parking.

3. FINANCIAL IMPLICATIONS

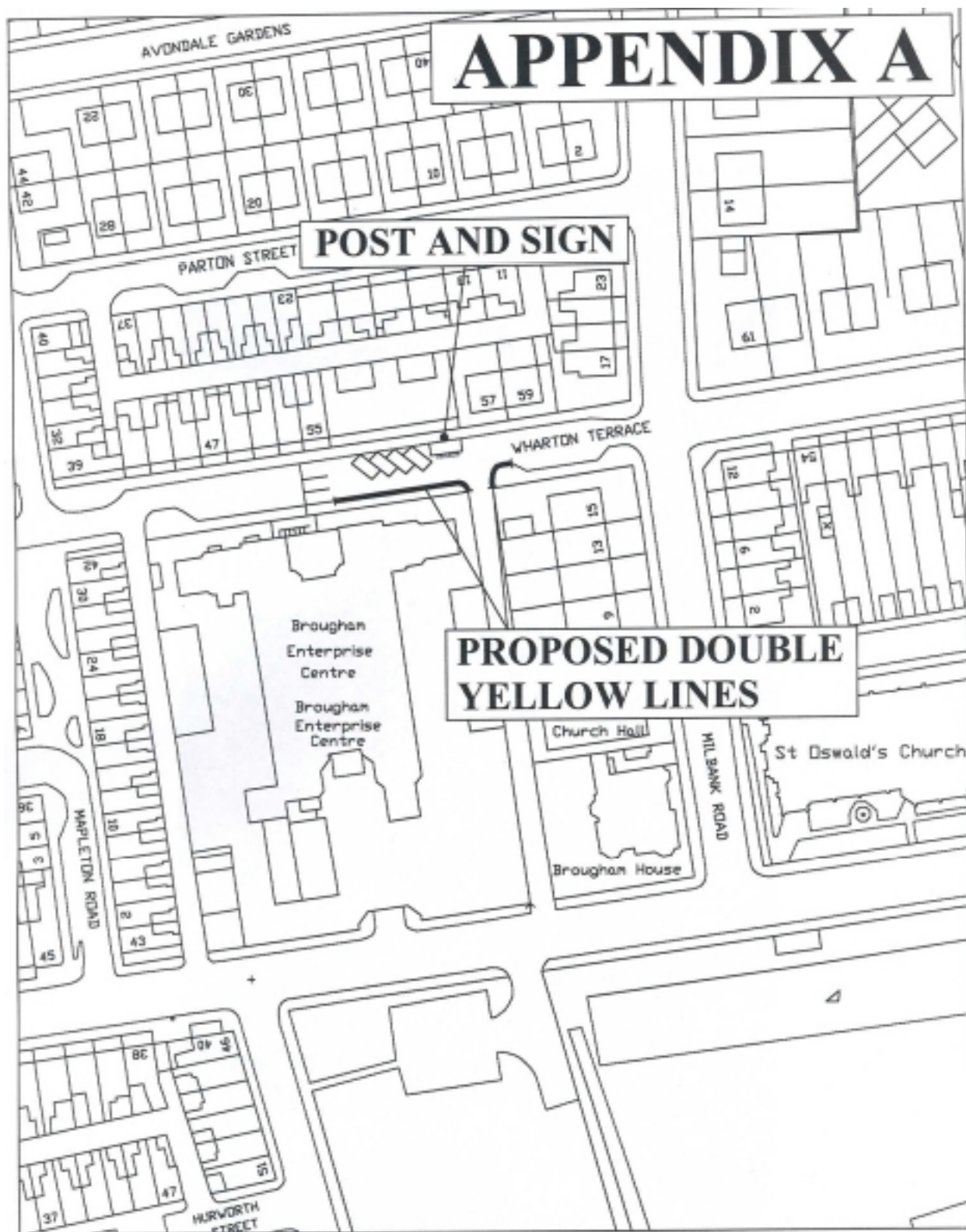
- 3.1 Funding for the works will be provided as part of the buildings access improvement scheme.
- 3.2 Any additional patrols of the area will be incorporated by the Parking Services Mobile Patrollers and would be included as part of the enforcement of regulations in the area at minimal cost.

4. **CONSIDERATION OF ISSUES**

- 4.1 The proposed siting of the disabled parking bay would be directly outside of the resources centre where the access ramp has been installed. (**Appendix 1** shows both the proposed location of bays and prohibition of waiting order).
- 4.2 The Traffic Regulation Orders would be required to be formally advertised as part of the legal process, with any objections received being referred back to Portfolio Holder for reconsideration.

5. **RECOMMENDATION**

- 5.1 That the Traffic Regulation Order be advised to create an on street dedicated disabled parking space together with a prohibition of waiting order on Wharton Terrace as shown in **Appendix 1** of this report.



TITLE

WHARTON TERRACE – APPENDIX A

HARTLEPOOL BOROUGH COUNCIL
 DEPT. OF ENVIRONMENT & DEVELOPMENT
 DIRECTOR OF NEIGHBOURHOOD SERVICES: I.PARKER

DRAWN PMJ	CHECKED PH
SCALE NTS	DATE 30.11.05
DRG. NO.	REV.

CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
14 December 2005



Report of: Head of Technical Services

Subject: NEIGHBOURHOOD SERVICES
DEPARTMENTAL PLAN (CULTURE, HOUSING
& TRANSPORTATION) UPDATE SEPTEMBER
2005

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To agree the update on performance of the Neighbourhood Services Departmental plan for 2005/2006, covering the period from the 1 April 2005 to 30 September 2005.

2. SUMMARY OF CONTENTS

- 2.1 Brief description of services and the progress achieved to the end of September in reaching the targets.

3. RELEVANCE TO PORTFOLIO MEMBER

- 3.1 The Portfolio Holder for Culture, Housing & Transportation has responsibility for part of the Neighbourhood Services Departmental Plan.

4. TYPE OF DECISION

- 4.1 Non key decision.

5. DECISION MAKING ROUTE

- 5.1 This is a decision to be made by the Portfolio Holder.

6. DECISION(S) REQUIRED

- 6.1 Approval of the Departmental Plan update report.

Report of: Head of Technical Services

Subject: NEIGHBOURHOOD SERVICES
DEPARTMENTAL PLAN (CULTURE, HOUSING
& TRANSPORTATION) UPDATE SEPTEMBER
2005

1. PURPOSE OF REPORT

- 1.1 To agree the update on performance of the Neighbourhood Services Departmental plan for 2005/2006, covering the period from the 1 April 2005 to 30 September 2005.

2. BACKGROUND

- 2.1 The Council's corporate aims have been developed to align with those of the community plan and the Hartlepool Partnership. The Neighbourhood Services Departmental Plan shows how the department will complement and work towards these corporate aims.
- 2.2 This Departmental Plan Update sets out the department's aims and objectives and includes performance to the end of September against a range of key national and local indicators.
- 2.3 The plan also details service development initiatives that are planned for the year. These are the product of a developing culture that emphasises the importance of outcomes and a focus on customers in planning service delivery. A summary of the progress achieved in the first 2 quarters of 2005/2006 has been recorded against these service improvements.
- 2.4 A copy of the update plan is attached at **Appendix A and B.**

3. RECOMMENDATIONS

- 3.1 It is recommended that the update to the plan be approved.

Neighbourhood Services Department

Departmental Plan - Quarterly Update Report

September 2005

Portfolio Culture, Housing & Transportation

SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of	September 2005
----------	-------------------------------	----------------	-----------------------	--------------------	----------------

EH2/05.3

Increase journey options and trips between Hartlepool and the North East region and Tees Valley sub-region.

Provide support to Strategic Rail Authority for Grand Central Railway bid for inter-city Durham Coast line services connecting Hartlepool to London

Potential date for commencement of services if approved by SRA December 2006

On-going

Reporting Officer: Nick Clennett



EH4/05.1

Achieve balance in local housing markets by addressing low demand issues and improving the quality of housing and meeting the housing needs of vulnerable people

Appoint suitable Joint Venture Partner to fund and regenerate Phase I of North Central Hartlepool Regeneration Area (NCHRA)

Nov-05

Expressions of interest have been submitted. Next stage is to issue final brief and seek tenders.

Reporting Officer: Penny Garner Carpenter



SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of	September 2005
----------	-------------------------------	----------------	-----------------------	--------------------	----------------

EH4/05.2

Achieve balance in local housing markets by addressing low demand issues and improving the quality of housing and meeting the housing needs of vulnerable people

Resolve to make compulsory purchase orders on the first phase of NCHRA and NDC sites

Jun-05

complete

Reporting Officer: Penny Garner Carpenter



EH4/05.3

Achieve balance in local housing markets by addressing low demand issues and improving the quality of housing and meeting the housing needs of vulnerable people

Agree regeneration option for Phase II (NCHRA)

Mar-06

Consultant appointed to undertake 'refresh' of housing plan for NCH.

Reporting Officer: Penny Garner Carpenter



EH4/05.4

Achieve balance in local housing markets by addressing low demand issues and improving the quality of housing and meeting the housing needs of vulnerable people

Consider the merits and implementation of a Private Landlord Licensing Scheme

Mar-06

Still awaiting guidance from ODPM

Reporting Officer: Penny Garner Carpenter



Portfolio Culture, Housing & Transportation

SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of	September 2005
----------	-------------------------------	----------------	-----------------------	--------------------	----------------

EH4/05.5

Reporting Officer: Penny Garner Carpenter

Achieve balance in local housing markets by addressing low demand issues and improving the quality of housing and meeting the housing needs of vulnerable people

Complete a review of all Supporting People Contracts

Mar-06

Reviews are still behind schedule



Portfolio Culture, Housing & Transportation

SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of	September 2005
----------	-------------------------------	----------------	-----------------------	--------------------	----------------

10

Introduce a review of monthly car park receipt income and report on percentage difference and monthly comparison

Establish car park cash income target review

Apr-05

Complete

Reporting Officer: Philip Hepburn



11

Produce road casualty information leaflets / bookmarks

Increase awareness of road safety issues amongst road users – particularly children

May-05

To be completed by November 2005

Reporting Officer: Mark Read



111

Develop investment strategy for road maintenance

Improve condition of road network Sep-05

Investment strategy delayed due to staff resources. Expected completion now Dec 05.

Reporting Officer: Mike Blair



SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of	September 2005
----------	-------------------------------	----------------	-----------------------	--------------------	----------------

12

Rationalise Traffic Regulation Orders system in conjunction with Decriminalised Parking Enforcements

Ensure traffic requirements fit in with new DPE system.

Jun-05

Digital TRO system (Parkmap) is now in place. Officers are due to attend training course before the end of the year to enable system to become fully operational.

Reporting Officer: Peter Frost



13

Targeted advertising in Sixth Form, College of Further Education and training organisations

Increased number of trainees taking the Cleveland Motorcycle Training Schemes

Apr-05

issuing leaflets and advice on a monthly basis

Reporting Officer: Paul Watson



14

Bus passenger information

Improved roadside route information

Jul-05

Bus strategy currently being developed. Recent progress focusses on promoting the availability of pre journey info via traveline, displays in shelters and progressing the Tees Valley Real Time Bus passenger information system (expected late 2005)

Reporting Officer: Ian Jopling



SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of September 2005
----------	-------------------------------	----------------	-----------------------	-----------------------------------

15

Cycling action plan

Increase cycle usage and promote modal change

Jul-05

Reporting Officer: Ian Jopling

Strategy currently being developed. Progress includes increased length of cycle routes, promotion events, additional cycle parking at schools and employers and child cycle training.



16

Produce framework guidance for developers on transport assessment

Transport guidance notes to aid potential developers

Jun-05

Reporting Officer: Mike Blair

Process well advanced, meetings with Planners established revised target December 2005



17

Produce supplementary planning guidance

Transport guidance notes to aid potential developers

Jun-05

Reporting Officer: Karen Wilkinson

Revised completion December 2005



Portfolio Culture, Housing & Transportation

SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of	September 2005
----------	-------------------------------	----------------	-----------------------	--------------------	----------------

18

Production of road safety plan

Increase awareness of road safety issues and reduce casualties

Jul-05

Reporting Officer: Paul Watson



8

Introduce Decriminalised Parking Enforcements as per agreed phased timetable

Introduce Decriminalised Parking Enforcements parking controls

Jun-05

Implemented 4th July 2005

Reporting Officer: Philip Hepburn



9

Purchase and install new ticket machines and associated IT management information systems

Upgrade ticket machines

Jun-05

Complete

Reporting Officer: Philip Hepburn



SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of	September 2005
----------	-------------------------------	----------------	-----------------------	--------------------	----------------

EH2/05.1

Continue discussions with Strategic Rail Authority on issues relating to frequency of rail services to and from Hartlepool Rail station and Seaton Carew Rail Halt in 2005

Increase journey options and trips between Hartlepool and the North East region and Tees Valley sub-region.

Mar-06

On-going

Reporting Officer: Nick Clennett



EH2/05.2

Continue discussions with bus operators and neighbouring authorities on extending the travel concession scheme throughout 2005

Increase journey options and trips between Hartlepool and the North East region and Tees Valley sub-region.

Mar-06

Travel concession is being extended to Middlesbrough for financial year 2005/06. completed

Reporting Officer: Nick Clennett



EH3/05.1

The majority of people still 'arrive' in Hartlepool by road and it is vital that first impressions are good. We need to maintain the condition of the principal roads and

Improve the key arrival points in Hartlepool and in the Town Centre.

Sep-05

A689 corridor works now completed.

Reporting Officer: Nick Clennett



SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of	September 2005
----------	-------------------------------	----------------	-----------------------	--------------------	----------------

EH3/05.2

Reporting Officer: Nick Clennett

Delivery of the proposed Hartlepool Transport Interchange through the Local Transport Plan – commissioning

Improve the key arrival points in Hartlepool and in the Town Centre.

Dec-05

Work due to commence on site Dec - 05.



EH3/05.3

Reporting Officer: Nick Clennett

Improve journey options and trips between Hartlepool and the North East region and Tees Valley sub-region

Continue development of bus quality corridors through the local transport plan targets.

