

CULTURE, HOUSING & TRANSPORTATION PORTFOLIO DECISION SCHEDULE



Wednesday 22nd February 2006

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 Coniscliffe Road – Proposed Traffic Regulation Order – *Head of Technical Services*
- 2.2 Durham Cross Boundary Contracted Bus Services – *Head of Technical Services*
- 2.3 Local Safety Schemes – *Head of Technical Services*
- 2.4 Fees and Charges – Exceptions Report – *Director of Adult and Community Services*
- 2.5 Renaissance in the Regions 2006-8 Delivery Plan – *Director of Adult and Community Services*

3. **ITEMS FOR INFORMATION**

3.1 None

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

4.1 None

CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
22nd February 2006



Report of: Head of Technical Services

Subject: CONISCLIFFE ROAD – PROPOSED TRAFFIC
REGULATION ORDER

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To seek approval for a proposed traffic regulation order in Coniscliffe Road.

2. SUMMARY OF CONTENTS

- 2.1 This report details the information collected in relation to the consultation with residents of Coniscliffe Road, the school and ward members.

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 decision.

5. DECISION MAKING ROUTE

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

6. DECISION REQUIRED

- 6.1 That subject to further consultation with the properties affected that the parking regulations outlined in **Appendix 4** to be approved.

Report of: Head of Technical Services

Subject: CONISCLIFFE ROAD – PROPOSED TRAFFIC
REGULATION ORDER

1. PURPOSE OF REPORT

- 1.1 To seek approval for a proposed traffic regulation order in Coniscliffe Road.

2. BACKGROUND

- 2.1 A local resident of Coniscliffe Road has made a complaint about the parking difficulties that occur in Coniscliffe Road at school times.

- 2.2 A site visit has taken place which confirmed that Coniscliffe Road becomes heavily congested with parked vehicles during school times (8.30 – 9.30am and 2.30 – 4.00pm). This is as a result of parents taking and collecting their children from West Park School. During this site visit it was identified that some of the children had no option but to cross the road between parked vehicles, close to the school gates.

- 2.3 As a result of this, 3 proposed parking restriction amendments were drawn up (see **Appendices 1, 2 and 3**) and consultation was carried out with the residents of Coniscliffe Road.

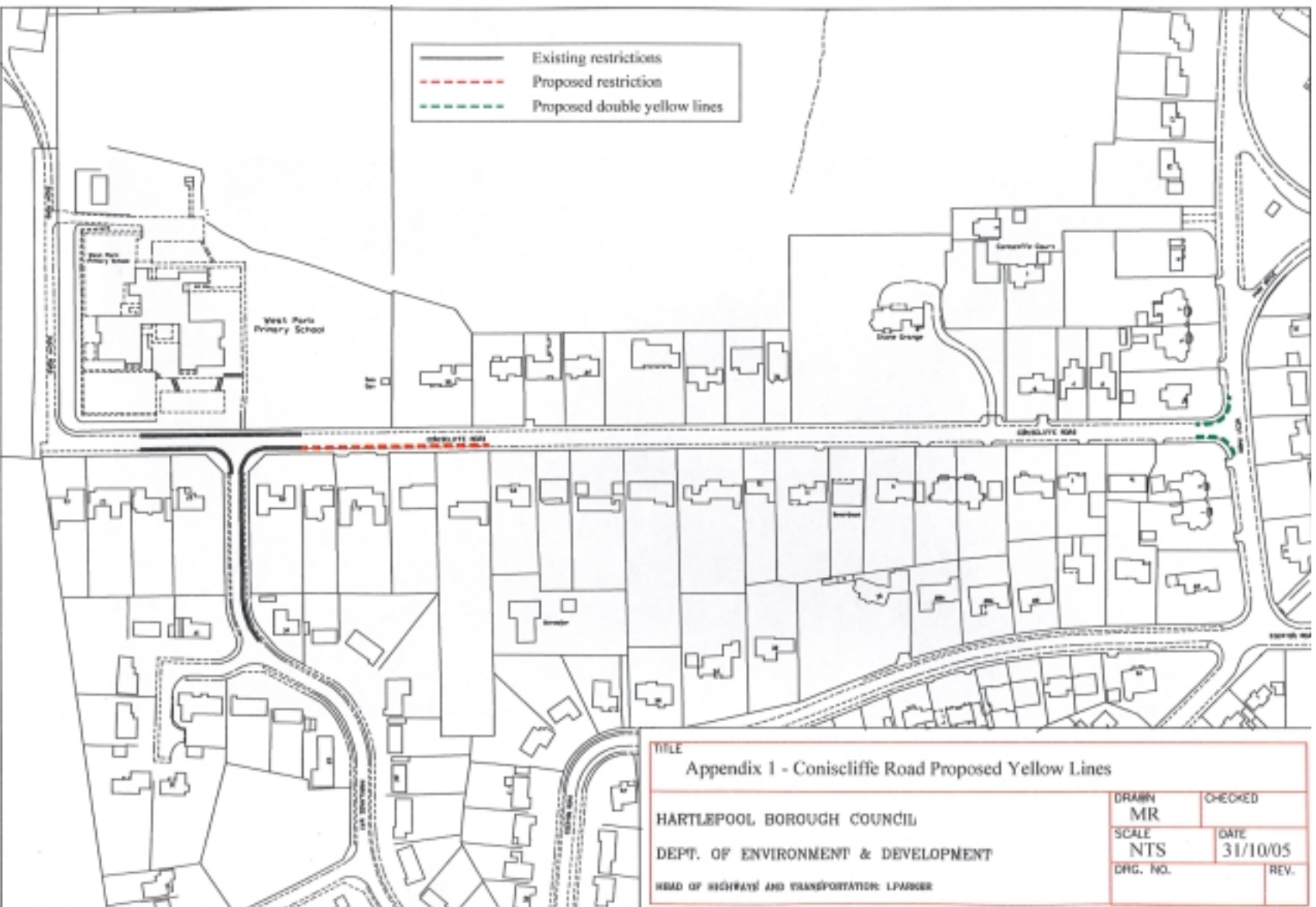
- 2.4 From this consultation it was determined that residents had mixed views on which scheme they would like to be implemented. Some residents had concerns that if any of these proposals were to be implemented, the parking problem would be moved to the nearby streets West Park and Parklands Way. From the 35 consultation documents sent out, 22 were sent back to us with their suggested option. The findings from the consultation was:

- Option 1 – 3 in favour
- Option 2 – 10 in favour
- Option 3 – 5 in favour
- 2 objected to the 3 proposals

