

REGENERATION AND ECONOMIC DEVELOPMENT PORTFOLIO

DECISION SCHEDULE



Friday 21 January 2011

at 3.30 pm

in Committee Room A, Civic Centre, Hartlepool

Councillor P Hargreaves, Cabinet member responsible for Regeneration and Economic Development will consider the following items.

1. KEY DECISIONS

No items

2. OTHER ITEMS REQUIRING DECISION

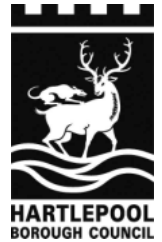
- 2.1 Caravans on the Highway Policy – *Assistant Director (Transportation and Engineering)*
- 2.2 Greatham Local Safety Scheme – *Assistant Director (Transportation and Engineering)*
- 2.3 Jesmond Mews – Parking Petition Update - *Assistant Director (Transportation and Engineering)*
- 2.4 Local Safety Schemes - *Assistant Director (Transportation and Engineering)*

3. ITEMS FOR INFORMATION

No items

REGENERATION AND ECONOMIC DEVELOPMENT PORTFOLIO

Report to Portfolio Holder
21 January 2011



Report of: Assistant Director (Transportation and Engineering)

Subject: Caravans on the Highway Policy

SUMMARY

1. PURPOSE OF REPORT

To seek approval for a policy defining how the Council will deal with complaints of caravans and trailers parked on the highway.

2. SUMMARY OF CONTENTS

The report gives the background to why the policy has been developed, the legislation used, and the proposed enforcement process for dealing with complaints.

3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

Non key.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

That the caravans/ trailers parked on the highway policy be approved.

Report of: Assistant Director (Transportation and Engineering)

Subject: Caravans on the Highway Policy

1. PURPOSE OF REPORT

- 1.1 To seek approval for a policy defining how the Council will deal with complaints of caravans and trailers parked on the highway.

2. BACKGROUND

- 2.1 The Council periodically receives complaints with regard to caravans and/or trailers parked or abandoned on the highway. These vehicles can cause an obstruction, road safety problems, and in certain cases can then go on to cause damage to kerbs, footways or grass verges. They can also create unacceptable environmental conditions, and prevent maintenance of the highway or grass cutting from taking place.

3. PROPOSALS

- 3.1 The attached policy (enclosed as **Appendix 1**) has been developed in order to provide a working practice, so that enforcement can be managed & maintained in accordance with consistent guidance and criteria.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications of the process, until the removal stage is reached. If the owners are known then prosecution proceedings will be undertaken to reclaim all associated costs.
- 4.2 If the owners are not known, the sale of the caravan (if in suitable condition) can be used to redaim costs, should the owner not come forward within a reasonable period of time.

5. RECOMMENDATIONS

- 5.1 It is recommended that the Council implement the policy set out in the attached document, allowing management of the caravan parking matter in a consistent, strategic and procedural manner.

6. REASONS FOR RECOMMENDATIONS

- 6.1 To support the delivery of a consistent and strategic highway management policy, dealing effectively with complaints of caravans/ trailers parked on the highway.

7. BACKGROUND PAPERS

- 7.1 Caravans/ Trailers Parked on the Highway Policy.

8. CONTACT OFFICER

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2.1 APPENDIX 1

HARTLEPOOL BOROUGH COUNCIL

Caravans/Trailers Parked on the Highway Policy



January 2011

Introduction

The Council periodically receives complaints in regard to caravans and/or trailers parked or abandoned on the highway. These vehicles can cause obstruction and therefore provide road safety problems. In certain cases the vehicles can then go on to cause damage to kerbs, footways or grass verges, and can also create unacceptable environmental conditions or prevent maintenance of the highway.

This policy has been developed in order to provide a working practice, so that parking can be managed & maintained in accordance with consistent guidance and criteria.



Background

There aren't many caravans, trailers and the like currently on the highway but in some scenarios they effectively become semi permanent features/structures (with some seasonal fluctuation).

Due to lack of prosecution or other appropriate action by Council or Police, in some areas it is looked upon as socially acceptable to park or deposit caravans, trailers and the like on the highway for periods of an unlimited timeline.

Both Police forces and Councils have the power to take action against offenders. However such action is very rare as procedures give appropriate notice for the caravan to be moved.

Currently there is an uncertainty as to the correct procedures that should be taken to deal with problems that may occur or when requests/complaints are received. There is a need for an agreed protocol to establish a consistency of approach.

Action taken in terms of specific individual locations could potentially result in allegations of victimisation. If it comes to a point when action is to be taken then it should be on the basis of a strict procedure and zero tolerance within the constraints of an established protocol.

Legal Position

Under Section 143 of the Highway Act 1980, where a structure has been erected or set up on the highway, the Highway Authority may by notice require that the structure be removed. If not removed the Highway Authority may take direct action and recover the cost. A structure is any machine, pump, post or other object of such nature as to be capable of causing obstruction, erected or set up notwithstanding that it is on wheels (caravans, trailers).