LTP draft doc submitted to G.O.N.E. comments received, final document to be completed by March 06



Plan:

Departmental Plan Indicator Report








APPENDIX B

Update to end of: **September 2005****Performance Indicator**






A	Reported Annually	32	45.1%
	Public Protection & Housing	7	
	Technical Services	25	
	Below Target	4	5.6%
	Neighbourhood Management	1	
	Public Protection & Housing	2	
	Technical Services	1	
	Unsure	4	5.6%
	Public Protection & Housing	1	
	Technical Services	3	
	On or Above Target	31	43.7%
	Neighbourhood Management	11	
	Public Protection & Housing	11	
	Technical Services	9	

Total No. of Performance Indicators	71
--	-----------








Neighbourhood Management

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn (Trend)	Comments on Performance
Highway Services					
LPINS3 	Percentage of street lights not working as planned (SL timeliness) Bob Golightly	0.95	0.949	0.853 %	This has been reduced mainly because we had less s/lighting faults
TE10 	% repairs to hazardous defects completed within 24 hours (Emergency UHM timeliness) Kevin Young	100	100	100 %	
TE20 	% of gullies cleansed against target (Routine gully cleansing timeliness) Kevin Young	100	100	100 %	
TE21 	% of correctly forecast frosts treated (Winter Service quantity) Jon Wright	100	N/A	N/A %	The winter season does not commence until October
TE33 	Number of inaccessible gullies that have been revisited John Wright	100		100 %	
TE34 	% of reactive highway jobs completed within response times. (Routine UHM timeliness) Kevin Young	100	91.47	94 %	
TE36 	Percentage of reactive street lighting jobs completed within response times Bob Golightly	100	100	100 %	All st, lighting 1/2 hour emergencies carried out within 30 minutes








Neighbourhood Management

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn (Trend)	Comments on Performance
TE44 	Number of electrical supply faults repaired by NEDL (Reactive SL quantity - out of HBC control) Bob Golightly	75	12	22 Num	I find that both of these are improving the time taken to repair faults and jobs
TE53 	% of street lighting works (10% of all work) post inspections achieving satisfactory standard. (Routine SL timeliness) Bob Golightly	100	100	100 %	All emergencies have been carried out within 1/2 hour response time
TE55 	Ensure all informal street lighting enquiries are responded to within target (Customer care – street lighting) Bob Golightly	100	100	100 %	All letters replied to within 10 days with the majority within 3 working days
TE57 	Number of electrical supply faults outstanding (Reactive SL quantity - out of HBC control) Bob Golightly	0	4	7 Num	Both of these are still showing continued improvements . This may because we are taking part in the national service level agreement.
TE70 	Average lampwattage compared with consumption Bob Golightly	450	449.6	449.6	As last Qtr








Public Protection & Housing

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn (Trend)	Comments on Performance
Strategic Housing					
BV183(i) 	The average length of stay (weeks) in (i) bed & breakfast accommodation of households which include dependent children or a pregnant woman and which are unintentionally Lynda Garbutt	1	nil	nil Weeks	No relevant applicants had to be placed in B&B accommodation during this period
BV183(ii) 	The average length of stay (weeks) in (ii) hostel accommodation of households which include dependent children or a pregnant woman and which are unintentionally Lynda Garbutt	0	nil	nil Weeks	No relevant applicants had to be placed in hostel accommodation during this period
BV202 	The number of people sleeping rough on a single night within the area of the authority Lynda Garbutt	0	nil	nil Num	
BV203 	The percentage change in the average number of families, which include Dependent children or a pregnant woman, placed in temporary accommodation under the Lynda Garbutt	0		%	reported annually
BV213 	Number of households who considered themselves as homeless, who approached the local housing authority's housing advice service(s), and for whom housing advice Lynda Garbutt	35	19	12 Num	Our database is still being tweaked to provide more accurate returns
BV214 	Proportion of households accepted as statutorily homeless who were accepted as statutorily homeless by the same Authority within the last two years. Lynda Garbutt	2		%	reported annually
BV64 	The number of private sector dwellings that are returned to occupation or demolished as a direct result of action by the local authority John Smalley	56	19	29 Num	51.8% of target met by end of 2nd Quarter







Public Protection & Housing

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn (Trend)	Comments on Performance
L71 	% of homeless applicants assessed and decision given within 33 working days Lynda Garbutt	100	100	99.1 %	218 decisions have been taken during this period and 216 have been completed within 33 days (back up reports are available from the Homelessness Database)
L77 	Average waiting time for Disabled Facilities Grants John Whitfield	95	67	87 Days	Average Waiting time still below target. Average should stay below year target as a number of showers and other external works have been completed is this outturn figure.
L78 	The percentage of customers receiving disabled facilities grants who are satisfied or better with the service John Whitfield	100	100	100 %	Of the 53 jobs completed this financial year all customers have been satisfied or better with the service provided.
LPINS10 	Number of long term empty private houses John Smalley	610		Num	
LPINS11 	The average Standard Assessment Procedure(SAP) rating for dwellings in the 'private sector' Peter Morgan	56.4	N/K	SAP	
LPINS12 a 	Provision of additional units of accommodation for vulnerable persons a) Extra care sheltered accommodation for older people provision Penny Garner Carpenter	0	0	0 Num	On target - not expected until 2006/7
LPINS12 b 	Provision of additional units of accommodation for vulnerable persons b) Other vulnerable person provision Penny Garner Carpenter	57	0	0 Num	There have been some site issues which have held up the building process and which may delay completion








Public Protection & Housing

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn (Trend)	Comments on Performance
LPINS9 	Number of dwellings cleared for regeneration Penny Garner Carpenter	24	24	- Num	Target achieved
PH24 	The proportion of applicants that are satisfied with the way their homeless application was dealt with Lynda Garbutt	90	-	- %	reported annually
PH25 	% of new tenants receiving support sustaining their tenancy for 6 months Lynda Garbutt	80	-	- %	reported annually
PH26 	Number of completed contract reviews in line with ODPM Guidance Peter Morgan	100	5	5 %	In final stages of agreeing eligibility and VFM policy prior to completing remaining reviews. To go to Commissioning Body for approval in November.
PH27 	Average SAP rating of all dwellings in the town Peter Morgan	60	Not known	SAP	
PH35 	Number of households assisted with Hartwarmers plus grant Peter Morgan	1000	273	361 Num	This year to date = 634. July:143 . August:126 . September:92 . In order to meet target 250 properties per quarter (83 per month) need to have work completed.
PH43 	The proportion of unfit private sector dwellings that have been made fit or demolished as a direct result of action by the local authority John Smalley	12.19	7.02	8.13 %	52 houses (cumulative); 40.3% of target








Technical Services

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn (Trend)	Comments on Performance
Engineering Consultancy					
TE37 	Percentage of inspections of coast protection structures carried out within DEFRA defined targets. Dave Thompson	90	100	100 %	Against a target of 90%
TE38 	Percentages of inspections of ordinary watercourses carried out within time. Dave Thompson	80	47	85 %	Against a target of 80%
TE61 	Customer satisfaction for civil engineering, percentage of satisfied customers for SERVICE on an annual basis. * Alan Coulson	90		%	
TE62 	Customer satisfaction for civil engineering, percentage of satisfied customers for END PRODUCT on an annual basis. * Alan Coulson	90		%	
TE63 	Customer satisfaction for structural engineering, percentage of satisfied customers for SERVICE on an annual basis. * Alan Coulson	90		%	
TE64 	Customer satisfaction for structural engineering, percentage of satisfied customers for END PRODUCT on an annual basis. * Alan Coulson	90		%	
Transport Services					








Technical Services

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn (Trend)	Comments on Performance
TE65 	Percentage of taxi inspections completed within 45 minutes John Jones	97	98	97 %	
TE66 	Percentage of vehicle breakdowns attended to within the boundary of Hartlepool within 40 minutes John Jones	99	99	100 %	
TE67 	Percentage of pre booked services / inspections carried out on time John Jones	95	90	90 %	
TE68 	Number of applications for community transport processed within seven working days Jayne Brown	96	100	100 %	28 applications received, all processed within seven days
Transportation and Traffic					
BVPI 99 (a) (i) 	Road Accident Casualties: KSI all people Peter Frost	41.7			
BVPI 99 (a) (ii) 	Road Accident Casualties: KSI all People - % change from 1994-98 average Peter Frost	80.01			
BVPI 99 (a) (ii) 	Road Accident Casualties: KSI all People - % change from previous year Peter Frost	96.02			








Technical Services

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn (Trend)	Comments on Performance
BVPI 99 (b) (i) 	Road Accident Casualties: KSI Children Peter Frost	10.64			
BVPI 99 (b) (ii) 	Road Accident Casualties: KSI Children - % change from previous year Peter Frost	94.74			
BVPI 99 (b) (ii) 	Road Accident Casualties: KSI Children - % change from 1994-98 Average Peter Frost	74.99			
BVPI 99 (c) (i) 	Road Accident Casualties: Slight Injuries Peter Frost	349.62			
BVPI 99 (c) (ii) 	Road Accident Casualties: Slight Injuries - % change from 1994-98 Average Peter Frost	80.01			
BVPI 99 (c) (ii) 	Road Accident Casualties: Slight Injuries - % change from previous year Peter Frost	96			
BVPI100 	Number of days of temporary traffic control Peter Frost	0		Days	





Technical Services

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn (Trend)	Comments on Performance
BVPI102 	Local bus Services (passenger journeys per year) Ian Jopling	6592000		- Num	data available in may 06
BVPI165 	Percentage of pedestrian crossings with facilities for disabled. Peter Frost	100		%	
BVPI187 a 	Condition of footways, categories 1, 1a and 2 Mike Blair	22		%	
BVPI223 	Condition of principal roads Mike Blair	22		%	
BVPI224 a 	Condition of Non-principal classified roads (using UKPMS) Mike Blair	16.75		%	
BVPI224 b 	Condition of Unclassified Roads (using UKPMS) Mike Blair	38		%	
LPINS14 	Increase in number of passenger journeys at Hartlepool Station per annum Ian Jopling	316000		-	data available in May 06

Technical Services

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn (Trend)	Comments on Performance
LPINS15 	Increase in number of passenger journeys at Seaton Carew station per annum Ian Jopling	14000		-	data available in May 06
LPINS4a 	Increase in the average daily cycle flows from 2002/03 baseline to 2004/05 Ian Jopling	80		141 % Increase	original 03/04 data incorrect and is 132
LPINS4b 	Increase in the number of pupils from year 6 upwards in schools maintained by Hartlepool LEA who cycle to school Ian Jopling	175		100	
LPINS4c 	Increase in the number of employees at major employers in Hartlepool who report regularly cycling to work Ian Jopling	637		159	repeat surveys not considered comparable to baseline surveys
TE22 	Number of trainees taking the Cleveland Motorcycle Training Scheme Paul Watson	100	-	-	figures not available - held by stockton borough council
TE23 	Number of children pedestrian trained Paul Watson	1250	0	0	don't start training until november
TE24 	Number of children taking cycling training Paul Watson	500	284	120	

Technical Services

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn (Trend)	Comments on Performance
TE25 	Number of major employers in Hartlepool developing a work place travel plan. Karen Wilkinson	6	-		
TE26 	Total number of car parking transactions Philip Hepburn	1.2		Num (Millions)	
TE27 	Total car parking revenue Philip Hepburn	1073629		£	
TE69 	Number of primary schools with authorised travel plans Karen Wilkinson	19		Num	

CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
14 December 2005



Report of: Head of Technical Services

Subject: REQUESTS TO INTRODUCE RESIDENTS
ONLY PARKING ZONES

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To examine requests to create or extend residents only permit controlled zones.

2. SUMMARY OF CONTENTS

- 2.1 This report examines previously deferred decisions and new requests to examine residents only parking zones.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 The Portfolio Holder has responsibility for traffic related issues.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

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

6. DECISION(S) REQUIRED

- 6.1 To approve a scheduled consultation programme with residents.

Report of: Head of Technical Services

Subject: REQUESTS TO INTRODUCE RESIDENTS ONLY PARKING ZONES

1. PURPOSE OF REPORT

- 1.1 To examine requests to create or extend residents only permit controlled zones.

2. BACKGROUND

- 2.1 Residents only parking controlled permit zones were first introduced in Hartlepool to protect residential areas on the perimeter of the town centre. They were created to compensate the displacement of commuter traffic parking in residential streets to avoid paying all day parking charges and although at first this was a small area of the town, over several years the controlled zone has significantly increased and now accommodates over 4000 properties.
- 2.2 The Portfolio Holder will be aware that he took the decision to defer all applications to increase the current zone until Decriminalised Parking Enforcement (DPE) was introduced within the authority. This decision was taken as it was felt that the number of patrol officers employed at the time would have been unable to enforce additional controlled zones without detrimentally affecting the existing area.
- 2.3 DPE has now been operational within the Borough since July 2005 and although during the initially months patrol officers concentrated enforcement within the commercial town centre, the additional officers recruited as part of the process, do now mean that further areas of the town can be considered.

Hartlepool Headland

- 2.4 Several areas in this location have requested permit only controls including sites at Albion Terrace, Croft Terrace, together with more recent demands for sections of Northgate. There is a definite shortage of parking availability in areas and this together with likely increases to vehicular traffic from tourist attractions such as Heugh Battery could necessitate further controls to protect nearby residential properties.

The area is however currently undergoing a detailed resident's consultation exercise by North Hartlepool Partnership and it is likely that this survey will further highlight concerns and parking demands. It is therefore intended to await the results of the consultation in order to formulate a parking strategy and prioritise the introduction of any scheme.

Hartlepool Hospital Site

- 2.5 Since the Health Authority introduced pay and display charges at Hartlepool General Hospital, many residents close to the site have suffered a displacement of traffic from staff and visitors. Some provisional measure have been taken (such as providing verge parking on Holdsworth Road), however congestion in this area is both inconvenient for residents and can create access difficulties for the emergency vehicles. It would however be wrong to treat this area in isolation as inconsiderate and long stay parking has also been reported in Howbeck Lane, Kirkstone Grove and Thompson Grove. There is also some evidence of displaced traffic in and around Wells Avenue and Warren Road.

Collingwood Road/Young Street/Brook Street

- 2.5 Requests have been received from properties at this location which sits on the perimeter of the existing controlled zone. As a result there could be an element of displaced commuter parkers which would limit the amount of available on street parking availability for residents.

Linden Grove/Wilton Avenue/Wilton Road

- 2.6 Requests have been received from residents in this location who suffer from commuter parking and inconsiderate visitor parking problems. In the case of Wilton Avenue/Road there is some evidence that as the site is on the fringe of the existing controlled zone commuters are parking all day and walking into the town centre. Although this predominantly effects parking availability in Wilton Road, limited restrictions would probably displace parking congestion into Wilton Avenue.
- 2.7 Linden Grove also suffers from some all day parking at its easterly side, although parking demand can be further exacerbated by parents wishing to drop off/collect children from the nearby Nursery on Grange Road. Parking is prohibited outside of the Nursery as it is located at the busy linden Grove/Grange Road junction, and parents are advised to park in unregulated areas or for short periods (max 10 mins.) within permit controlled zones. Residents will need to be aware that even with the creation of permit zone this practice would continue.

Eamont Gardens/Belmont Gardens/Eldon Grove

- 2.8 Several requests have again been received in both streets, which again sit on the edge of the existing controlled zone. Permit controls are currently enforced in the adjacent Arncliffe Gardens and there is some evidence of long stay parking in the area as a result of this location being unrestricted. In the case of Eldon Grove traffic is further congested at peak times due to parents collecting /dropping off at Eldon Grove Primary School.

Elwick Road/Burn Valley Road – Ellison Road

- 2.9 Complaints have been received periodically to address parking congestion and availability both on Elwick Road and to residential street from Burn Valley Road – Ellison Street. There is little evidence that parking in such locations is by commuters, although several commercial businesses do operate along this stretch of road and naturally attract some vehicular traffic. The types of operations do however create predominantly short stay visits and although a residents parking scheme would assist with residents parking. The businesses are well established and any scheme would have to have provision which would not detrimentally affect the survival of the businesses.

Elwick Road/Houghton Street/Whitburn Street

- 2.10 Residents in this area have requested assistance with parking congestion and available on street parking spaces. Again this site is situated on the fringe of the current zone and is located close enough to the town centre to suffer from daily commuter parking. Demand for space has increased over the last 12 months and the additional limited controlled zones have placed more demand on available parking space. The unregulated streets close to York Road do however allow some customer parking for the commercial businesses operating the area and this may prove to be a conflicting factor for residents parking.

