

# **CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO**

## **DECISION RECORD**

14 December 2005

### **Present:**

Councillor Robbie Payne (Culture, Housing and Transportation Portfolio Holder)

Officers: Alistair Smith, Head of Technical Services  
Mike Blair, Acting Transportation and Traffic Manager  
Ralph Harrison, Head of Public Protection and Housing  
Nicola Bailey, Director of Adult and Community Services  
John Mennear, Acting Assistant Director (Cultural Services)  
David Cosgrove, Principal Democratic Services Officer

### **58. 2005 INTERPRET BRITAIN AND IRELAND AWARDS - AWARD** *(Director of Adult and Community Services)*

#### **Type of decision**

Non-key.

#### **Purpose of report**

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

#### **Issue(s) for consideration by Portfolio Holder**

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. 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. 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.

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

The Portfolio Holder indicated that he would write to all the staff involved in the project and congratulate them on this prestigious award.

**Decision**

That the Award achieved in the 2005 Interpret Britain and Ireland Awards be noted and welcomed.

**59. MUSEUMS ACQUISITIONS AND DISPOSALS POLICY** (*Director of Adult and Community Services*)

**Type of decision**

Non-key.

**Purpose of report**

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

**Issue(s) for consideration by Portfolio Holder**

Following its application for Accreditation in July, Hartlepool Museums Service had been granted provisional status pending submission of a revised Acquisitions and Disposal policy to the Museums, Libraries and Archives Council (MLA). The revised policy (submitted as an appendix to the report) contained 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 were now a requirement under new accreditation rules. In addition it contains a policy review procedure. Once approved, the revised policy would be re-submitted to MLA in support of the Museums Service's bid for full accreditation status.

**Decision**

That the revised Arts and Museums Acquisitions and Disposals Policy be approved.

**60. REVIEW OF PARKING ARRANGEMENTS ON MUSEUM ROAD** (*Head of Technical Services*)

**Type of decision**

Non-key.

**Purpose of report**

This report detailed the parking controls currently enforceable on Museum Road and examined if amendments should be made in both the short and long term.

### **Issue(s) for consideration by Portfolio Holder**

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. The Parking Orders were advertised and were now in place, however prior to permits being issued, several matters were brought to officers' attention which may have affected the long term viability of the area and caused the deferment of any permit allocation.

In addition requests have been received 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 two-way traffic flow and formalised parking bays. The Portfolio Holder expressed his opposition to any proposal that would reinstate two-way traffic on Museum Road.

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 would 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.

### **Decision**

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

## **61. CLIFTON AVENUE – TRAFFIC CALMING PETITION** (Head of Technical Services)

### **Type of decision**

Non-key

### **Purpose of report**

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

### **Issue(s) for consideration by Portfolio Holder**

A petition had been received from residents of Clifton Avenue, via a ward councillor, raising concerns over the speed of traffic and requesting the introduction of traffic calming. 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. 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. It was suggested that in view of the relatively high speeds recorded, Clifton Avenue be inserted into the safety scheme table at position 16.

**Decision**

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

**62. SECOND LOCAL TRANSPORT PLAN –  
PROVISIONAL TO FINAL** *(Head of Technical Services)*

**Type of decision**

Non key.

**Purpose of report**

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

**Issue(s) for consideration by Portfolio Holder**

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. 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. Appendix 1 to the report set out the proposed programme for involvement, consultation and approval. 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).

**Decision**

That the proposed involvement, consultation and approval programme to finalise Hartlepool's second Local Transport Plan be approved.

**63. CREATION OF DISABLED PARKING BAY –  
WHARTON TERRACE** *(Head of Technical Services)*

**Type of decision**

Non-key.

**Purpose of report**

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.

**Issue(s) for consideration by Portfolio Holder**

Several improvements have recently been completed to the access at Dyke House Resource Centre and Library including a disabled access ramp to the centre. 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. The current parking arrangements are unregulated and can lead to difficulties both for visitors to the centre and local residents. Officers have visited the site and consider that by marking seven 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. 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.

The Portfolio Holder welcomed the scheme but was concerned at the potential effects on the residents of nos. 55, 57 and 59 Wharton Terrace and asked that these residents be written to specifically during the consultation period.

**Decision**

That the Traffic Regulation Order be advertised to create an on street dedicated disabled parking space together with a prohibition of waiting order on Wharton Terrace as shown on the plan attached as appendix 1 to the report.

**64. NEIGHBOURHOOD SERVICES DEPARTMENTAL PLAN (CULTURE, HOUSING & TRANSPORTATION) UPDATE SEPTEMBER 2005** *(Director of Neighbourhood Services)*

**Type of decision**

Non-key.

**Purpose of report**

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

**Issue(s) for consideration by Portfolio Holder**

The Departmental Plan Update set out the department's aims and objectives and included performance to the end of September against a range of key national and local indicators. The plan also detailed service development initiatives that were planned for the year. These were 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 had been recorded against these service improvements.

**Decision**

That the update to the departmental plan be approved.