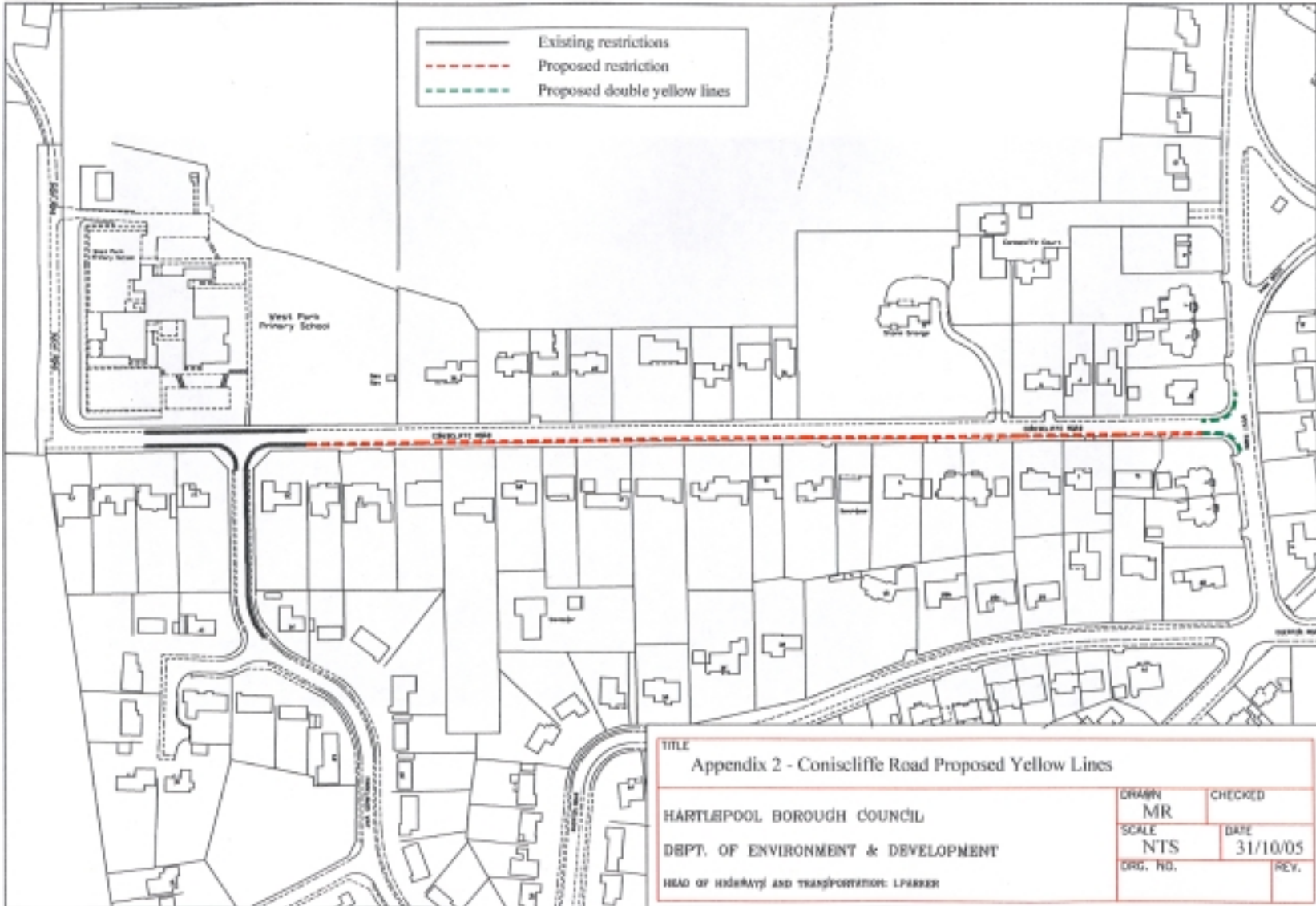
- 2.5 As a result of the residents' mixed opinions on which proposal would be implemented, a meeting was held with the school headmaster, Councillor Morris and officers. The view that any of the proposals would be likely to cause a knock on effect in nearby streets was confirmed at this meeting. It was suggested that additional school time restrictions be implemented only on the top part of Coniscliffe Road. This would keep the area closest to the school which is currently unregulated clear of cars, and would also cause minimum disruption to residents.
- 2.6 The scheme was then presented to the Council's Traffic Liaison Group at which concerns about the amount of traffic that would be transferred into West Park and Parklands Way as a result of the original 3 options were also raised.
- 2.7 As a result of all of the comments collected during the consultation, it was agreed that extending the school time restrictions to cover the area outside the school, on both sides of Coniscliffe Road (see **Appendix 4**) would be the best option. This would prevent parking at this location and therefore allow a safe area for children to cross the road, closest to the school gate. It would also still allow parents to park in Coniscliffe Road at school times, and not displace these vehicles into neighbouring streets.

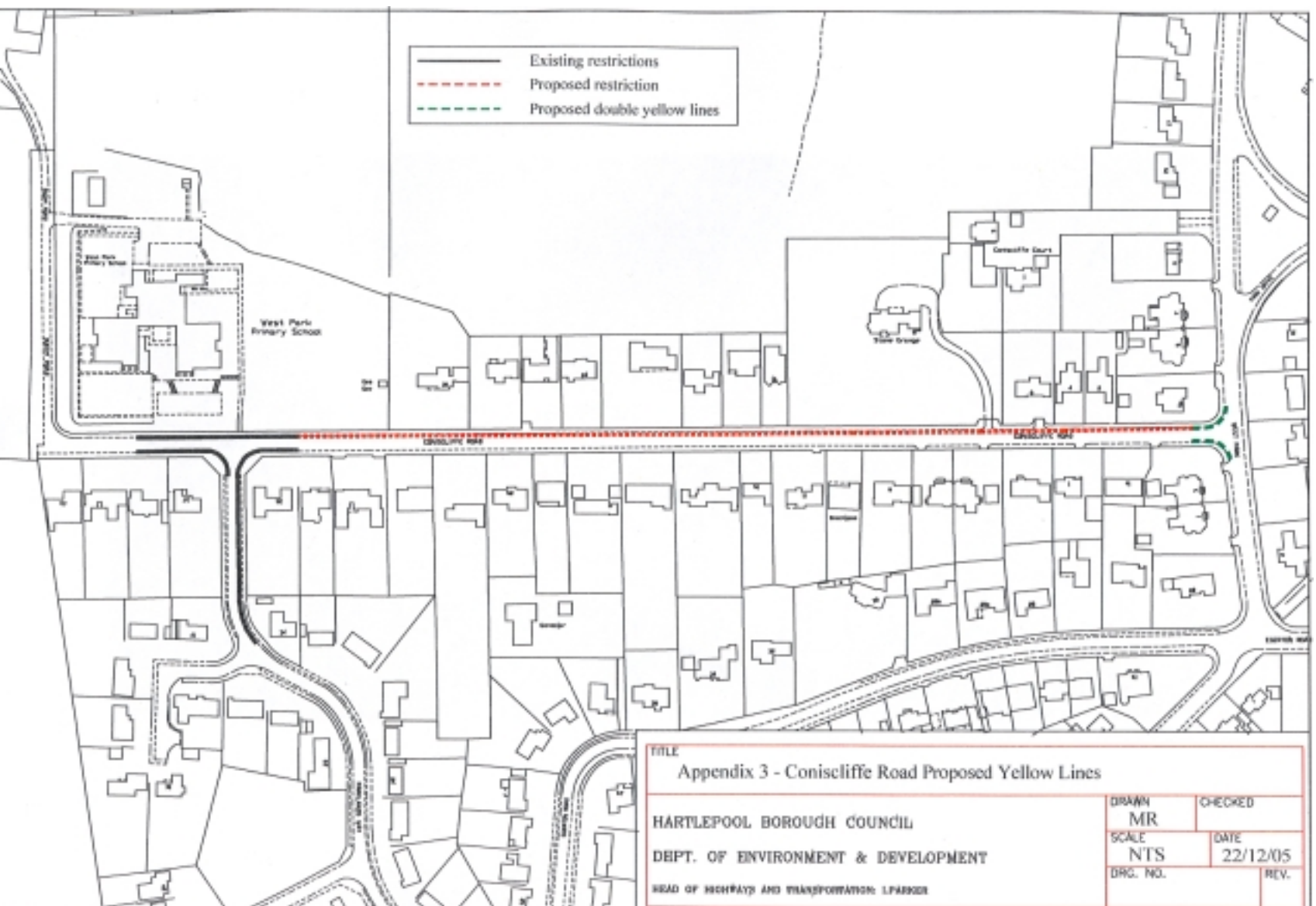
3. RECOMMENDATIONS

- 3.1 That subject to further consultation with the properties affected that the parking regulations outlined in **Appendix 4** be approved.