Park Avenue

- 2.11 Requests have been received for creating Residents only parking restrictions in this area. There are occasions, particularly when events are being staged at Ward Jackson Park when parking availability is limited. Although during such times there is some evidence of inconsiderate parking and obstruction from driveways, there are currently proposals to provide off street parking specifically for visitors to the park and this should alleviate much of the parking congestion.

Westbourne Road

- 2.12 Requests have been received from the residents association to create permit only parking in this area. The requests relate to congestion of vehicles particularly at the easterly junction with Stockton Road which can at times attract additional traffic visiting various premises on Stockton Road. This at times can lead to over capacity for parking spaces.

Marske Street/Redcar Street/The Maltings

- 2.13 Requests have been received by the local residents association for the above streets to be considered for a residential permit scheme. The area is directly behind properties on Stockton Road and this can lead to excess traffic demands and lack of available parking spaces for residents.

Seaton Carew – No 9-12 The Front

- 2.14 A small number of properties are affected by a limited 1 hour waiting parking restriction directly outside of the properties. The controls were introduced to provide parking availability to several businesses on the front, which encourage a high turnover of short stay vehicles. This particularly relates to fast food takeaways. Residents have requested that the area outside the properties be made permit controlled and that the current waiting restriction be moved to the eastern side of the carriageway.

Seaton Carew,- Allendale Street/Berwick Street/Carlisle Street/Farndale Road

- 2.15 Requests have been received to extend the current residential permit zone on Station Lane to include the above streets. The area was excluded from the first controlled zone at Seaton and this has placed additional pressure on the residential street in the area. In the case of Allendale and Farndale Road there is evidence that visitors to the library, leisure facilities and social club does lead to congestion and a lack of available on street parking spaces. Residents have requested that visitors to such facilities be encouraged to use the alternative off street car park accessed on Station Lane, prioritising available on street parking for residents only.

3. FINANCIAL IMPLICATIONS

- 3.1 The financial implications of introducing additional resident controls would be difficult to estimate at this stage, as the number of properties involved is uncertain. There would however be a cost implication of patrolling any additional zones.

- 3.2 The cost of patrolling residential zones has historically been funded from the overall car park revenue budget. If funding was to continue in this manner, any additional permit areas would be have an impact on the overall service budget, although until the exact number of properties involved are known this would be difficult to quantify.

4. CONSIDERATION OF ISSUES

- 4.1 The success of the residents permit scheme has resulted in large areas of the town being controlled by permit zones. Although this has worked well in discouraging commuters from parking in predominantly residential areas, most requests are now not specific to a commuter problem but do include other considering factors which in directly effect residents parking availability.
- 4.2 As a result, often resident's schemes have to include a consideration of businesses and schools, where for short periods of the day parking demands will inevitably be high. We have however in the past been able to meet the conflicting demands of all concerned by allowing an extended limited waiting period, within the parameter of the permit scheme.
- 4.3 In view of the number of potential properties involved for consideration it will be necessary to phase any inclusion. Therefore the schedule shown as **Appendix A** has been compiled based on areas considered to be most urgent and/or time already spent waiting for consideration.
- 4.4 There is likelihood that additional smaller schemes will be requested as problems are highlighted which would be reported to the Portfolio holder as and when received, however residents should be made aware of the likely timescale.

5. RECOMMENDATIONS

- 5.1 That the schedule shown as **Appendix A** be approved with properties identified in phase 1 proceeding to resident consultation stage to take place during February/March 2006. Subsequent results should be considered by Portfolio Holder in April 2006.
- 5.2 Properties in phase 2 would begin resident consultation in August 2006 with phase 3 scheduled for Early 2007. However this timescale may be dependant on the number of additional properties to be included and any subsequent referrals.

PHASE 1

Location	Officer advice	Residents Consultation timescale	Report back to Portfolio holder
Hartlepool Headland	Proceed to resident consultation stage and feedpack possible locations.	Ongoing	Apr-06
Hartlepool Hospital site	Proceed to resident consultation stage and feedpack and assess extent of residential controlled zone	Feb-06	Apr-06
Linden Grove/ Wilton Avenue/ Road	Proceed to resident consultation stage and feedpack and assess extent of residential controlled zone	Feb-06	Apr-06
9-12 The Front, Seaton Carew	Proceed to resident consultation stage and feedpack and assess extent of residential controlled zone	Feb-06	Apr-06
Allendale St./Berwick St./ Carlisle St./Farndale St., Seaton Carew	Proceed to resident consultation stage and feedpack and assess extent of residential controlled zone	Feb-06	Apr-06

PHASE 2

(Subject to no interim traffic management proposals
being introduced to alleviate the parking congestion.)

Location	Officer advice	Residents Consultation timescale	Report back to Portfolio holder
Collingwood Rd/ Young St./ Brook Street	Begin consultation with residents August 2006 with a view to creating a residents permit controlled zone	Aug-06	Oct-06
Eamont Gardens/Belmont Gardens/ Eldon Grove	Begin consultation with residents August 2006 with a view to creating a residents permit controlled zone	Aug-06	Oct-06
Elwick Road/ Burn Valley Road - Ellison Street	Begin consultation with residents August 2006 with a view to creating a residents permit controlled zone	Aug-06	Oct-06
Elwick Road/Houghton Street/ Whitburn Street	Begin consultation with residents August 2006 with a view to creating a residents permit controlled zone	Aug-06	Oct-06
Park Avenue	Assess effects of new parking arrangements. If necessary consult with residents with a view to creating a residents permit controlled zone	Aug-06	Oct-06
Westbourne Road	Begin consultation with residents August 2006 to access the level of residents parking requirement	Aug-06	Oct-06
Marske St./Redcar St/ The Maltings	Begin consultation with residents August 2006 to access the level of residents parking requirement	Aug-06	Oct-06

CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder

14 December 2004



Report of: Head of Technical Services

Subject: REQUEST TO CREATE RESIDENTS
PARKING AT ROSEBERRY MEWS

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To consider a petition requesting residents parking controls at Roseberry Mews.

2. SUMMARY OF CONTENTS

- 2.1 This report examines the parking/access difficulties to Roseberry Mews and considers the practicalities and effectiveness of creating residents only parking restrictions.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 The Portfolio Holder has responsibility for traffic related issues.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

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

6. DECISION(S) REQUIRED

- 6.1 To approve/dismiss the petition request.

Report of: Head of Technical Services

Subject: REQUEST TO CREATE RESIDENTS
PARKING AT ROSEBERRY MEWS

1. PURPOSE OF REPORT

- 1.1 To review the possibility of introducing residents only parking controls at Roseberry Mews.

2. BACKGROUND

- 2.1 The Department recently received a request from residents of Roseberry Mews to assist them with parking problems in the area (A copy of the petition and photographs are shown as **Appendix A**). Most of the concerns relate the limited available parking space for residents and the subsequent parking congestion in and around the area which can on occasions make access to Roseberry Mews and the rear of Cundall Road and Topcliffe Street difficult. A site map is attached as **Appendix B**.
- 2.2 Roseberry Mews consists of 10 flats with some dedicated residential parking on privately owned unadopted highway. Although the flats have some individual parking spaces there is no capacity within the curtilidge of the site to accommodate visitors. On some occasions motorists have either intentionally or otherwise parked in the private bays, forcing the residents to park elsewhere. The only available on-street parking is on adopted public highway land at the junction of Roseberry Road, which can accommodate a limited number of vehicles, but at times demand exceeds availability. This can lead to some inconsiderate parking and there have been reports of vehicles subsequently being obstructed.
- 2.3 Prior to receiving a formal petition officer were contacted separately to try and offer any assistance relating to this matter. As a result new street signs advising that parking spaces were reserved for residents together with road markings stating "Resident Only Parking" were marked on the highway. In addition on street advisory vehicle bays were marked out to discourage vehicle parking too close to the junction of either Roseberry Road or the back roads of Cundall Road and Topcliffe Street.

- 2.4 Residents have indicated that the markings/signs have gone some way to notifying motorists not to park in the private parking areas; however the petition submitted now formally asks for additional residents permit controls to be introduced.
- 2.5 Parking restrictions could not be enforced by the local authority Patrol Officers on the privately owned land and therefore the only area where such a scheme could be included would be on the public highway. Any parking permits would in such circumstances have to be available to adjoining properties and could not therefore be restricted to the signators of the submitted petition.
- 2.6 Obstruction offences on non-regulated areas would also be outside of the local authority enforcement jurisdiction as such offences are the responsibility of the Police.
- 2.7 As the parking problem is clearly restricted to residents in the area it is difficult to see how a permit controlled parking scheme would alleviate the congestion. The likely result would be an over subscription for permits and subsequent requests from residents in Roseberry Road, Topcliffe Street, Cundall Road and Brafferton Street to increase the zone further.

3. FINANCIAL IMPLICATIONS

- 3.1 The cost of introducing and running residents only permit controlled parking scheme could be met from the parking services budget and the initial request to cover 10 properties would have a minimal impact on budget commitments.

4. CONSIDERATION OF ISSUES

- 4.1 Although this application is specific to only ten properties in Roseberry Mews, the establishment of a permit zone would have a significant impact on a much larger residential area and the decision to implement permit controls should not be taken in isolation.

5. RECOMMENDATIONS

- 5.1 That the petition to introduced residents permit parking in Roseberry Mews be refused for the following reasons:
 - a) the Traffic Regulation Order could not be enforced on the private parking areas;
 - b) the parking difficulties are caused by residents and formalising the permit controls would not relieve the availability of parking spaces;

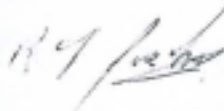
- c) creating a specific zone in Roseberry Mews would almost certainly lead to further requests to increase the zone, from residential properties in the surrounding areas affected by the displaced traffic.

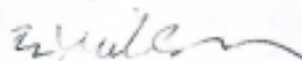
Appendix A

The following signatures are the residents of Rosebery Mews numbers 1 to 10, who all agree to an Application for a Resident's Permit Parking Zone to be introduced relating to the only Access Road into Rosebery Mews, leading from Rosebery Road

Flat 1 :- W Hopper.

Flat 2 :- A Thorpe.


Flat 3 :- 

Flat 4 :- 

Flat 5 :- R Vickers

Flat 6 :- M. Statton

Flat 7 :- W Mason

Flat 8 :- 

Flat 9 :- McIlrang

Flat 10 :- 





CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder

14th December 2005



Report of: Head of Technical Services

Subject: SCHOOL KEEP CLEAR MARKINGS

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To approve formal Traffic Regulation Orders to create school keep clear marking outside schools in the Hartlepool district.

2. SUMMARY OF CONTENTS

- 2.1 This report wishes to ensure that legislation is in place for officer to enforce parking restrictions outside schools.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 The Portfolio Holder has responsibility for traffic related issues.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

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

6. DECISION(S) REQUIRED

- 6.1 To revoke the existing Traffic Regulation Orders and approve orders for school keep clears.

Report of: Head of Technical Services

Subject: SCHOOL KEEP CLEAR MARKINGS

1. PURPOSE OF REPORT

- 1.1 To approve formal Traffic Regulation Orders to create school keep clear marking outside schools in the Hartlepool district.

2. BACKGROUND

- 2.1 The enforcement of school keep clear markings has traditionally been the responsibility of the Police, however in July 2005, this offence along with other on-street yellow line offences were decriminalised and passed to Hartlepool Borough Council.
- 2.2 Although following the initial introduction of Decriminalised Parking Enforcement, officer's concentrated enforcement within the commercial centre of the town, DPE has now been operating for over six months and I am keen to fulfil promises made when DPE was established to enforce out of town areas.
- 2.3 The mobile enforcement team have already visited several areas to enforce yellow line offences, and although this has been in the main, reactive, I would like to extend this to school areas where we have received complaints of inconsiderate and illegal parking.
- 2.4 The enforcement team have begun working with the road safety and school liaison officers as part of an educated programme to promote road safety, and alternative travel plan initiatives, however inevitably drivers will continue to park illegally and in such cases will be issued with fixed penalty notices.
- 2.5 As part of the DPE process all the current active traffic regulations and highway lines and signs were examined for compliance by specialist consultants. It became clear that although in most cases a traffic regulation is enforceable, not all the schools have a consistent offence code established for the keep clear areas. Therefore in order to unify the offence and ensure the correct offence is applicable I propose to revoke any of the existing regulations and supersede them with a No Stopping Order.

3. FINANCIAL IMPLICATIONS

- 3.1 None, except for the purchase of a limited number of No Stopping Order signs which will be purchased from the Parking Services budget.