**65. REQUESTS TO INTRODUCE RESIDENTS ONLY PARKING ZONES** (*Head of Technical Services*)

**Type of decision**

Non-key.

**Purpose of report**

The report examined previously deferred decisions and new requests to examine residents only parking zones

**Issue(s) for consideration by Portfolio Holder**

The Portfolio Holder 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. 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, now mean that further areas of the town can be considered.

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 factors which indirectly effect residents parking availability. As a result, resident's schemes have often had to include consideration of businesses and schools, where for short periods of the day parking demands will inevitably be high. In the past, however, the Council has been able to meet the conflicting demands of all concerned by allowing an extended limited waiting period, within the parameter of the permit scheme.

In view of the number of potential properties involved for consideration it would be necessary to phase any inclusion. Therefore, the schedule shown as Appendix A to the report had been compiled based on areas considered to be most urgent and/or time already spent waiting for consideration. Details of the areas where set out briefly in the report and included the following areas: -

Phase 1 (reporting back to the Portfolio Holder in April 2006)

Hartlepool Headland  
Hartlepool Hospital site  
Linden Grove/ Wilton Avenue/ Wilton Road  
9-12 The Front, Seaton Carew  
Allendale St./Berwick St./ Carlisle St./Farndale St., Seaton Carew

Phase 2 (reporting back to the Portfolio Holder in October 2006)  
Collingwood Rd/ Young St./Brook Street  
Eamont Gardens/Belmont Gardens/Eldon Grove  
Elwick Road/Burn Valley Road - Ellison Street  
Elwick Road/Houghton Street/Whitburn Street  
Park Avenue  
Westbourne Road  
Marske St./Redcar St/The Maltings

### **Decision**

1. That the schedule shown as Appendix A to the report be approved with properties identified in phase 1 proceeding to resident consultation stage to take place during February/March 2006, with the subsequent results being considered by Portfolio Holder in April 2006 at the earliest.
2. That in relation to the properties in phase 2, resident consultation commence in August 2006 with phase 3 scheduled for Early 2007. These timescale may, however, be dependant on the number of additional properties to be included and any subsequent referrals.

## **66. REQUEST TO CREATE RESIDENTS PARKING AT ROSEBERRY MEWS** (*Head of Technical Services*)

### **Type of decision**

Non-key.

### **Purpose of report**

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

### **Issue(s) for consideration by Portfolio Holder**

The Department recently received a request from residents of Roseberry Mews to assist them with parking problems in their area (a copy of the petition and photographs were submitted as Appendix A to the report). Most of the concerns relate the limited available parking space for residents and the subsequent parking congestion in and around the area which could on occasions make access to Roseberry Mews and the rear of Cundall Road and Topcliffe Street difficult. A site map was also attached as Appendix B to the report.

Roseberry Mews consists of ten flats with some dedicated residential parking on privately owned un-adopted 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.

The Portfolio Holder acknowledged that at this time there was little the authority could do in relation to the parking on the private land but did request that officers continue to monitor the situation.

#### **Decision**

That the resident petition be noted but that at this time no action be taken.

### **67. SCHOOL KEEP CLEAR MARKINGS** (*Head of Technical Services*)

#### **Type of decision**

Non-key.

#### **Purpose of report**

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

#### **Issue(s) for consideration by Portfolio Holder**

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. The mobile enforcement team have already visited several areas to enforce yellow line offences, and although this had in the main, been reactive, the Head of Technical Services wished to extend this to school areas where complaints had been received of inconsiderate and illegal parking. As part of the Decriminalised Parking Enforcement (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 was enforceable, not all the schools had a consistent offence code established for the keep clear areas. In order to unify the offence and ensure the correct offence is applicable it was proposed to revoke any of the existing regulations and supersede them with a No Stopping Order.

The Portfolio Holder welcomed the proposal and particularly the monitoring of parking around schools. The Portfolio specifically asked that the Head of Ward Jackson Primary School be consulted on the parking problems outside that school.



## **Decision**

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 detailed in the report and shown on the location plans set out on Appendices 1 to 22 of the report.

## **68. PROPOSED INSTALLATION OF BUS SHELTER OWTON MANOR LANE** *(Head of Technical Services)*

### **Type of decision**

Non-key.

### **Purpose of report**

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.

### **Issue(s) for consideration by Portfolio Holder**

A resident of Crail Walk had 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. 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 were currently investigating the design for replacing this bus shelter.

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. Consultation had 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 in favour and two against. Plan M50/472 (Appendix 1 to the report) showed the proposed location of the bus shelter and the location of those residents for and against the proposal.

The Portfolio Holder was concerned that the two residents who had opposed the installation of the new shelter were those whose properties the shelter would be immediately in front of. The Portfolio Holder therefore considered that until there was overwhelming support for the installation of the shelter, it should not go ahead.

**Decision**

That the request for the installation of a new bus shelter on Owton Manor Lane (as set out in the report) be not supported at this time.

**J A BROWN**

**CHIEF SOLICITOR**

**PUBLICATION DATE: 22 December 2005**