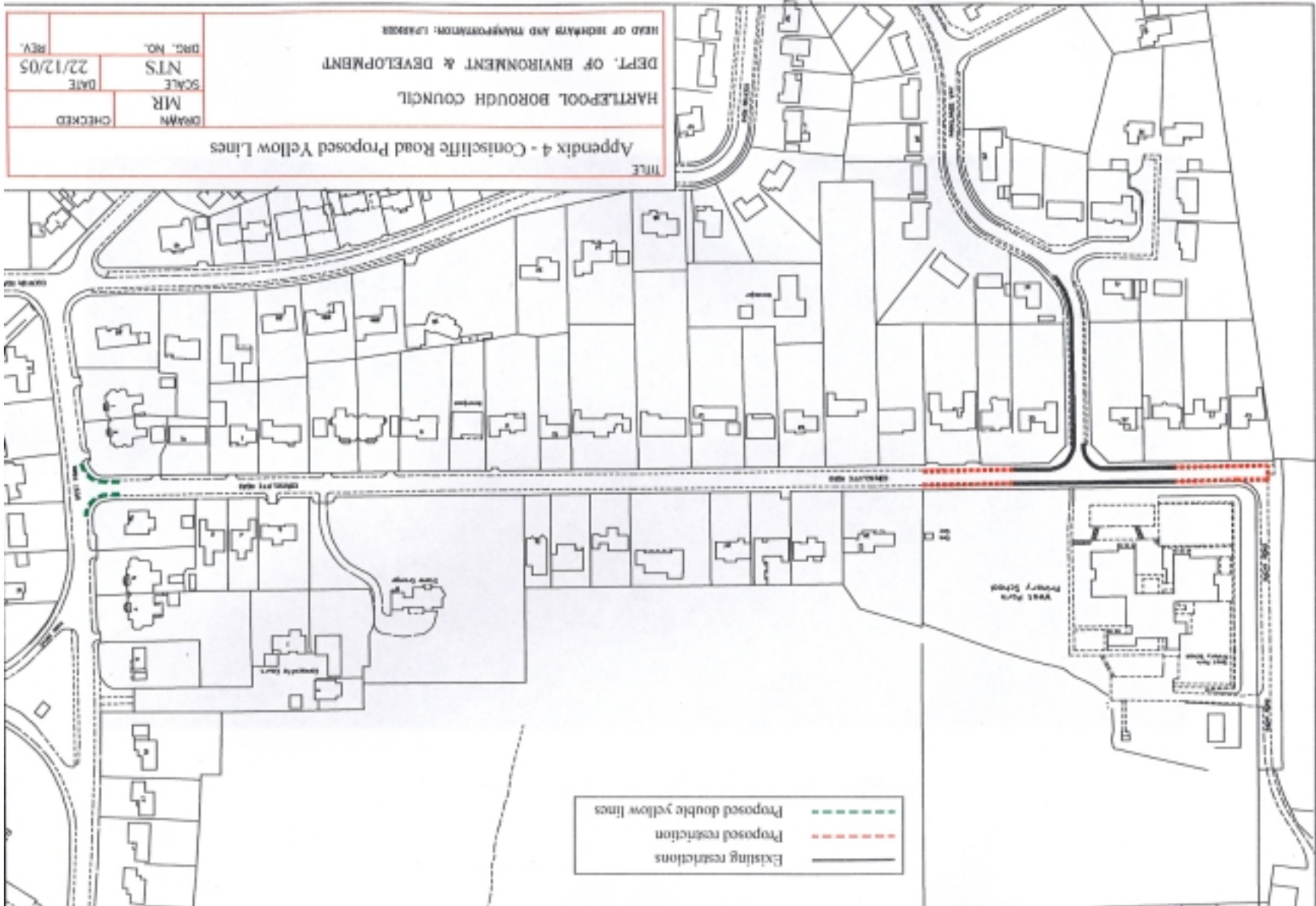


2.1
APPENDIX 2





2.1
APPENDIX 4



CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
22nd February 2006



Report of: Head of Technical Services

Subject: DURHAM CROSS BOUNDARY CONTRACTED
BUS SERVICES

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To inform the Portfolio Holder about changes to cross boundary supported bus contracts between Hartlepool and County Durham.

2. SUMMARY OF CONTENTS

- 2.1 Details of changes to bus services between Hartlepool and County Durham.

3. RELEVANCE TO PORTFOLIO MEMBER

- 3.1 It is the responsibility of the Portfolio Holder.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

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

6. DECISION(S) REQUIRED

- 6.1 A decision is required on the recommendations made in this report.

Report of: Head of Technical Services

Subject: DURHAM CROSS BOUNDARY CONTRACTED
BUS SERVICES

1. PURPOSE OF REPORT

- 1.1 To inform the Portfolio Holder about changes to cross boundary supported bus contracts between Hartlepool and County Durham.

2. BACKGROUND

- 2.1 Hartlepool Borough Council supports a limited number of bus services that operate into County Durham from Hartlepool. These are supported in partnership with Durham County Council. In the financial year 2004/2005 the Hartlepool Borough contribution was £23,538.48.
- 2.2 The supported bus services into County Durham provide links north of Hartlepool, destinations served include Easington and Sunderland. To the west destinations served include Sedgefield, Trimdon, Bishop Auckland and Durham. In addition to County Durham destinations, these services provide vital links in Hartlepool to the University Hospital, and areas bordering Easington Road, and Hart Village.

3. CONSIDERATION OF THE ISSUES

- 3.1 Durham County has a severe shortfall in their supported bus services budget for the financial 2005/2006. To offset this shortfall significant cuts have taken place in the network of supported bus services that the County supports. This includes some services that operate into the Hartlepool area. At present a proportion of these services are supported jointly by Hartlepool Borough Council and Durham County Council, with the remainder being supported solely by Durham County Council.

Bus Services Affected

- 3.2 Table 1 lists the journeys withdrawn on services 33, and 230. All journeys listed in table 1 operate from daily from Monday to Sunday. In relation to service 33, the last journey is the 8.52pm Hartlepool to Sedgefield, and no further journeys will operate after this time. The service 33 provides links from Hartlepool Town Centre to Trimdon/Sedgefield via the University Hospital and Hart Village. The remaining service still cover hospital visiting hours, but hospital staff who use the service may be inconvenienced.

Table 1

| <u>Service</u> | <u>Operator</u> | <u>Route</u> | <u>Deleted Journeys</u> |
|----------------|-----------------|---|---|
| 33 | Arriva | Hartlepool – Sedgefield via Hart Village and Trimdon | 9.33pm and 10.33pm Trimdon - Hartlepool, 9.53pm Hartlepool - Trimdon and 10.53pm Hartlepool to Sedgefield |
| 230 | Go Wear | Hartlepool- Sunderland via Blackhall and Easington | 8.37pm, and 10.37pm Sunderland - Hartlepool, 10.37pm Sunderland - Hartlepool |

- 3.3 There are no alternative services, that can be used instead of the service 33 to Trimdon and Sedgefield. People travelling to the University Hospital and Hart village may still use the Arriva service 22.
- 3.4 The changes to service 230 leave a 9.37am Sunderland to Hartlepool journey and 10.37pm Hartlepool to Sunderland journey intact. These journeys are currently the last journeys on this service, however with a two-hour gap in the timetable as a result of the changes, these journeys are now vulnerable to withdrawal in the future. While some late night links north to Blackhall, Easington and Sunderland remain on this service, the changes represent a further decline in inter urban links from Hartlepool northwards to County Durham and Tyne and Wear.
- 3.5 For passengers travelling on to Blackhall or Horden, there is still the alternative of the Arriva service 243. For passengers travelling on to Sunderland, the only other alternative is the rail service, with departures from Hartlepool at 7.32pm and 9.02pm, and departures from Sunderland at 7.19pm and 8.19pm.
- 3.6 The service 230 journeys were withdrawn from 29th January 2006, with the service 33 journeys following on 11th February 2006.

Passenger Loadings

- 3.7 Durham County Council has supplied a limited amount of passenger data relating to these services.

Service 33

- 3.8 Passenger data has been supplied covering the dates from 19th – 24th September. Unfortunately origin and destination information data is not available for these journeys, as a result table 2 below is based on average loadings at all the stops within the Hartlepool area. It can be seen that loadings for these services are relatively modest.