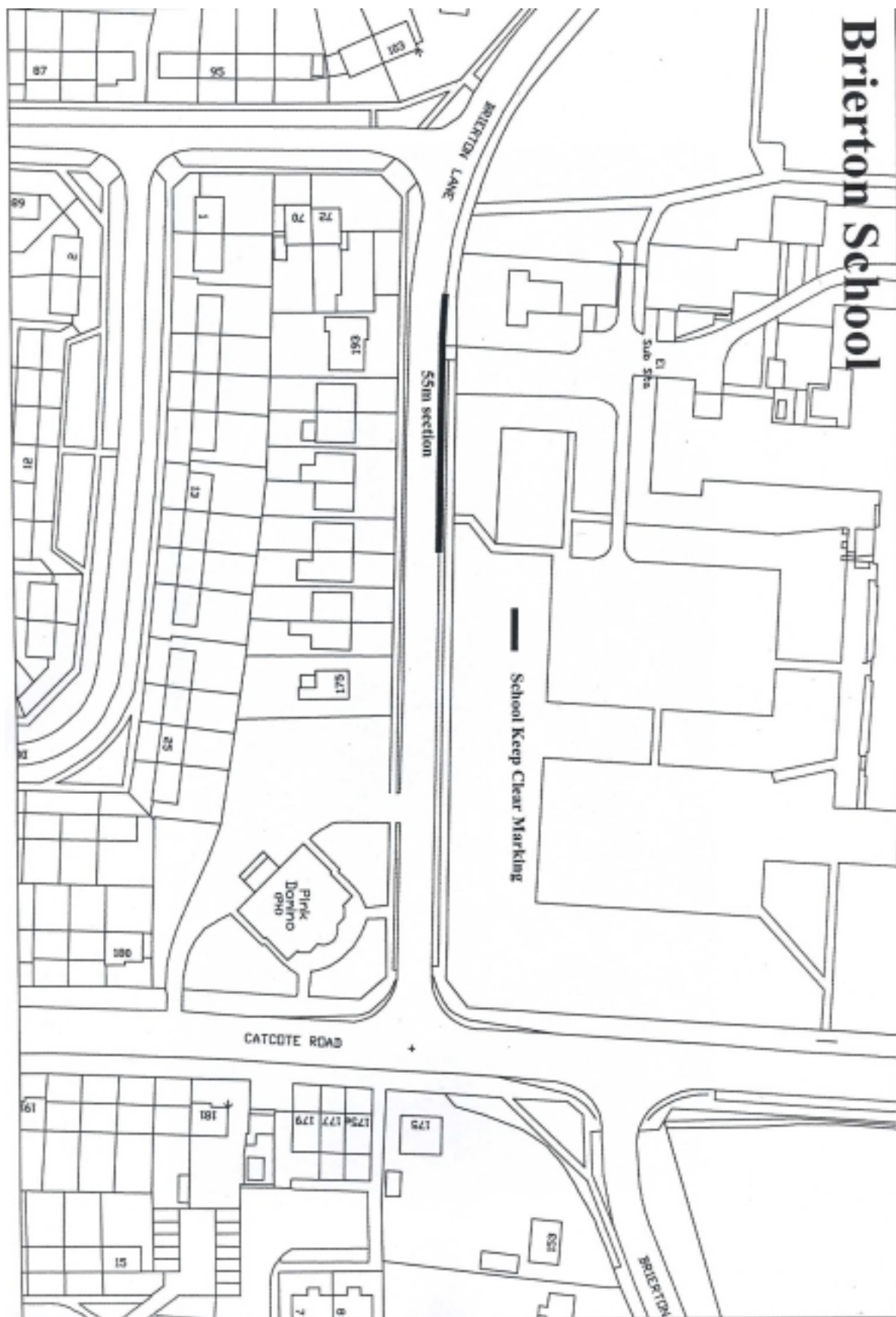
4. CONSIDERATION OF ISSUES

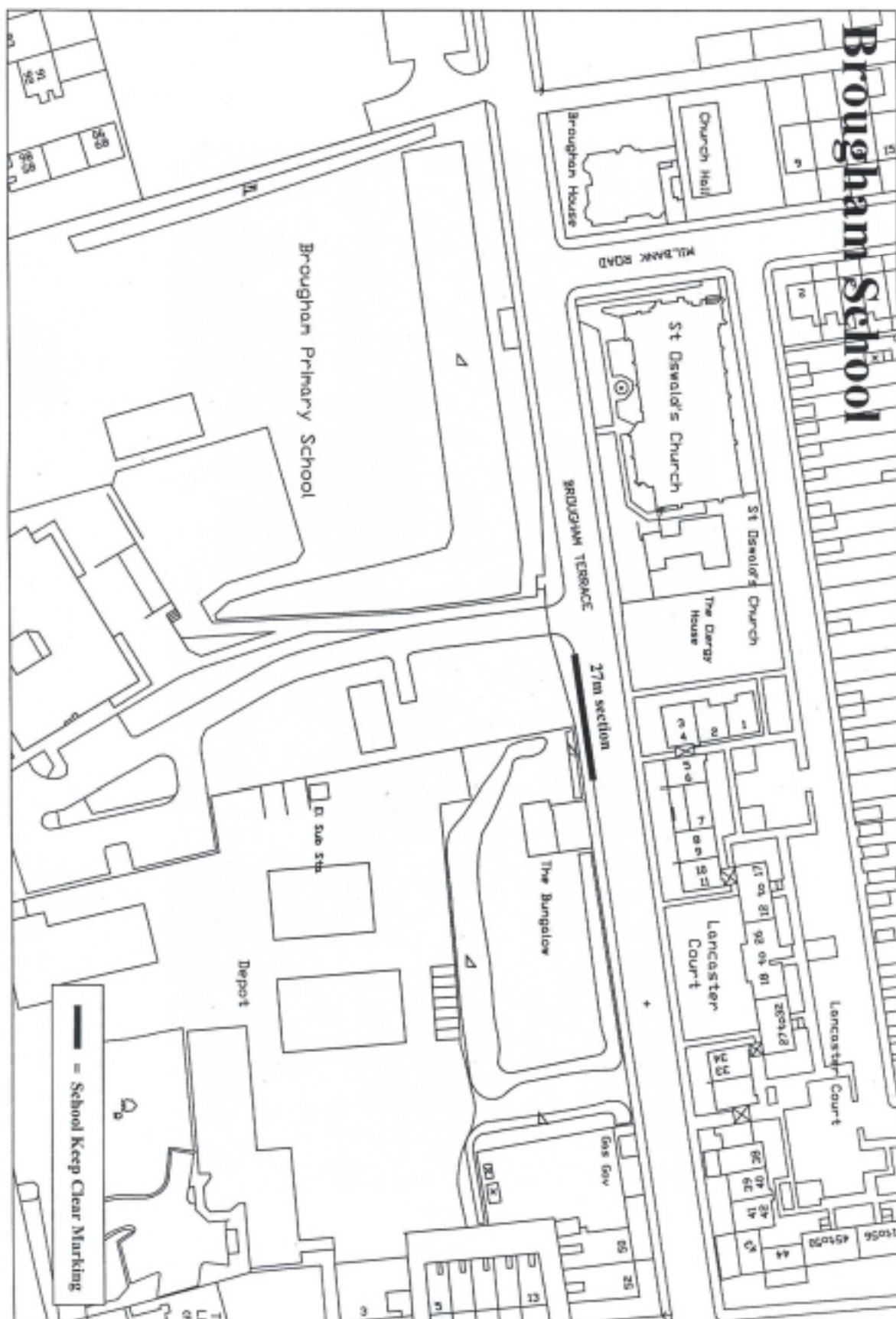
- 4.1 In order to ensure that enforcement can take place during the school opening hours, it will be necessary to establish a No Stopping Order between the hours of 8am-4pm, Monday–Friday except August.

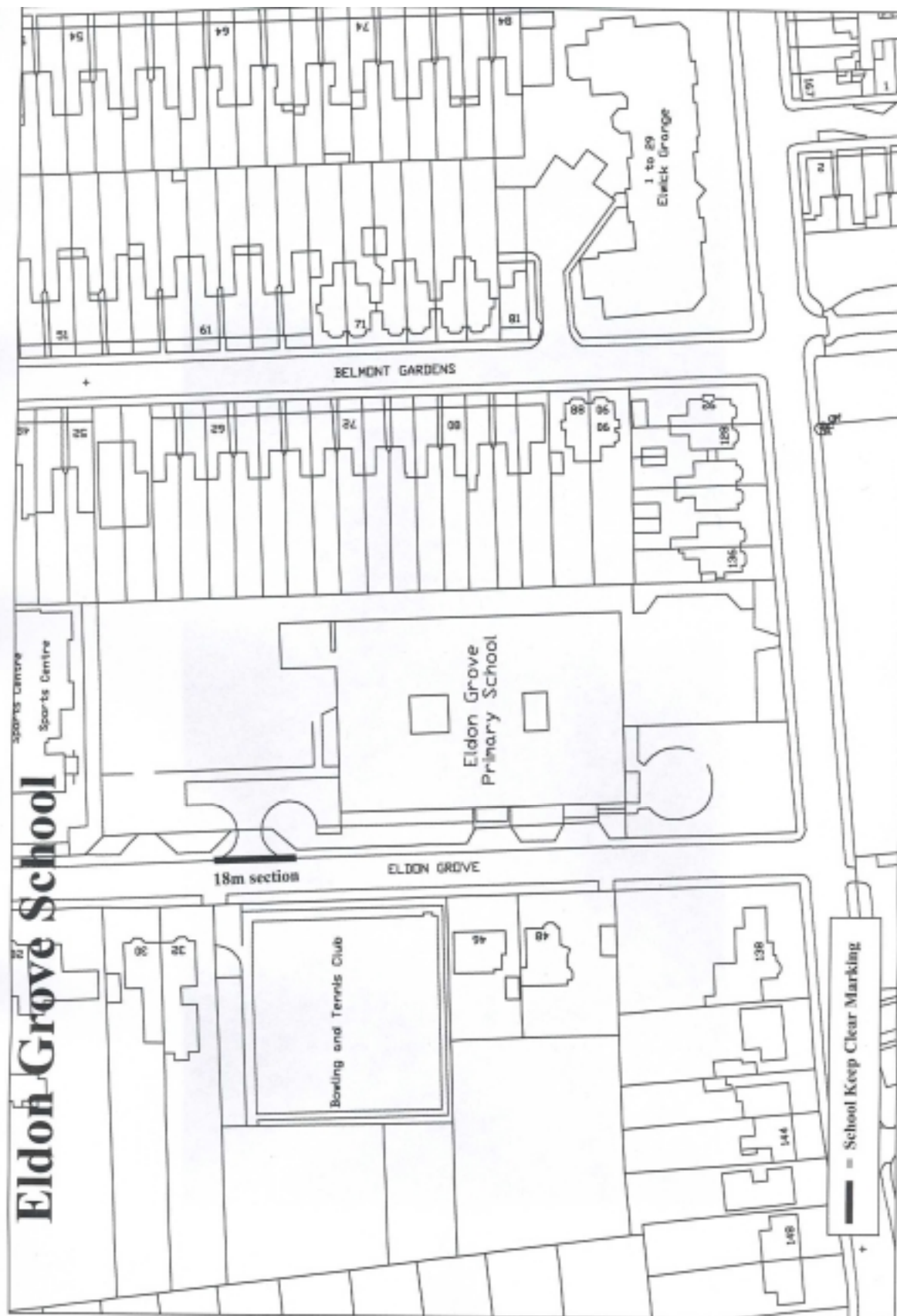
5. RECOMMENDATION

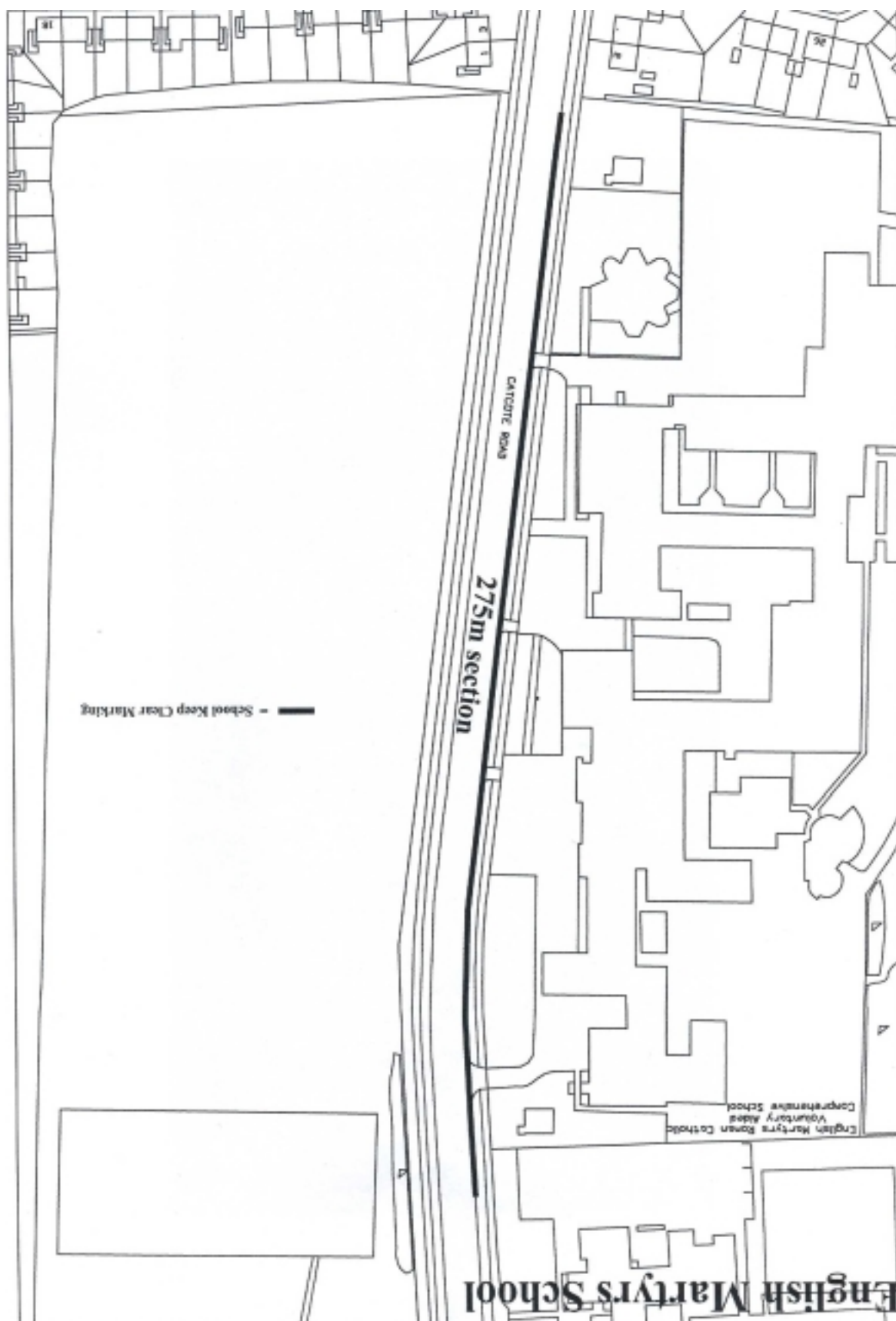
- 5.1 That any of the existing limited waiting restriction orders be revoked and Traffic Regulation Orders be advertised as part of the legal process to create a No Stopping Order applicable between the hours of 8am-4pm Monday-Friday (with the exception of August), at all schools shown on the attached location plans (**Appendices 1 - 22**).