The parking or deposition of caravans, trailers and the like on the highway cannot be condoned. They are not taxed vehicles and their presence on the highway has no legal standing.



It is not possible under highways law to control the parking of 'private' (non traders) vehicles, on the adopted highway which are marked for sale, if they are parked in such a way that they do not cause an obstruction. However a Trading Standard Notice can be affixed to the vehicle warning the seller that the details of the vehicle have been recorded.

It is considered essential to ensure free passage along the highway and to protect visibility sight lines along highways in order to prevent accidents.

However, very often caravans and trailers whilst unsightly do not constitute any further nuisance than other vehicles parking in the highway and therefore cannot be classed as an obstruction.

Enforcement Process

The Council's current method has been to inspect locations when they have been brought to an officer's attention. On receipt of a complaint concerning the parking of a caravan or trailer on the highway, the person taking the complaint will try to establish the exact location of the caravan or trailer. It will be established during the officer's site visit if the caravan or trailer is obstructing visibility sight lines or is a possible danger to users of the highway. If it is not, then no further action will be taken and the complainant will be informed. A warning notice can be affixed to the caravan/trailer informing the owner that a complaint has been received and providing the Council's contact details.

If the caravan or trailer is obstructing visibility sightlines warning notices will be affixed to the caravan/trailer informing the owner that a complaint has been received and providing contact details. Officers will then carry out inspections after one week and then after two weeks.

The Officer will also try and establish who is responsible for the caravan/trailer and will contact them and ask them to move the caravan/trailer to a safer site. If after two weeks of the initial site visit, the caravan or trailer has not moved and is considered to be clearly an obstruction, it will result in the instigation of enforcement action. If the owner of the caravan/trailer is known they will be served a notice requesting them to move the caravan/trailer. If the owner is not known a notice will be attached to the caravan or trailer, and/ or the DVLA contacted for their details.

Failure to comply with the notice will result in removal and/or prosecution proceedings commencing.

If it has not been possible to establish the person responsible for the caravan/trailer then the Highway Authority will remove the caravan and dispose of it under Part C of S143 of the Highways Act 1980.

If the caravan or trailer is quite clearly abandoned and the ownership cannot be established the 'vehicle' will be removed as soon as possible using the powers available to Local Authorities under the Refuse Disposal (Amenity) Act 1978.

The Council can undertake their enforcement action under Civil Parking Enforcement (CPE) powers only if the area of road in question is subject to an appropriate traffic regulation order.

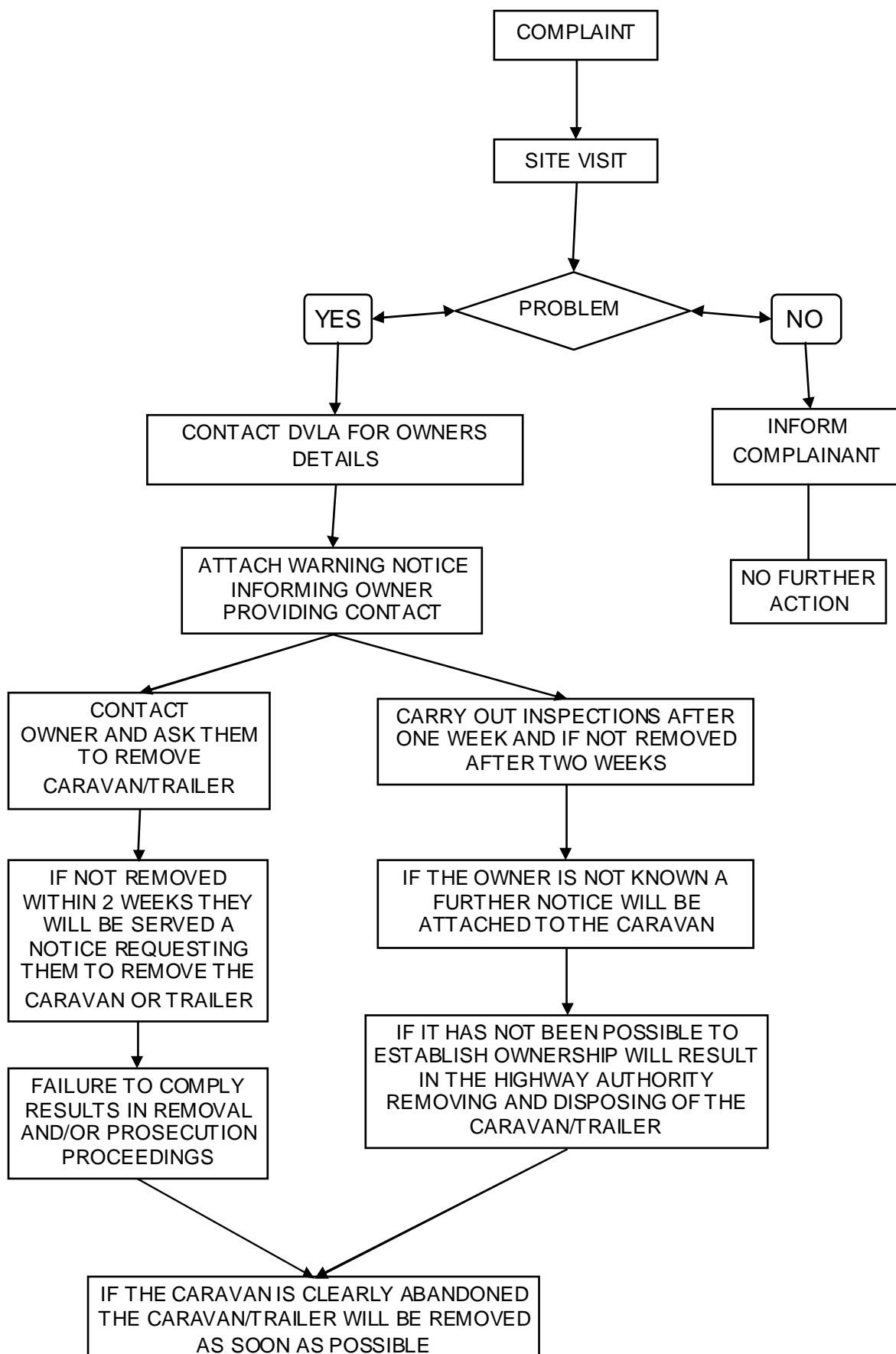
The Police can take action if they believe that a vehicle/structure is causing a hazard or obstruction on the adopted highway. In everyday practice they would usually do so only when it is clear that road safety has been compromised.