Table 2

| <u>Journey</u> | <u>Average Loadings</u> |
|-----------------------------|-------------------------|
| | |
| 9.33pm Trimdon –Hartlepool | 2 |
| 10.33pm Trimdon –Hartlepool | 2 |
| 9.53.pm Hartlepool-Trimdon | 3 |
| 10.53 Hartlepool –Trimdon | 2 |

Service 230

- 3.9 For service 230 the following information was collected over three Sundays from 6th November to 20th November. Unfortunately the data available only covers average loadings throughout the journey, and not just within the Hartlepool area. This can be seen in table 3 below:

Table 3

| <u>Journey</u> | <u>Average Loadings</u> |
|---------------------------------|-------------------------|
| | |
| 8.37pm Sunderland -Hartlepool | 10 |
| 10.37pm Hartlepool - Sunderland | 13 |
| 10.37pm Sunderland -Hartlepool | 16 |

- 3.10 The only information relating to Hartlepool gave a total of 12 passengers at various stops throughout Hartlepool for the three Sundays (an average of 4 per day over three journeys.) This would suggest that usage in the Hartlepool area is relatively modest.

4. FINANCIAL IMPLICATIONS

- 4.1 To retain the services 33 and 230 journeys in question, would result in the following expenditure to the Borough Council:
- Retention of all service 33 journeys £11,000 per annum
 - Retention of all service 230 journeys £14,000 per annum

- 4.2 These prices were estimated by Durham County Council, the prices are relatively high because the Borough Council would have to meet the full cost of the journeys including those parts in Country Durham and Tyne and Wear.
- 4.3 Durham County Council would be making no contribution to these particular journeys.
- 4.4 At present Hartlepool Borough Council makes no contribution to service 33, but makes a small contribution to the service 230 journeys. If the service 230 journeys outlined in this report are not re-instated a saving of around £1,200 per annum would be made to the Bus Revenue Support budget, which could be used to support other bus services in the Hartlepool area.
- 4.5 Retention of the journeys could not be covered in the existing Bus Revenue Support budget, a significant increase in budget funding would be required.

5. RECOMMENDATIONS

- 5.1 Due to the relatively high cost of retaining the journeys on services 33 and 230 outlined in this report, and also the relatively low passenger numbers, it is recommended that these journeys are not supported by the Borough Council at the present time. However it is also recommended that due to the importance of cross boundary links with County Durham and Sunderland, that these services continued to be monitored.

CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
22 February 2006



Report of: Head of Technical Services

Subject: LOCAL SAFETY SCHEMES

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To confirm the safety scheme programme for 2006/07 and update the scheme list in view of recent investigations.

2. SUMMARY OF CONTENTS

- 2.1 The report details the proposed schemes for 2006/07 and locations added to the programme since the previous report.

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 safety scheme programme for 2006/07 and updated scheme list be approved.

Report of: Head of Technical Services

Subject: LOCAL SAFETY SCHEMES

1. PURPOSE OF REPORT

- 1.1 To confirm the safety scheme programme for 2006/07 and update the scheme list in view of recent investigations.

2. BACKGROUND

- 2.1 At the Portfolio meeting of 9 November 2005, the local safety scheme prioritisation list was approved (see **Appendix 1**), with sites being prioritised on the basis of number of casualties and level of speeding recorded during surveys.
- 2.2 Additional sites are assessed on a regular basis and any found to have a casualty problem or high speeds recorded during surveys are reported seeking approval to be added to the list at the appropriate position. One such case was Clifton Avenue, which was reported on 14 December, and approval given to add to the list at position 16.
- 2.3 One further site which has since been assessed is Easington Road (West View Road – King Oswy Drive). There have been 2 slight accidents on the road in the last 3 year period whilst speed surveys recorded an 85th percentile figure of 49mph. This is the only site which has a 40mph limit (all the others are 30mph), therefore, to assess the level of speeding in comparison with others on the list, a percentage figure above the limit has been used.
- 2.4 The Easington road figure is 22.5% above the speed limit, whereas the Clavering area figure is 20.7% above the limit, with an identical accident record.
- 2.5 Approval is therefore sought to add Easington Road to the list at position 8.

3. CONSIDERATION OF ISSUES

- 3.1 At the meeting of 9 November it was approved that the top two schemes (Newburn Bridge and Victoria Road) on the list be designed up for implementation in 2006/07.

- 3.2 A traffic study into Newburn Bridge has been carried out and will be presented at the meeting for information.
- 3.3 An investigation into the Victoria Road site will be carried out in addition to another study which is currently ongoing. A Town Centre Movement Study is being undertaken by Arup's Consultant Engineers and the results are expected in March. The study will look at traffic congestion around the town centre, along with pedestrian, cyclist and public transport provision and the safety study into Victoria Road will complement those measures identified.
- 3.4 Park Avenue is currently in the safety scheme list at points 6 and 10 (split into two sections). However, the Tunstall Court development is due to commence shortly and this will include the realignment of the Park Avenue/The Parade junction. This highway improvement scheme will therefore incorporate safety improvements on Park Avenue, which are likely to include some form of crossing to help visitors access the park from the new car park at Tunstall Court.
- 3.5 The Scrutiny inquiry into 20mph limits outside schools is due to be completed shortly and it is proposed that an amount be made available to introduce a further two schemes in 2006/07.
- 3.6 Subject to the final Local Transport Plan budgets being set, it is proposed to continue the works identified from the A689 area study. This could include works at Catcote Road/ Truro Drive junction and Rossmere Way, dependent on the funding available.
- 3.7 At the meeting of 9 November, it was requested that schemes for Clavering and Caledonian Road be looked at again. Part of the Clavering scheme (speed cushions and 20mph limit) is to be funded by the North Neighbourhood Consultative Forum and should be implemented in the summer. The remainder of the Clavering area scheme and Caledonian Road have been reconsidered, but due to the relatively low number of accidents and the speed survey results, it is recommended they are not moved up the priority list.
- 3.8 The number of accidents and level of speeding are the fairest way to prioritise locations, and to move a scheme up the list without being able to justify it on these grounds would leave the Council open to criticism. There are Residents' Groups, ward councillors, schools, etc, behind the vast majority of the schemes on the list, who would no doubt take a dim view of a scheme being moved up the list if it had fewer accidents and slower speeds than their own road.
- 3.9 Both of these sites can remain on the list and as schemes with higher accident records, etc are implemented will no doubt move towards the top of the list.

- 3.10 The Council is required to demonstrate to the Department for Transport that schemes are focused primarily on casualty reduction, in order to give the best possible opportunity of meeting the 2010 casualty targets. The Road Safety Investment Monitoring Form (**Appendix 2**) asks about the number and type of safety schemes, the estimated number of casualties to be saved and the estimated value of safety benefit. The Council is required to complete this form on an annual basis and should this show a bias towards schemes with no demonstrable casualty reduction, it could affect future Local Transport Plan funding allocations.

4. FINANCIAL IMPLICATIONS

- 4.1 All of the above schemes will be funded from the Local Transport Plan, except for the Clavering School scheme which is to be funded by the North Neighbourhood Consultative Forum.
- 4.2 Continued funding has also been identified from New Deal for Communities and officers will continue to work closely with them to identify suitable schemes. These will be reported to the Portfolio Holder when detailed have been designed.

5. RECOMMENDATIONS

- 5.1 That the proposed schemes outlined in part 3 of this report be approved in principle for implementation in 2006/07, subject to detailed design and positive public consultation. The detailed schemes will be reported back to future meetings.
- 5.2 That Easington Road is added to the safety scheme list at position 8.

| 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 |

| LOCATION | No. OF ^x ACCIDENTS | SPEEDS* RECORDED | SPECIAL CIRCUMSTANCES | PRIORITY |
|--|----------------------------------|---------------------|---|----------|
| Clifton Avenue | 0 | 35.8mph | | 16 |
| 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. | 17 |
| Owton Manor Lane (Kintra Rd – Kirriemuir Rd) | 0 | 33mph | | 18 |

^x Accidents over the previous 3 years.