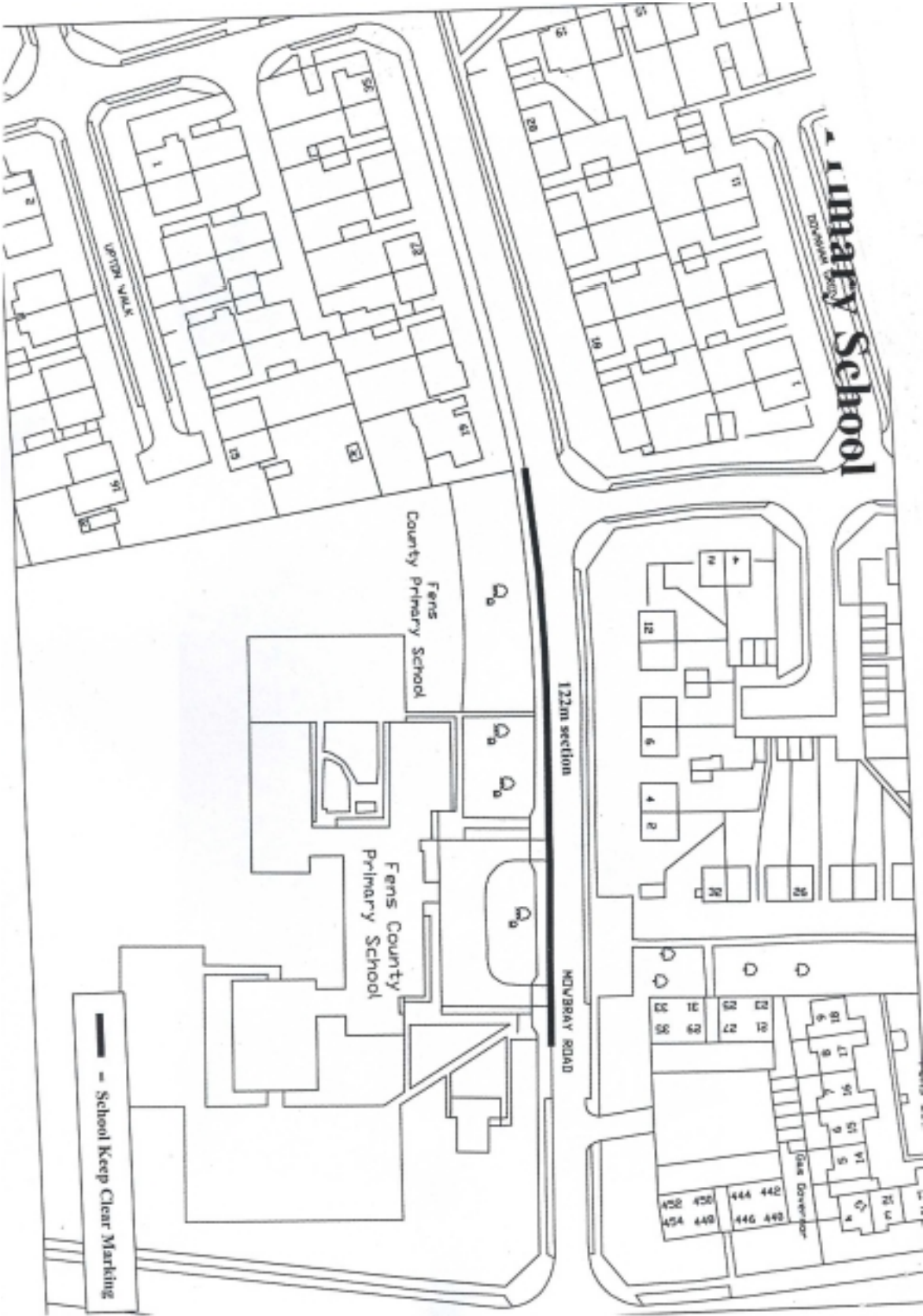


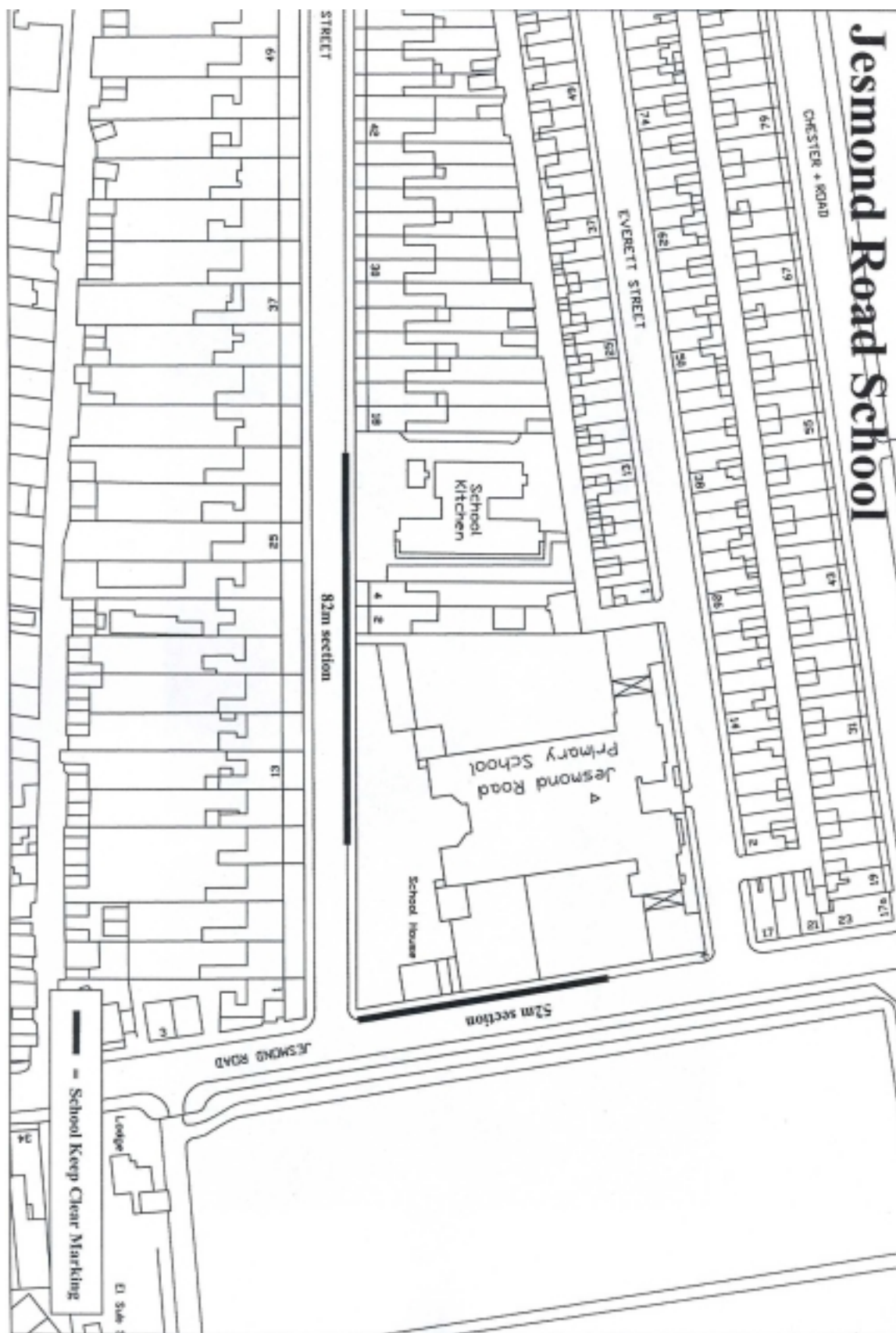




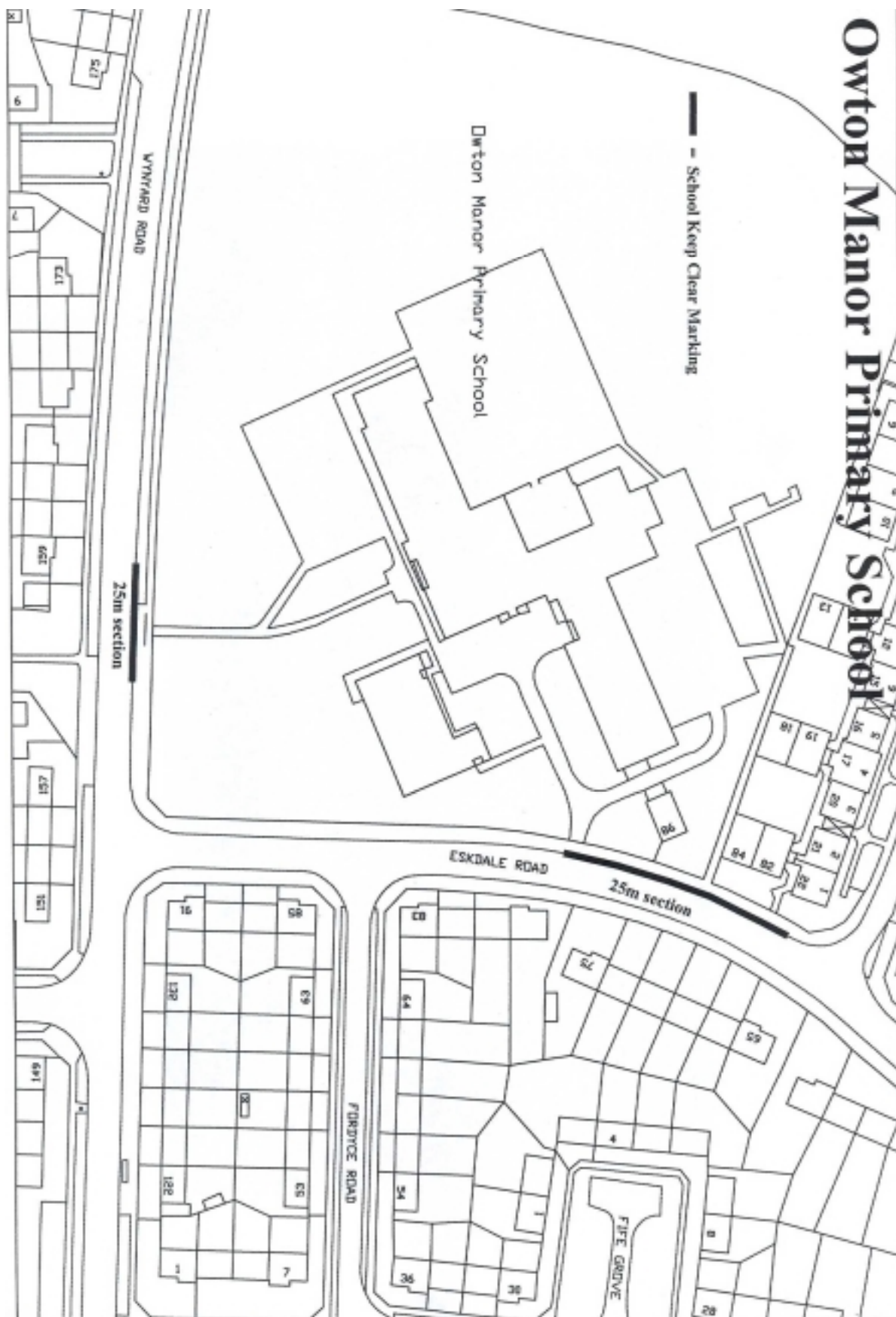


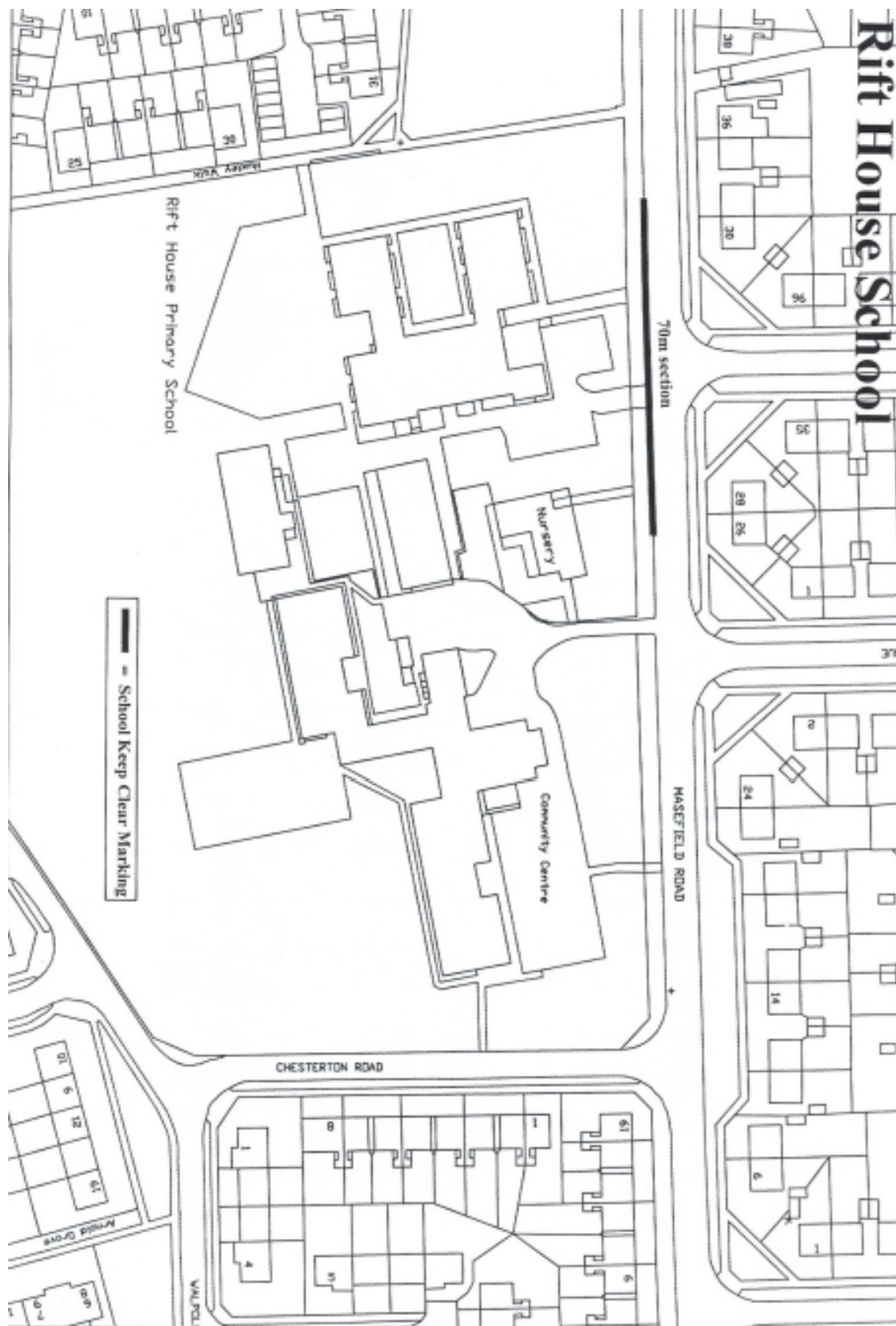




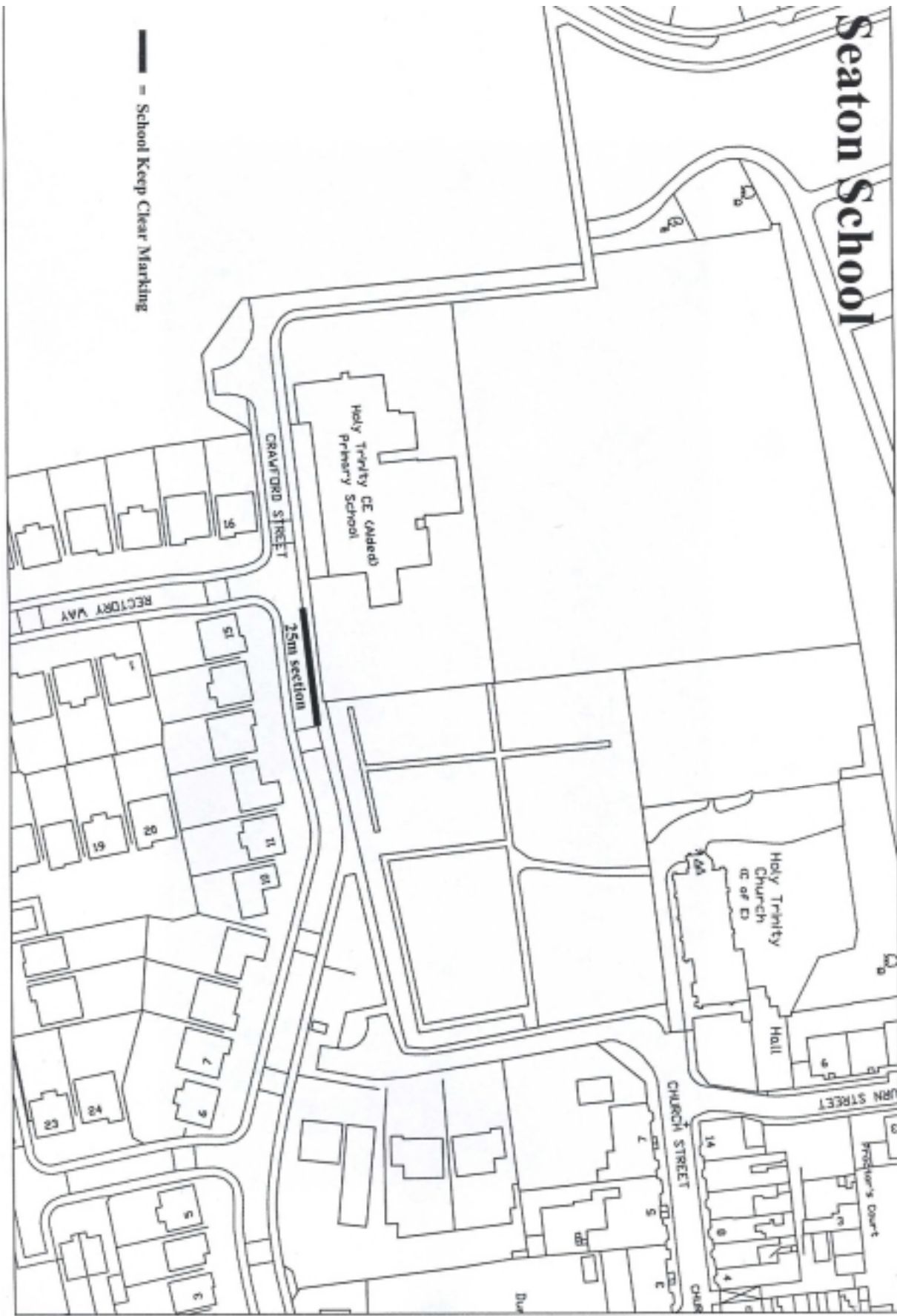


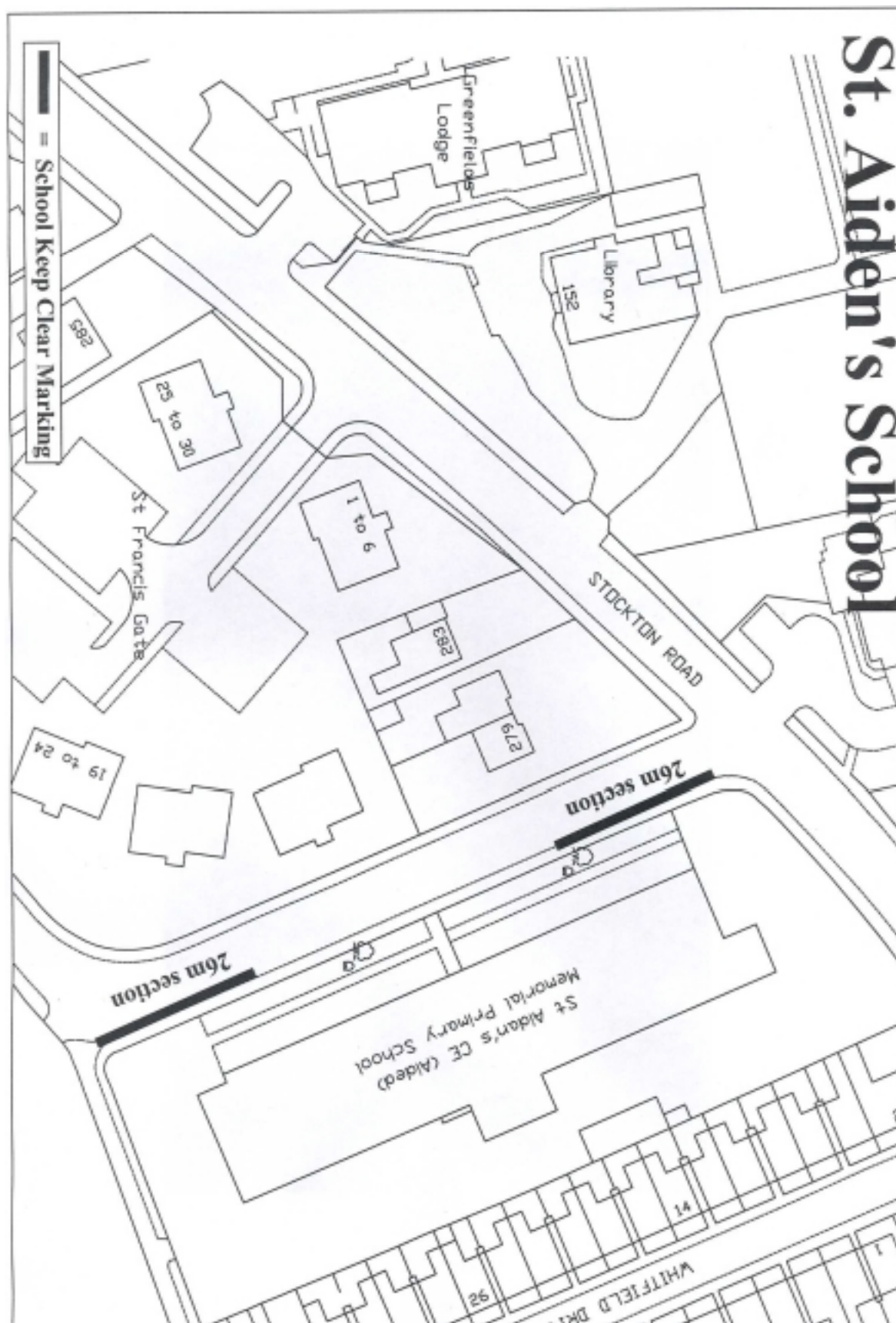


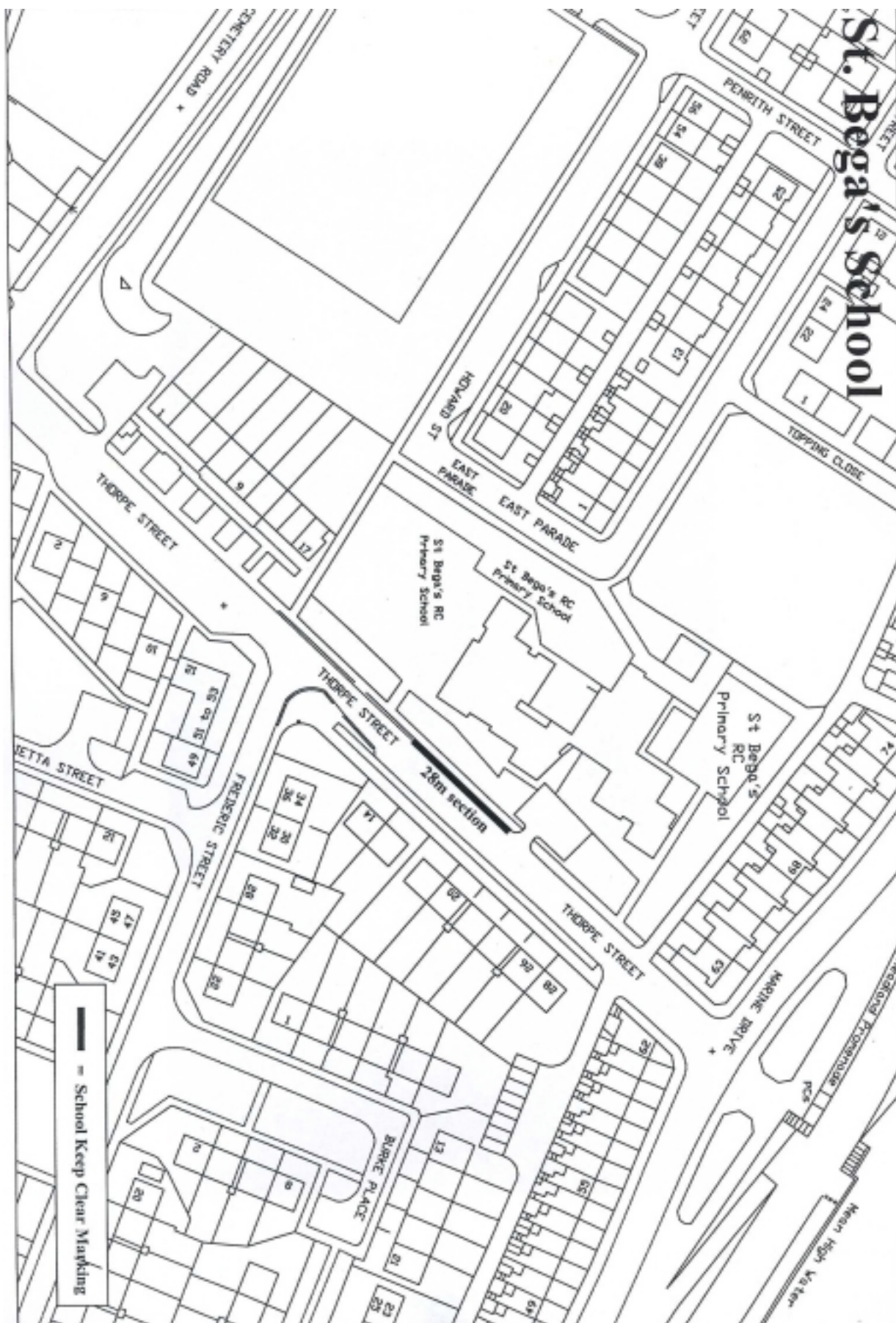


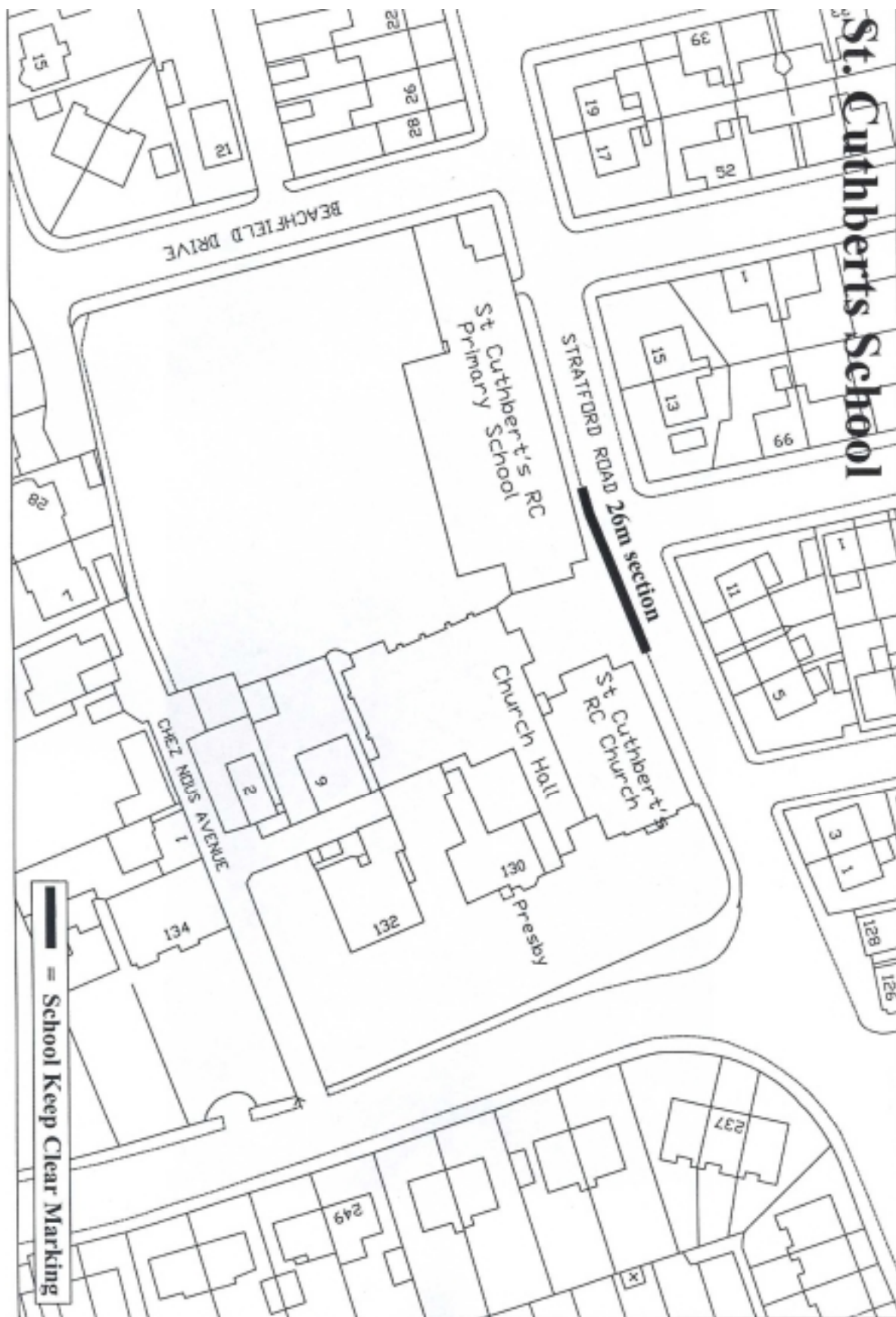


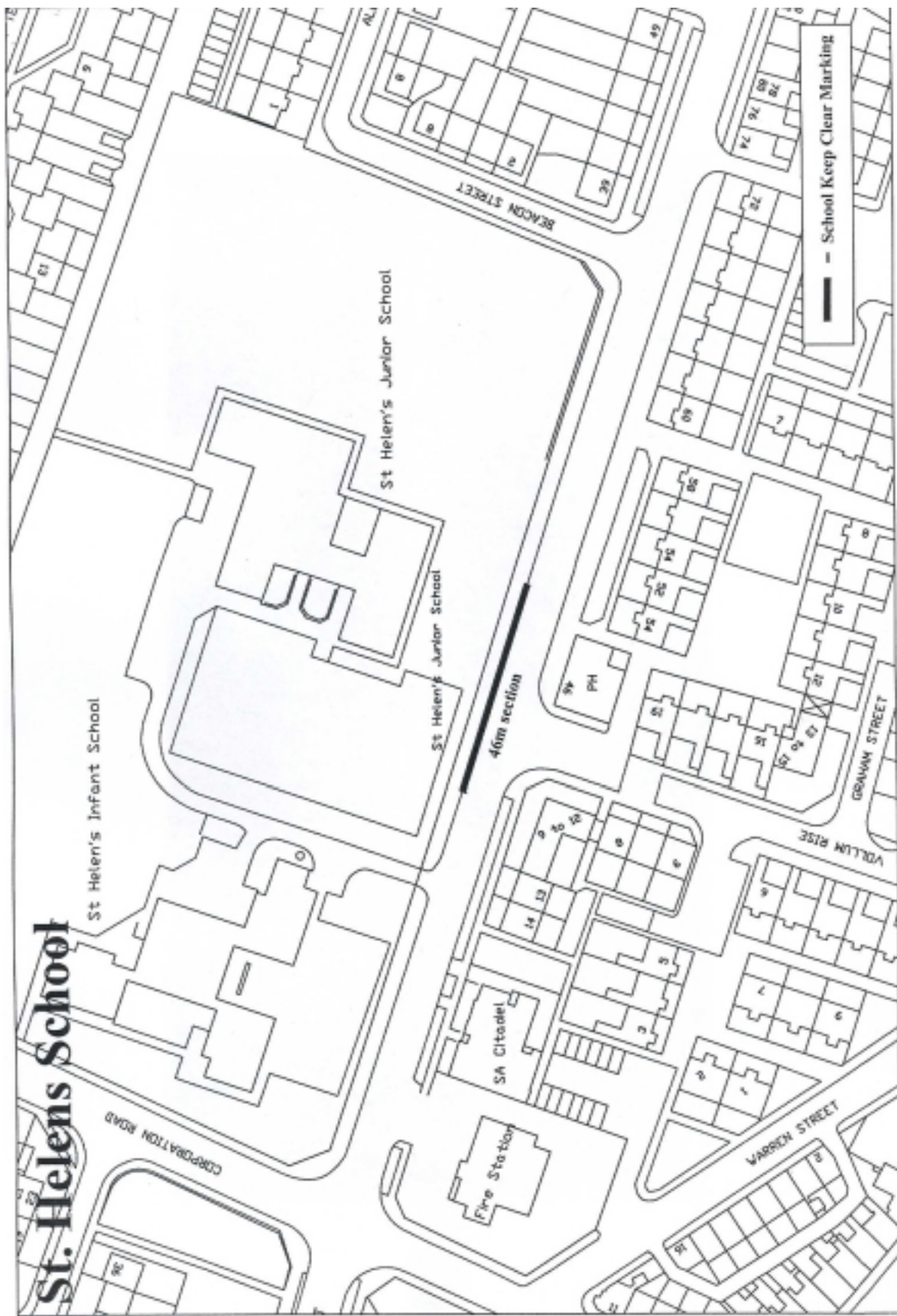


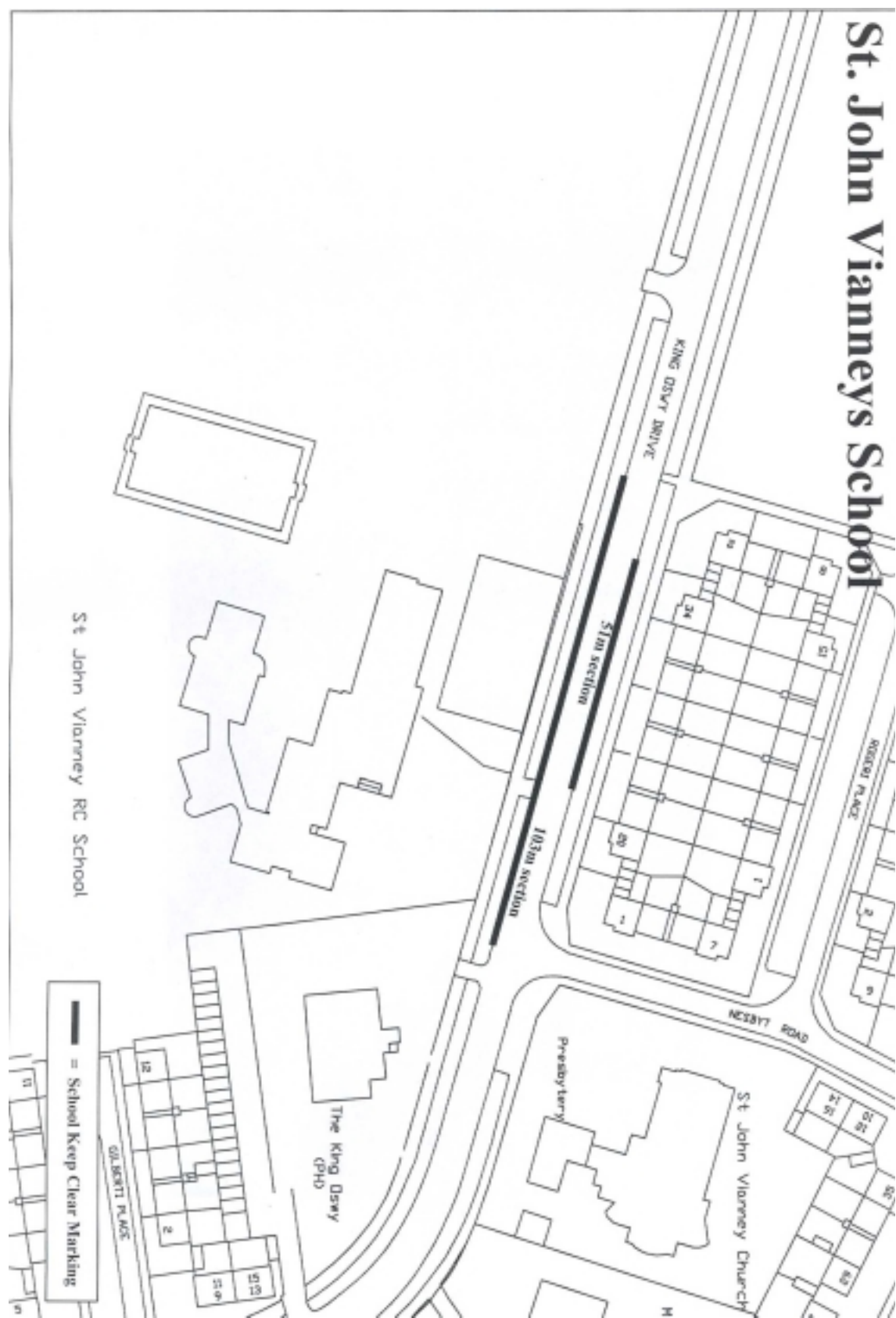


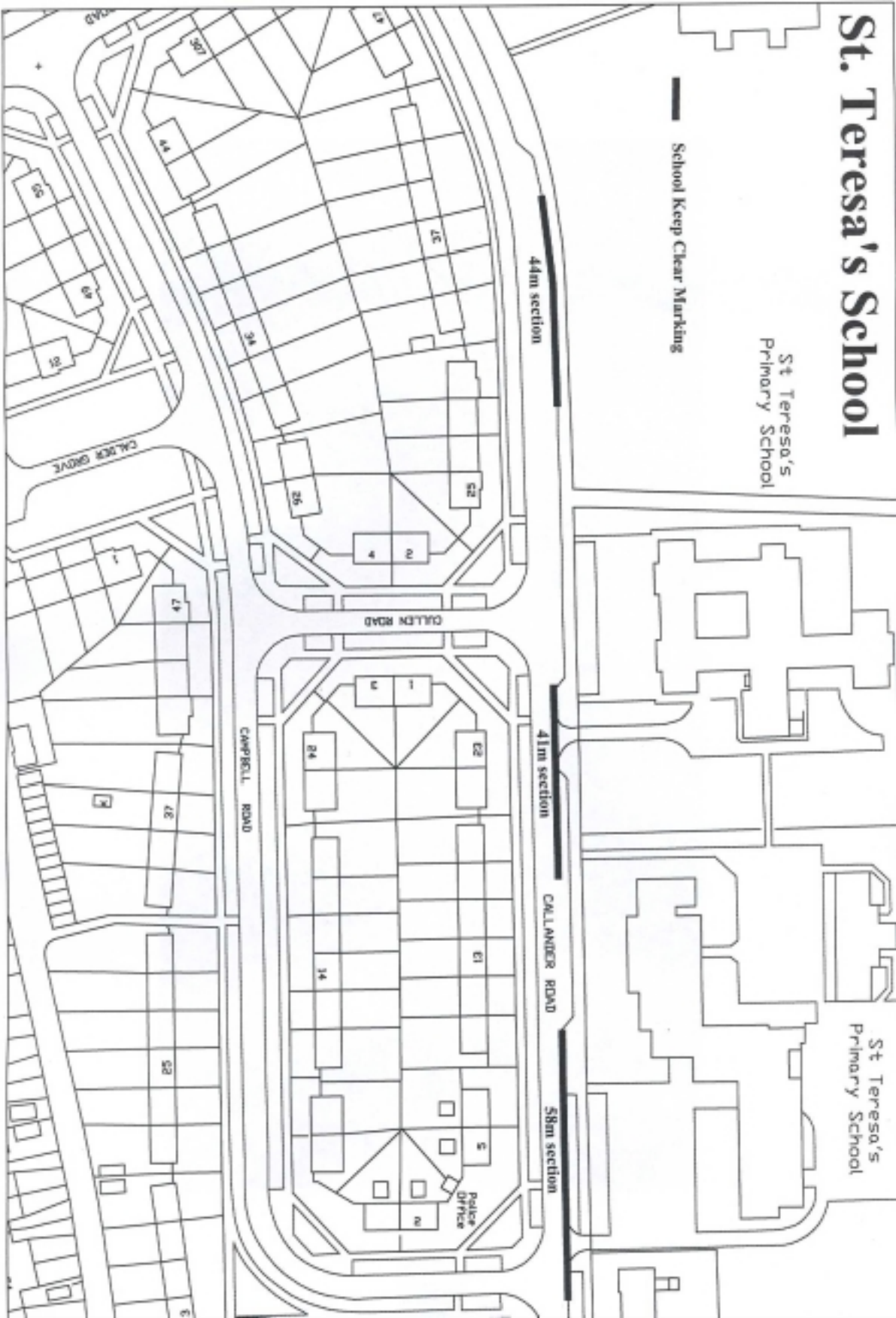


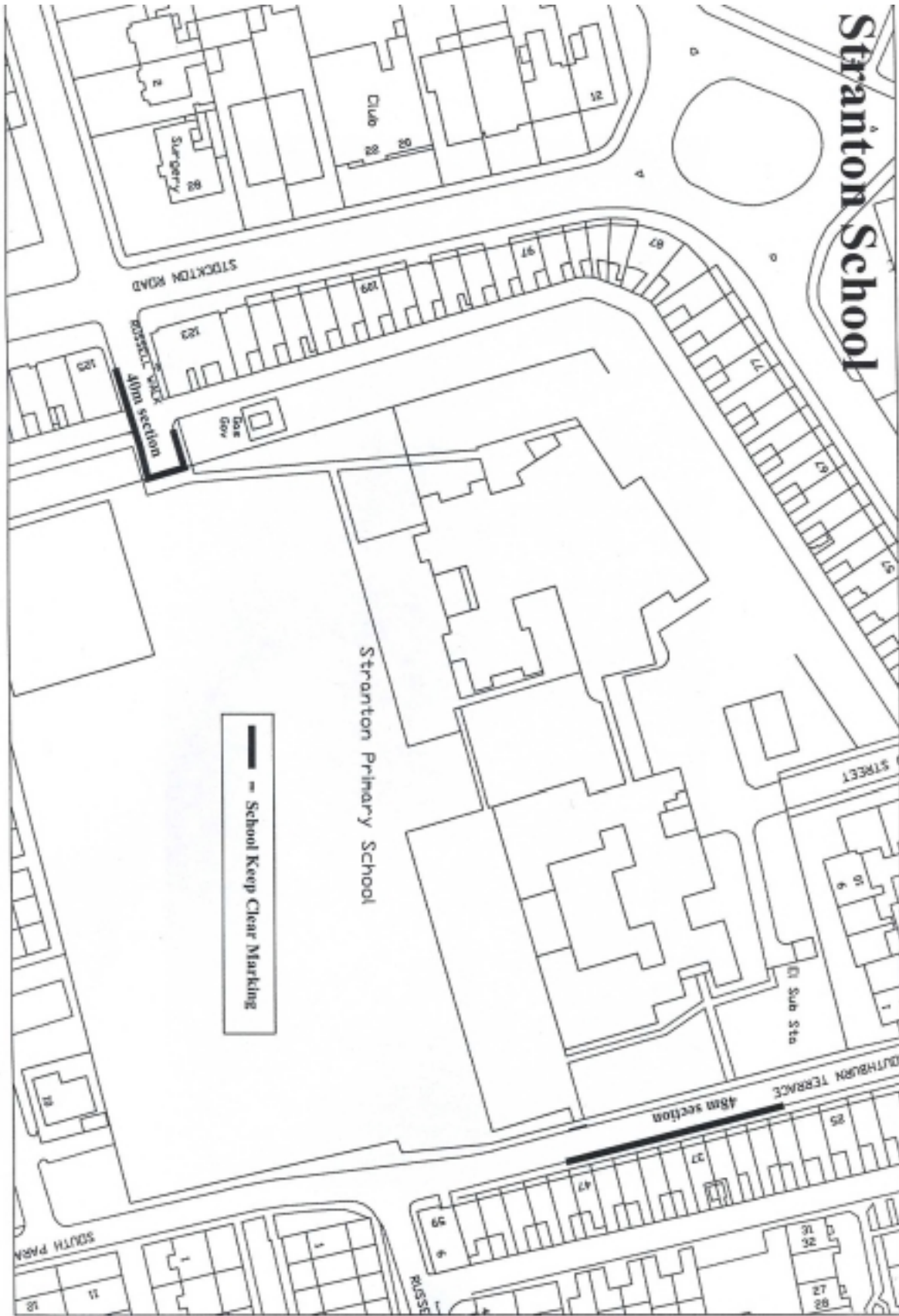


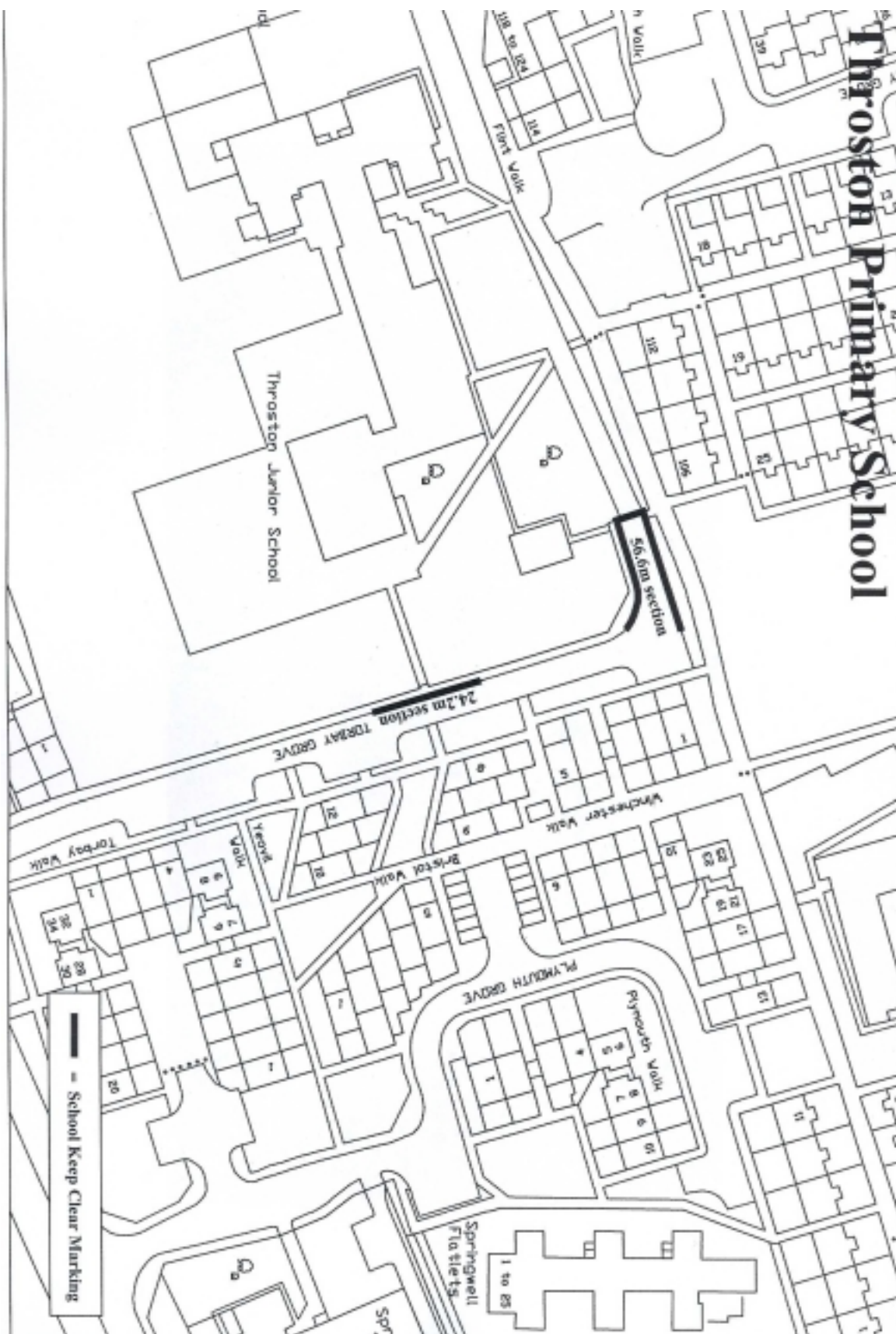


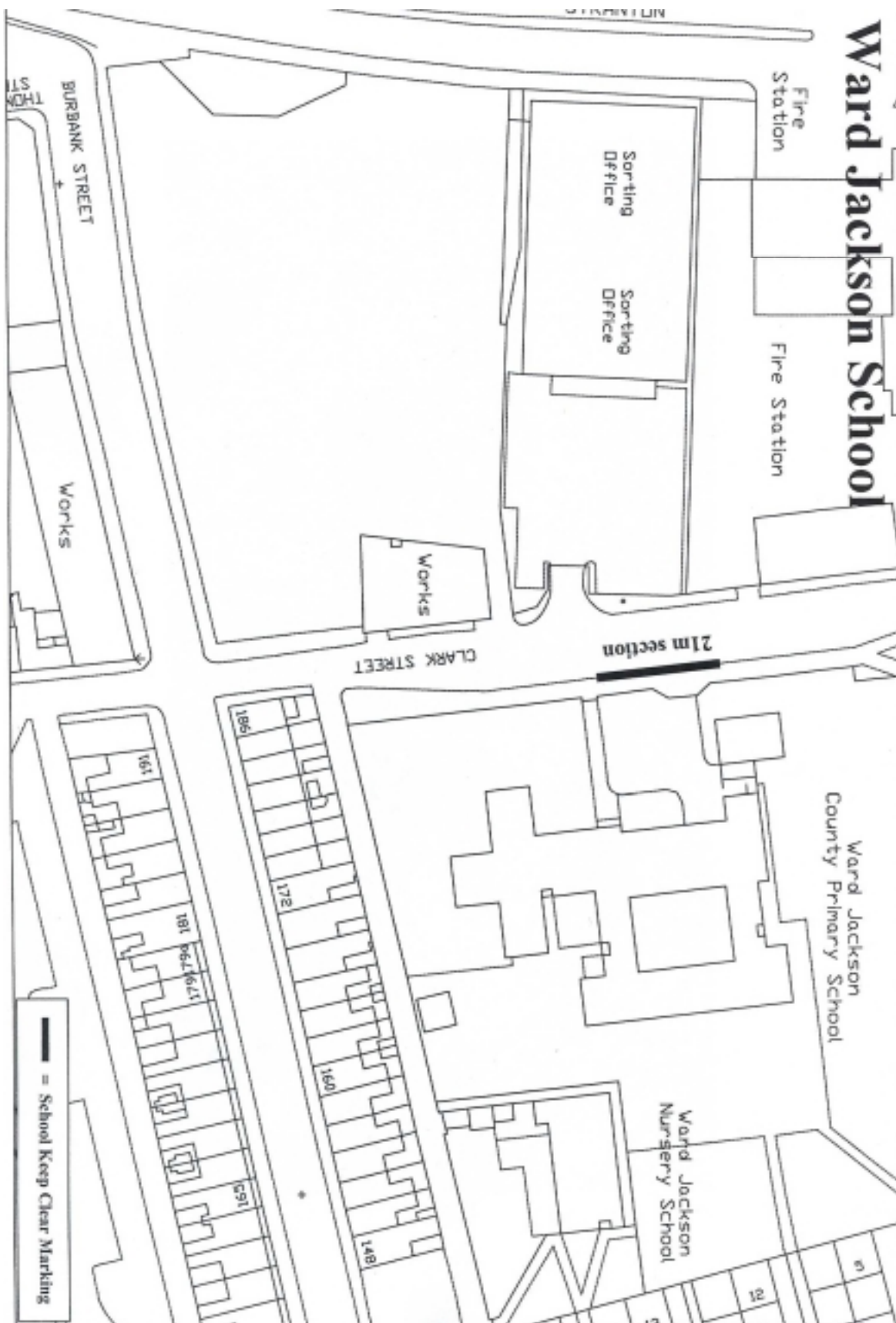


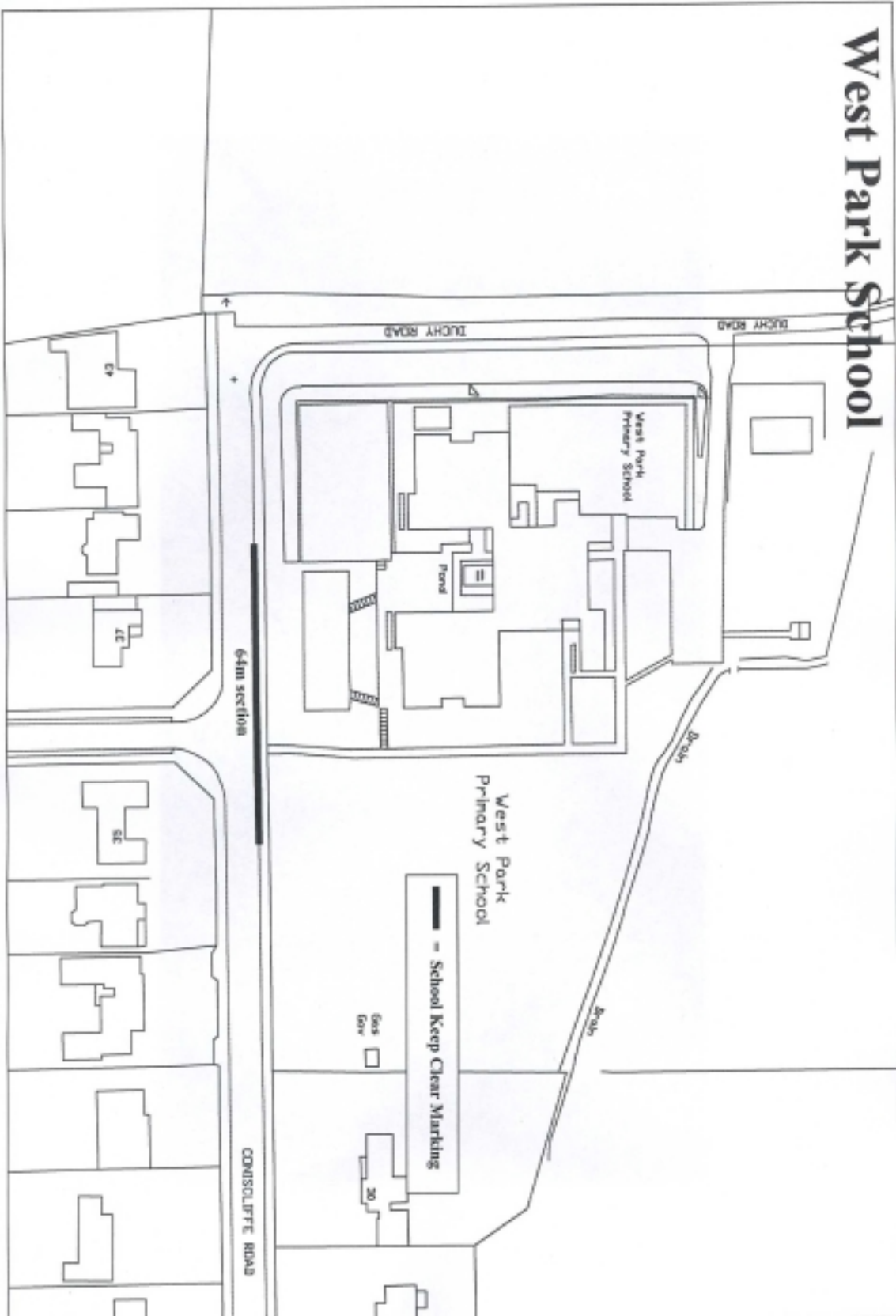












CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
14th December 2005



Report of: Head of Technical Services

Subject: PROPOSED INSTALLATION OF BUS
SHELTER OWTON MANOR LANE

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To inform the Portfolio Holder of the results of consultation on the proposal to install a Hartlepool Borough Council bus shelter at the existing bus stop outside 81 Owton Manor Lane.

2. SUMMARY OF CONTENTS

- 2.1 Background information on the request for the installation of a bus shelter at Owton Manor Lane and the results of consultation with the occupiers of properties 75-93.

3. RELEVANCE TO PORTFOLIO MEMBER

- 3.1 It is the responsibility of the Portfolio Holder.

4. TYPE OF DECISION

- 4.1 This is not a key decision.

5. DECISION MAKING ROUTE

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

6. DECISION(S) REQUIRED

- 6.1 Approval for the installation of a Hartlepool Borough Council bus shelter outside 81 Owton Manor Lane.

Report of: Head of Technical Services

Subject: PROPOSED INSTALLATION OF BUS
SHELTER OWTON MANOR LANE

1. PURPOSE OF REPORT

- 1.1 To inform the Portfolio Holder of the results of consultation on the proposal to install a Hartlepool Borough Council bus shelter at the existing stop outside 81 Owton Manor Lane.

2. BACKGROUND

- 2.1 A resident of Crail Walk has made a request in writing to Hartlepool Borough Council Transportation and Traffic Section for the installation of a new bus shelter at the bus stop outside 81 Owton Manor Lane.
- 2.2 At present there are no shelter facilities in this area as the original enclosed shelter near the Owton Manor Shops car park was removed as part of the A689 Corridor Study project to improve the footpaths, lay-bys and off road parking. Officers are currently investigating the design for replacing this bus shelter.
- 2.3 There is ample room at the west bound bus stop for the installation of a new bus shelter with seating outside 81 Owton Manor Lane, which the elderly population in this area would find helpful.

3. CONSULTATION

- 3.1 Consultation has been carried out by writing to the residents of 75 to 93 Owton Manor Lane, who would be most affected by the installation of a shelter outside their properties. Of the ten addresses sent a consultation letter only four replies were received. Two were in favour and two against. Plan M50/472 (**Appendix 1**) shows the proposed location of the bus shelter and the location of those residents for and against the proposal.

4. FINANCIAL IMPLICATIONS

- 4.1 Installation of shelter to be funded from the Council's revenue budget 2005/2006.

5. RECOMMENDATION

- 5.1 That the Portfolio Holder approves the installation of a bus shelter at the existing stop outside 81 Owton Manor Lane.



TITLE

OWTON MANOR LANE - PROPOSED NEW SHELTER

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

DRAWN PMJ	CHECKED GK
SCALE NTS	DATE 01.12.05
DRG. NO. M50 472	REV.

**CULTURE, HOUSING AND TRANSPORTATION
PORTFOLIO
REPORT TO PORTFOLIO HOLDER
14th December 2005**



Report of: Director of Adult and Community Services

Subject: 2005 Interpret Britain and Ireland Awards - Award

SUMMARY

1. PURPOSE OF REPORT

To report on the success of the 'Curiosity Shop' initiative in the 2005 Interpret Britain Awards.

2. SUMMARY OF CONTENTS

The Museum Services participation within the North East Region Hub of 'Renaissance In The Regions' has brought many opportunities to expand the cultural and access provision of Hartlepool and the Tees Valley Museums Services to a wider audience.