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

ROAD SAFETY INVESTMENT MONITORING FORM 2005/2006

Name of Local Highway Authority: Hartlepool Borough Council

Contact name: Peter Frost

E-mail: Peter.Frost@hartlepool.gov.uk

Telephone: (01429) 523200

1. SCHEMES

- 1(a). Do you have a programme of schemes primarily or entirely focused on casualty reduction?

| | |
|-----|----|
| Yes | No |
| √ | |

- 1(b). How many safety-related schemes will be implemented during the **current** financial year (2005/2006)?

| DEDICATED ROAD SAFETY PROGRAMME | | | | | |
|------------------------------------|-----------|---------------------------|------------------------------|--|--|
| Nature of scheme | Number | Total cost of schemes (£) | Developer contribution (£) | Estimated number of casualties to be saved | Estimated value of safety benefit (£) <small>See definition on page 3</small> |
| 1. Safety Schemes | 10 | 220,000 | 40,000 | 15 | 868,100 |
| 2. Mass Action: | | | | | |
| Anti-skid | 2 | 10,000 | | 3 | 173,620 |
| Signing | 10 | 2,000 | | 3 | 173,620 |
| Pedestrian facilities | 3 | 7,000 | | 2 | 173,620 |
| Other | 5 | 5,000 | | 2 | 173,620 |
| TOTAL | 30 | 244,000 | 40,000 | 25 | 2,170,250 |
| ADDED VALUE SCHEMES | | | | | |
| Nature of scheme | Number | Total cost of schemes (£) | Road safety contribution (£) | Estimated number of casualties to be saved | Estimated value of safety benefit (£) <small>See definition on page 3</small> |
| Environmental / Traffic Management | 1 | 320,000 | 100,000 | 3 | 173,620 |
| Maintenance | | | | | |
| TOTAL | 1 | 320,000 | 100,000 | 3 | 173,620 |

Notes on completing the Investment Monitoring Form

Question 1(a). We realise that authorities invest in many schemes that are likely to lead to casualty reductions. This question asks whether the authority has a dedicated road safety programme, i.e. a programme of schemes where the primary purpose is to reduce casualty reduction.

Question 1(b). We need to know about all schemes that have a safety benefit. We want to see how authorities are investing in “added value” schemes where, although safety is not the main focus of the project, the end result is intended also to reduce casualties. The answers to this question will allow us to investigate whether there are any new patterns of spending developing.

Nature of schemes

The table in question 1(b) has been broken down into several categories and looks at schemes with a primary (dedicated road safety) or secondary (added value) focus on safety.

Any scheme where the primary purpose is casualty reduction should be included in **the dedicated road safety programme** section. This section comprises safety scheme and mass action categories. The definition of a safety scheme is the same as that outlined in the explanation for question 1(a). Not all schemes described as “local safety schemes” in the APR will be recorded in this section (e.g. casualty numbers are unlikely to be reduced by the introduction of CCTV).

Mass action has been broken down into four further options and we would be grateful if you could indicate the appropriate mass action scheme that is being implemented. Please note that the “pedestrian facilities” category relates to initiatives including crossings (including at signalled junctions) and improved walking routes. Single pedestrian facility schemes should be included under the safety schemes section and not under mass action.

Authorities should seek to take the opportunities to improve safety that are provided by all programmes of maintenance and improvement of their highway network. Projects such as bus priority or carriageway reconstruction can, if properly assessed at the planning and design stage, also produce casualty savings. These schemes we call **Added Value schemes**. This part of the form seeks to discover what savings in casualties are being generated by work programmes that do not have safety as their primary purpose.

Examples of schemes that would be termed as added value could include:

- A major maintenance scheme which includes visibility and layout improvements at side road junctions, as well as minor alterations to alignment and superelevation. Have the signs and lines been upgraded?
- A public transport priority scheme which includes improvements to pedestrian crossings with poor safety records. Perhaps an audit of pedestrian routes to and from bus stops has highlighted a safety problem that the scheme can address.
- The provision of a roundabout on a route to a major commercial area which could not be justified on safety grounds alone but which does have safety benefits, as well as improving access and tackling congestion.

These examples are provided as a reference: there will be many other types of scheme that can be included in this category. For greater consistency across authorities, we hope to provide a more detailed template of examples to include in next year's form.

Number

Please enter the number of schemes you are implementing in each of the categories. In the section on mass action schemes, we would be grateful if you could enter the approximate number of sites you expect to treat, so that we can get an indication of the scale of the project. For example, if you are carrying out an anti-skid mass action programme, you would enter the number of sites you estimate will be treated e.g. 18, in the Number column.

Total cost of schemes

For each category, please enter the total cost of schemes to be implemented. For dedicated road safety schemes, this should include any costs contributed by developers. In the case of “added value” schemes, the cost column will show the total cost of schemes and not just the cost of the safety element. We are asking for this figure, as well as the road safety contribution (see below) so that we have an indication of the proportion of money that contributes to casualty reduction within these schemes.

Developer contributions

For dedicated road safety schemes, we would like to know whether there are any contributions made by developers. We will then have an indication of developer contributions as a proportion of the total costs of dedicated road safety schemes. Other non-LTP funded schemes, such as special grants for cycling, may also be noted in this column.

Road safety contribution

This is the amount of money contributed to an added value scheme from the road safety team. For example, road safety may be able to provide £100,000 worth of casualty savings so that a scheme can have significant casualty reduction benefits.

Estimated casualty savings

Please estimate the number of casualties you expect to save in the financial year following implementation of the schemes (e.g. from April 2006 to March 2007, as a result of implementing the April 2005 to March 2006 programme of work). We would like these estimates for both the dedicated road safety and added value programmes of work.

Estimated value of safety benefit

Please estimate the value of the accident savings you expect to receive by implementing the scheme. For example, it is estimated that a particular roundabout will save 3 personal injury accidents (PIAs) per year. The scheme costs £300,000 and the 3 PIAs per year saved are valued, using HEN1 2004 table 4(a). The average cost per injury accident for all road classes, including an allowance for damage only accidents, is £86,810. The PIAs are valued at (3 x £86,810 = £260,430), so £260,430 is the safety benefit. Please note that as this calculation involves personal injury **accidents** rather than **casualties**, it will not be appropriate to multiply the number of estimated casualty savings recorded in the previous column of the form by £86,810.

1(c). How many schemes do you plan to implement in the **coming** financial year (2006/2007)?

| DEDICATED ROAD SAFETY PROGRAMME | | | | | |
|------------------------------------|-----------|---------------------------|------------------------------|--|---------------------------------------|
| Nature of scheme | Number | Total cost of schemes (£) | Developer contribution (£) | Estimated number of casualties to be saved | Estimated value of safety benefit (£) |
| 1. Safety Schemes | 8 | 180,000 | 80,000 | 12 | 868,100 |
| 2. Mass Action: | | | | | |
| • Anti-skid | 2 | 10,000 | | 3 | 173,620 |
| • Signing | 10 | 2,000 | | 3 | 173,620 |
| • Pedestrian facilities | 2 | 5,000 | | 2 | 173,620 |
| • Other | 3 | 5,000 | | 2 | 173,620 |
| TOTAL | 25 | 202,000 | 80,000 | 22 | 1,909,820 |
| ADDED VALUE SCHEMES | | | | | |
| Nature of scheme | Number | Total cost of schemes (£) | Road safety contribution (£) | Estimated number of casualties to be saved | Estimated value of safety benefit (£) |
| Environmental / Traffic Management | 1 | 700,000 | 200,000 | 3 | 173,620 |
| Maintenance | | | | | |
| | | | | | |
| TOTAL | 1 | 700,000 | 200,000 | 3 | 173,620 |

1(d). To what extent has the road safety impact on disadvantaged communities been accounted for in devising the road safety programme?

The Road Safety Unit undertakes an under 16 child casualty audit and splits these casualties into wards. The wards that have an over representation of under 16 casualties are being targeted with whole school involvement education, training and publicity schemes. The schemes are currently running and will continue over a 3 year period.