The Curiosity Shop initiative which has toured the Tees Valley throughout 2005 has been successfully submitted for the 2005 Interpret Britain and Ireland Awards.

The report is for information and awareness of the impact that the Hartlepool Museum Services is having to the presentation and management of our cultural environment.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Member has responsibility for museum issues.

4. TYPE OF DECISION

Non-key Decision.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Member.

6. DECISION(S) REQUIRED

To receive and acknowledge the Award achieved in the 2005 Interpret Britain and Ireland Awards.

Report of: Director of Adult and Community Services

Subject: 2005 Interpret Britain and Ireland Awards - Award

1. PURPOSE OF REPORT

To report on the success of the 'Curiosity Shop' initiative in the 2005 Interpret Britain and Ireland Awards.

2. BACKGROUND

- 2.1 Hartlepool Museum Service is a founder Member of the North East Hub established as a result of the 'Renaissance in the Regions' report which has channelled government funding into regional museums.
- 2.2 Hartlepool Museum is the lead partner for the Tees Valley within the Hub and had developed a number of outreach, interpretation and education initiatives to better engage with visitors and encourage greater participation from new visitors.
- 2.3 The 'Curiosity Shop' project was conceived in 2004 and finally delivered in early 2005. The outcome was the creation of a bespoke travelling exhibition designed to fit into commercial units within retail areas to engage and encourage interest with traditional 'non-users' of Museums and Art Galleries. This innovative 'taster' display was designed to entice and encourage participation. Following which, further visits to local Museums and Galleries would then take place – thus expanding the audience base, encourage regular visits and engage people within their local cultural heritage.
- 2.4 The Curiosity Shop has been tremendously successful. It commenced in Redcar, went to Stockton, was in Hartlepool town centre over the summer and then went to Darlington. The tour finishes this month in the Dundas Arcade in Middlesbrough.