The Council works closely with the New Deal for Communities regeneration programme, which covers disadvantaged areas across the town centre. Appropriate safety schemes are identified for implementation, with the aim of best utilising NDC funding towards casualty reduction, with a number of schemes also being match funded by NDC/ LTP budgets.

2. REVENUE COSTS

2(a). How much revenue funding will be spent on Education, Training and Publicity during 2005/2006 and 2006/2007?

| | Cost 2005/2006 (£) | Planned Cost 2006/2007 (£) |
|--------------|---------------------------|-----------------------------------|
| Staff | 55,000 | 55,000 |
| Other | 46,000 | 46,000 |
| TOTAL | 101,000 | 101,000 |

2(b). How much income do you expect to gain in 2005/06 from the following:

| | Income 2005/06 |
|------------------|-----------------------|
| Selling products | 0 |
| Selling courses | 0 |
| Sponsorship | 0 |

Question 1(c). This asks for the same information as question 1(b), but this time for the **coming** financial year (2006/2007). Please see the description for question 1(b) for further explanation on filling in this table. By looking at plans for the next financial year, we will be able to start identifying patterns of investment. It will also be a useful reference point next year as we will be able to see whether the schemes were implemented as planned.

Question 1(d). As a result of the revision to the DfT's Public Service Agreement with the Treasury announced as part of the 2002 Spending Review, we now have to take particular account of the special problems of road safety in disadvantaged communities. There is a strong link between deprivation and casualty rates and authorities should consider how this issue can be addressed. We would like to see whether the authority has made reference to disadvantage in preparing its road safety programme.

Question 2(a). We would like to know how much revenue funding, from any source, will be spent on ETP in the current financial year and how much it is planned will be spent in the next financial year. We recognise that a large proportion of revenue is spent on staff, which is why we have given this a separate category on the form.

To automatically calculate the total revenue, right click on the number in the relevant box (default is 0.00) and select "Update field" from the menu.

Question 2(b). In addition to ETP that is funded by revenue, authorities may receive income from selling their products and courses, or through sponsorship. We would like to know what income the authority has received in the current financial year from any of these sources.

2(c). How many staff have you employed under the remit of ETP during 2005/2006?

| | Number | Full Time Equivalent |
|---------------|--------|----------------------|
| Full time | 1 | |
| Part time | 3 | 1.5 |
| Casual staff | 12 | 3 |
| Total: | | 5.5 |

2(d). Has your authority taken part in any regionally developed road safety campaigns during 2005/2006?

| | |
|-----|----|
| Yes | No |
| √ | |

2(e). Has your authority conducted child safety audit?

| | |
|-----|----|
| Yes | No |
| √ | |

2(f). Is your authority planning to undertake child safety audit in 2006/2007?

| | |
|-----|----|
| Yes | No |
| √ | |

3. SCHOOL CROSSING PATROLS

3(a). How many school crossing patrols does the authority have?

| | |
|---------------------------|------------------------|
| Number of justified sites | Number of filled sites |
| 38 | 38 |

3(b). What is the cost of the school crossing patrol service in the 2005/2006 period?

| |
|---------|
| 174,000 |
|---------|

3(c). Please indicate which department manages school crossing patrols:

| | |
|---------------------------|---|
| Local Highway Authority | √ |
| Local Education Authority | |
| Other (Please specify) | |

Question 2(c). Given the amount spent on staff, it will also be very useful to know how many staff are employed under the ETP remit and whether there are any patterns across the authorities in terms of staff numbers. Please provide information by numbers of full time, part time and casual staff. We would also like to know the full time equivalent of these road safety staff. Some staff may be employed full time by the council but their ETP role is only part of their job. If this is the case, please indicate the full time equivalent number of staff in the box on the far right. For example, an authority may employ 2 full time staff but one of these staff only spends half their time working on ETP. The full time equivalent is therefore 1.5 full time staff. A similar principle applies to part time staff: an authority may have 3 part time staff working on ETP, each working 2 days a week. The full time equivalent of these 3 staff is $0.4 \times 3 = 1.2$. We recognise that authorities also employ a number of casual staff, for example, seasonal cycle instructors and so we would also like details of the number and full time equivalent of these staff.

The totals can be calculated using the technique described in the note on Question 2(a).

Question 2(d). We would like to know whether the authority has taken part, or will take part, in any regionally developed road safety campaigns during the current financial year, apart from those run on a national basis.

Questions 2(e). & 2(f). We need to know whether local authorities have been monitoring their child casualties effectively. Authorities should know where their child casualties are occurring, take measures to address the problem, and monitor the results.

Question 3(a). School crossing patrols play a significant role in road safety. By asking questions about these patrols we can assess the importance placed on this service by the local authority. We would like to know how many school crossing patrols are operational during the current financial year. We appreciate that there may be more sites identified than there are staff available to fill those sites so this information has been broken down into two categories. Please indicate the total number of planned sites in the "Number of justified sites" field and the amount of operational sites in the "Number of filled sites" field. This information should be provided for the 2005/2006 financial year.

Question 3(b). This question asks for the total annual costs of the authority's school crossing patrol service during the current financial year, including any costs to manage the patrols.

Question 3(c). We are aware that school crossing patrols are managed by different departments in different authorities and would like to have a comprehensive list of which departments control these patrols in which authorities. If the department which controls the crossing patrols within the authority is not listed, please state the department responsible in the space provided on the form.

Thank you for your time. If you have any difficulties filling in your monitoring form, or if you have any further questions, please contact your Government Office representative.

Please return this form to your Government Office by Wednesday 31 March 2006.

CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
22nd February 2006



Report of: Director of Adult and Community Services

Subject: FEES AND CHARGES – EXCEPTIONS
REPORT

SUMMARY

1. PURPOSE OF REPORT

To provide the Portfolio Holder with an update of the annual review of charges for services and identify those increases which are in excess of the inflationary increase of 3%.

2. SUMMARY OF CONTENTS

The report focuses on above average percentage increases for fees and charges in relation to the entrance fees at the Hartlepool Maritime Experience, auditorium hire at the Town Hall and Borough Hall and allotment rentals for 2007/2008.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has responsibility for Community Services Fees and Charges.

4. TYPE OF DECISION

Non-Key

5. DECISION MAKING ROUTE

This is an executive decision of the Portfolio Holder.

6. DECISION(S) REQUIRED

The Portfolio Holder is invited to approve the revised schedule of fees and charge increase for 2006/2007.

Report of: Director of Adult and Community Services

Subject: FEES AND CHARGES – EXCEPTIONS
REPORT

1. PURPOSE OF REPORT

- 1.1 To provide the Portfolio Holder with an update of the annual review of charges for services and identify those increases which are in excess of an inflationary increase of 3%.

2. BACKGROUND

- 2.1 The Community Services Division of the Department is heavily reliant upon earned income from a wide variety of fees and charges to maintain service levels and opportunities across the Borough. In total we have over nine hundred separate fees and charges which are regularly reviewed and updated.
- 2.2 When dealing with relatively small fees, it can be appropriate to leave as existing then revise by a percentage above inflation every few years. In other instances, conscious decisions are made to leave fees as existing, or even reduce to meet specific areas of disadvantage and encourage use. On balance the nine hundred individual fees and charges have been increased by an average of 3%.
- 2.4 The purpose of this report is to seek Portfolio approval to the exceptions which have been identified, these have arisen as part of the current budget setting process and seek to redress specific areas where fees and charges have either been unable to keep pace with the costs of provision or are significantly cheaper than regional or sub-regional comparisons.

3. AREAS FOR CONSIDERATION

3.1 Hartlepool Maritime Experience

- 3.1.1 Hartlepool Maritime Experience – In November 2004 a recommendation was approved to provide single ticket entry to the Hartlepool Maritime Experience as a result of a closer working relationship with the HMS Trincomalee. In reality this was a great benefit to the majority of visitors who since Easter 2005, have paid one single admission ticket for access to the former Historic Quay and the HMS Trincomalee.

- 3.1.2 The scheme has been a success with much positive comment. The Hartlepool Maritime Experience is dependent upon a wide range of income opportunities however ticket income provides approximately 50% of the income stream. The 2005/2006 has generally been a tough year for visitor attractions nationwide, many attractions having suffered from low visitor numbers, Hartlepool Maritime Experience is on course to achieve 97% of the 2004/2005 figure however, this is somewhat complicated by the fact that the single ticket now covers what was previously two different visitor attractions.
- 3.1.3 The aim of the single ticket was to achieve an income neutral position to both parties, the benefits of a more competitive pricing structure would then be seen through increased visitor numbers.
- 3.1.4 The recently completed business plan for the Maritime Experience by Tourism Resources Ltd., has strongly recommended that our current pricing menu is undercharging and in 2006 and 2007, increases above inflation are made at a time when the capital improvements to the attraction can justify this.
- 3.1.5 The price increases for 2006 season have been agreed in principle with the Portfolio Holder to enable the pre-season publicity to be undertaken, as it will be appreciated that we provide a major regional tourist attraction which receives much national and international publicity from our close involvement with One North East and their Tourist Marketing division.
- 3.1.6 The prices for 2006/2007 range in price increase from 0% to 50% depending upon the ticket involved. The benefit to local residents in particular can be seen with a nil increase on the Hartlepool residents off peak ticket, the travel trade and the Individual Quay Card price. The Over Sixty Quay card has been increased from £10.00 to £15.00 which is a consequence of lack of earlier years increase, however the 'balance' between individual entry prices and the benefit of purchasing an annual Quay Card continue to give excellent value – Quay Card holders can access the premises as often as they like throughout the year.

3.2 Allotments

- 3.2.1 Significant improvement in the allotment estate continues to be made as and when resources allow, the current investment within Waverley Terrace being an example with the capital investment from New Deal for Communities and the Neighbourhood Renewal Fund.
- 3.2.2 The day to day maintenance of allotments can be classed as minor works, such as, cleaning abused sites, improving paths / roadways, cutting back hedging and replacing damaged areas of existing fencing and gateways.

- 3.2.3 On the basis that full re-investment of rents into the continued maintenance of the current allotment estate is undertaken, it is proposed that allotment rents for 2007/2008 are raised by 22.6% to £39.00 in 2007/8.
- 3.2.4 As allotment rent increases are recommended one year in advance of actual invoicing, thus effectively giving allotment holders a growing seasons notice, this increase would not take effect until April 2007.
- 3.2.5 The current maintenance revenue budget of £28,000 will therefore be expected to rise in 2007/2008 to approximately £35,000. It is recognised that this continues to be a modest budget when considering the Authority currently manages 1040 allotments on fourteen sites across the town.
- 3.2.6 Hartlepool allotment rentals will continue to be good value in comparison to regional benchmarking

3.3 Town Hall Theatre / Borough Hall

- 3.3.1 The auditoria of both the Town Hall Theatre and the Borough Hall are almost exclusively booked for major performances or function activities and the current schedule of hire costs was last substantially reviewed in the mid 1990's.
- 3.3.2 Whilst a regular inflationary increase has been applied, the rising costs attached to staffing oncosts, increases in requirements for additional staffing for both health & safety purposes and security give rise to a requirement for a more substantial price review. Furthermore an increase in hire income has been built into the budget setting process for 2006/7 to assist in safeguarding community service facilities and functions from more severe cuts.
- 3.3.3 Whilst the premises are occasionally booked by commercial organisations the most substantial usage is made by private and community organizations who benefit from our lower schedule of 'standard' rates. Whilst the commercial hire rates are designed to cover the hall costs and earn additional income into the budget, the 'standard' hirers are effectively paying the subsidised hire rate. It has always been recognized that such community and non profit organisations are given access to the towns only significant performing arts facilities as a core principle of our service activities.
- 3.3.4 The hire cost for both Commercial and Standard hire are proposed to be increased by 50% across each time category. The full range of price increases are attached in **APPENDIX 1**. A hire period is determined as a standard 4 hours, effectively a full morning, afternoon or evening hire period. The periods of hire are applied to whether the booking is mid week daytime, midweek evening or Saturday evening/Sunday hire periods with hire costs varying to reflect the cost of staffing etc. For

regular block bookings the management are able to negotiate bespoke hire agreements based on the approved rates.

- 3.3.5 The increase in hire rates will be affective from the 1st April and whilst all hirers are forewarned that the actual cost of hire will be those appertaining at the time of use, it is recognized that the proposed increase will be more than could reasonably be expected. It is therefore proposed that whilst all hire rates be increased from the 1st April, the existing hirers be charged the existing rate plus 3% for those upto and including Sept 2006. This will enable those hirers who have yet to set their ticket prices, to be able to do so in the knowledge that the increases can be recouped through their marketing activities.
- 3.3.6 The increase in percentage terms is recognized as being substantial, however for the facility and quality of service provided and the actual impact that this will actually have on individual activities, it is maintained that this increase is simply aiming to restore the previous differential first established in the 1990's.
- 3.3.7 The hire of community rooms at the Borough Buildings will remain unaffected and continue to be inline with all the Departments Community Centre hire rates.

4. CONCLUSIONS

- 4.1 The annual review of prices has generally resulted in a modest inflationary increase averaging 3% with many examples of some charges remaining static, particularly those which are targeted at encouraging greater use or specific initiatives targeting disadvantage. The specific fees and charge increases referred to in this report have focused on those services which have been requiring substantial review for sometime.
- 4.2 It is important to reflect upon the fact that these charges will still ensure that Hartlepool rates remain very competitive when compared to regional and sub regional comparators and help to maintain investment and income levels to continue to provide good cultural facilities.

5. RECOMMENDATIONS

The Portfolio holder is recommended to: -

- i) Approve the revised schedule of fee and charge increases for 2006/7

CONTACT OFFICER: John Mennear, Acting Assistant Director,
Community Services

Background Papers

None.

1. **Hartlepool Maritime Experience (incorporating Hartlepool Historic Quay and HMS Trincomalee)**

| Title | 2005/06 | % Increase | 2006/07 |
|--|----------------|-------------------|----------------|
| Adults | 6.25 | 12.00 | 7.00 |
| Child | 3.75 | 13.30 | 4.25 |
| Family | 16.50 | 12.10 | 18.50 |
| Over 60's – concessions | 4.75 | 15.80 | 5.50 |
| Unwaged – concessions | 3.75 | 13.30 | 4.25 |
| Student – concessions | 3.75 | 13.30 | 4.25 |
| School Parties | 2.75 | 9.00 | 3.00 |
| Travel Trade (pre-booked) | 3.50 | 0.00 | 3.50 |
| Other Groups – adults | 5.75 | 8.70 | 6.25 |
| Other Groups – child | 3.25 | 7.70 | 3.50 |
| Group over 60 | 4.25 | 11.80 | 4.75 |
| Maxi Card Adult | 4.75 | 10.50 | 5.25 |
| Maxi Card Child | 3.00 | 11.60 | 3.35 |
| Maxi Card Family | 12.00 | 14.60 | 13.75 |
| Quay Card: Family | 40.00 | 12.50 | 45.00 |
| Quay Card Standard (Individual) | 20.00 | 0.00 | 20.00 |
| Quay Card Over 60 | 10.00 | 50.00 | 15.00 |
| Off peak promotional rate for Hartlepool residents: Adults | 3.50 | 0.00 | 3.50 |
| Concessions | 2.50 | 0.00 | 2.50 |

2. **Allotment Rentals**

| Title | 2005/06 | % Increase | 2006/07 |
|----------------|----------------|-------------------|----------------|
| Average Rental | 30.87 | 3% | 31.80 |
| | 2006/07 | % Increase | 2007/08 |
| Average Rental | 31.80 | 22.6% | 39.00 |