- 2.5 Visitor numbers to date have exceeded 135,000 and the project has been a resounding success for Hartlepool, the NE Hub and identified as a major success nationally with MLA (Museums, Libraries and Archives).

3. THE AWARD

- 3.1 The project was submitted to the prestigious Interpret Britain and Ireland Awards for 2005 managed by the Association for Heritage Interpretation. The purpose of the awards being to 'encourage excellence in the presentation and management of our national and cultural environment'.
- 3.2 It is perhaps most appropriate to reproduce the Judges citation in respect of this project:

Judge Citation – the Curiosity Shop

This is a super, professional and inspirational project. Based on detailed research, the 12 museums of the Tees Valley willingly pooled their resources and expertise to go out and seek to develop new audiences – and were rewarded by a massive turn-out of visitors, and critical acclaim locally, including from local politicians. In turn, they have learned to work together closely, have raised the profile of museums in the region, have thrilled a lot of people, and have seriously interested museum services elsewhere.

There is always scope for improvements – a bit more evaluation of individual exhibits; experimenting with whether they were right to put on activities in the museums, not in the Curiosity Shop, as the best way to increase museum visits; having more staff and volunteers present. But these are relatively minor refinements. The big issue are long term visitor research to evaluate impact and the need to build on what they have done – what is coming next to sustain interest?

It is vital, however, that this project is published as a detailed case study. The museums and profession at large has much to learn from it.

- 3.3 The Award was presented on Thursday 1st December into the Cabinet War Rooms, London.

4. RECOMMENDATION

- 4.1 To receive and acknowledge the Award achieved in 2005 Interpret Britain and Ireland Awards.

CONTACT OFFICER: Colin Reid, Acting Cultural Heritage and Grants Officer