3. **Town Hall Theatre**

| Title | 2005/06 | % Increase | 2006/07 |
|--|----------------|-------------------|----------------|
| <u>Lauder Suite/Empire Bar/Dressing Rooms</u> | | | |
| <i>Commercial Rate (per 4 hour period)</i> | | | |
| Time Band A | 89.00 | 50.00 | 135.00 |
| Time Band B | 100.00 | 50.00 | 150.00 |
| Time Band C | 126.00 | 50.00 | 192.00 |
| Per Extra Hour A & B | 27.00 | 50.00 | 41.00 |
| Per Extra Hour C | 33.00 | 50.00 | 50.00 |

| Title | 2005/06 | % Increase | 2006/07 |
|--|----------------|-------------------|----------------|
| <i>Standard Rate (per 4 hour period)</i> | | | |
| Time Band A | 45.00 | 4.44 | 47.00 |
| Time Band B | 50.00 | 4.00 | 52.00 |
| Time Band C | 71.00 | 4.22 | 74.00 |
| Per Extra Hour A & B | 15.00 | 6.66 | 16.00 |
| Per Extra Hour C | 18.00 | 5.55 | 19.00 |
| <u>Theatre Auditorium</u> | | | |
| <i>Commercial Rate (per 4 hour period)</i> | | | |
| Time Band A | 210.00 | 50.00 | 315.00 |
| Time Band B | 270.00 | 50.00 | 405.00 |
| Time Band C | 335.00 | 50.00 | 503.00 |
| Per Extra Hour A & B | 72.00 | 50.00 | 108.00 |
| Per Extra Hour C | 83.00 | 50.00 | 125.00 |
| <i>Standard Rate (per 4 hour period)</i> | | | |
| Time Band A | 76.00 | 50.00 | 114.00 |
| Time Band B | 114.00 | 50.00 | 171.00 |
| Time Band C | 163.00 | 50.00 | 245.00 |
| Per Extra Hour A & B | 30.00 | 50.00 | 45.00 |
| Per Extra Hour C | 49.00 | 50.00 | 75.00 |
| Technician Charges per hour | 17.00 | 5.88 | 18.00 |
| Piano Tuning | 39.00 | 5.12 | 41.00 |

4. **Borough Hall Auditorium**

| Title | 2005/06 | % Increase | 2006/07 |
|--|----------------|-------------------|----------------|
| <u>Theatre Auditorium</u> | | | |
| <i>Commercial Rate (per 4 hour period)</i> | | | |
| Time Band A | 210.00 | 50.00 | 315.00 |
| Time Band B | 270.00 | 50.00 | 405.00 |
| Time Band C | 335.00 | 50.00 | 503.00 |
| Per Extra Hour A & B | 72.00 | 50.00 | 108.00 |
| Per Extra Hour C | 83.00 | 50.00 | 125.00 |
| <i>Standard Rate (per 4 hour period)</i> | | | |
| Time Band A | 76.00 | 50.00 | 114.00 |
| Time Band B | 114.00 | 50.00 | 171.00 |
| Time Band C | 163.00 | 50.00 | 245.00 |
| Per Extra Hour A & B | 30.00 | 50.00 | 45.00 |
| Per Extra Hour C | 50.00 | 50.00 | 75.00 |
| <i>Concessionary Rate (per hour)</i> | | | |
| Monday – Friday | 6.50 | 3% | 6.70 |
| Saturday | 13.00 | 3.07 | 13.40 |
| Sunday | 26.00 | 2.69 | 26.70 |

CULTURE, HOUSING AND TRANSPORTATION REPORT TO PORTFOLIO HOLDER

22nd February 2006



Report of: Director of Adult and Community Services

Subject: RENAISSANCE IN THE REGIONS 2006-8
DELIVERY PLAN

SUMMARY

1. PURPOSE OF REPORT

To inform on the approval by the Museums, Libraries and Archives Council of the NE Hub Delivery plan and on the content of the Tees Valley element of the plan.

2. SUMMARY OF CONTENTS

Approval has been received from the Museums, Libraries and Archives Council for the 2006-8 Delivery Plan proposed by the NE Hub, under the Renaissance in the Regions Initiative. The Tees Valley element of the delivery plan has received enhanced funding as a result of its success in delivering the 2004-6 plan. The proposed projects for the next two years are highlighted.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder 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

The Portfolio holder is invited to comment on the specific initiatives and endorse the 2006-8 delivery plan.

Report of: Director of Adult & Community Services

Subject: RENAISSANCE IN THE REGIONS 2006-8
DELIVERY PLAN

1. PURPOSE OF REPORT

- 1.1 To inform on the approval by the Museums, Libraries and Archives Council of the NE Hub Delivery plan and on the content of the Tees Valley element of the plan.

2. BACKGROUND

- 2.1 Since 2003 Hartlepool Museums service has operated as lead partner for the Tees Valley Museums within the NE Hub of the Renaissance in the Regions scheme. In that time it has successfully managed the delivery of a series of innovative schemes across the sub-region that have increased access to collections and services and widened audiences. These schemes have been regarded nationally as representing innovation and best practice. In December, one of the schemes, the Curiosity Shop, was awarded the coveted Interpret Britain and Ireland award.
- 2.2 Renaissance funding has enabled Hartlepool Museum service to increase its staffing compliment in order to fulfil its wider sub-regional responsibilities. These include a learning team, outreach team and administration / marketing staff.

3. RENAISSANCE FUNDING

- 3.1 Funding for the Phase 1 tranche of Renaissance comes to an end on 31st March 2006. However, on 19th January the Museums, Libraries and Archives Council approved Phase 2 funding for the NE Hub. This amounts to £6.77m, the same amount approved for 2004-6. Of this £790,500 will be made available to support administration and deliver the main Tees Valley projects, with an additional £132,000 towards the learning team. Hartlepool Museums will also benefit from additional funding support for participating in regional initiatives. This represents an increase in funding commitment from the Hub for the Tees Valley, reflecting its success in supporting non-hub museums, including small independent museums.

4. 2006-8 DELIVERY PLAN

4.1 The 2006-8 delivery plan for the Tees Valley will, for the most part, continue on from 2004-6, with the exception of the Curiosity Shop, which has now finished its highly successful Tees Valley tour. It has generated a great deal of interest within the sector and is hoped that during 2006-8 the Curiosity Shop will be taken by other museums services nationally.

4.2 Specific projects proposed for 2006-8 are:

Tees Valley Collections online

A task force of four documentation officers will continue to computer catalogue and digitise local museum collections, including fine and decorative art, geology and ephemera. A bespoke website hosting this information the SPA (Single Point of Access) goes online in April 2006. A fifth member of the task force will be appointed in April 2006, with a specific remit to work on the Tees Valley archaeology collections.

Museums Drama Project

The successful scheme to deliver dramatic interpretation throughout the Tees Valley Museums will continue, with a view to increasing delivery from 9 museums (current) to 13. The current method of delivery is being reviewed with a view to appointing actors as front-line staff at Hartlepool and other museums.

Outreach Team

Two outreach officers will continue to engage with under-represented groups, including C2DE, BME, disabled and young people in delivering innovative and challenging projects that enhance their appreciation of museums. All five local authority museum services will benefit from this scheme.

Changing Museums

This innovative project will involve under-represented focus groups, working with a designer and the curatorial staff at Hartlepool and other selected museums to enhance the displays and make them more accessible.

5. CONCLUSION

5.1 The delivery to date of 'Renaissance in the Regions' by Hartlepool Museums service on behalf of the Tees Valley has been universally regarded as a success. This has been acknowledged not only by the accolades for innovation and engagement but has been recognised by an enhanced funding support for the second phase of funding (2006-8).

- 5.2 The schemes proposed for 2006-8 continue to build on existing success. There is confidence that these projects will widen engagement with our potential users and be of lasting benefit to the region's museums.

6. RECOMMENDATIONS

- 6.1 Members are requested to:

- i) Endorse the 2006-8 Renaissance delivery plan for the Tees Valley
- ii) Comment on the proposed initiatives

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

Background Papers

North East Regional Museums Hub Operational plan 2006-8 : Hartlepool projects
Renaissance in The Regions; progress on 2003/4 delivery plan – report to Town
Management Portfolio 24th October 2003