Summary of Enforcement Protocol

- The Council will discourage the parking of caravans, trailers and the like on the highway and will actively seek their removal.
- An advice note will be maintained on the Council's web site.
- Warning letters will be sent to owners of/ persons responsible for caravans, trailers and the like parked on highway land.
- Legal action will be taken against persistent offenders who have failed to respond to warning letters.
- Legal steps will be taken to remove caravans etc. from the highway when ownership cannot be established.



Process Flow Chart



**REGENERATION & ECONOMIC DEVELOPMENT
PORTFOLIO
REPORT TO PORTFOLIO HOLDER
21 January 2011**



Report of: Assistant Director (Transportation and Engineering)

Subject: GREATHAM LOCAL SAFETY SCHEME

SUMMARY

1. PURPOSE OF REPORT

To seek approval to implement a 20 mph speed limit, vehicle activated signs, speed cushions and road markings in Greatham Village.

2. SUMMARY OF CONTENTS

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

3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

Non key decision.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

The Portfolio holder approves the implementation of the scheme, outlined in section 3 of the report.

Report of: Assistant Director (Transportation and Engineering)

Subject: GREATHAM LOCAL SAFETY SCHEME

1. PURPOSE OF REPORT

- 1.1 To seek approval to implement a 20 mph speed limit, vehicle activated signs, speed cushions and road markings in Greatham Village

2. BACKGROUND

- 2.1 At the Portfolio Holder's meeting on the 24th November 2009, approval was given to implement a road safety scheme in Greatham. The works were to be carried out in two phases, phase 1 of the scheme being implemented in 2010. Due to some negative comments made in the original consultation, changes have been made to phase 2 of the scheme and further consultation undertaken.

3. PROPOSALS (See Appendix 1)

- 3.1 The following measures are proposed for phase 2.
- i) 20 mph speed limit throughout the village, 20mph speed roundels mounted on buff coloured surfacing will be located along with the usual speed limit signing at the start of the speed limit.
 - ii) Vehicle activated speed signs located on the High Street and Station Road at the start of the 20mph speed limit.
 - iii) The provision of 2 sets of speed cushions on the High Street and a set of cushions on Station Road and Woodbine Terrace.
 - iv) The provision of central hatching in-filled with a buff coloured surfacing at the High Street / Front Street junction.

4. FINANCIAL CONSIDERATIONS

- 4.1 It is estimated that the 2nd phase will cost £15,000 and will be funded through the Local Transport Plan (£10,000) and from the South Neighbourhood Consultative Forum (£5,000).

5. CONSULTATION

- 5.1 Residents, businesses, Ward Councillors and Greatham Primary School have been sent a letter and plan outlining the above proposals.
- 5.2 In total 400 letters were sent out and 79 responses have been received at the time of writing the report. An update on the following figures will be supplied at the meeting:-
- i) 57 out of 78 (73%) were in favour of the proposed 20 mph speed limit.
 - ii) 53 out of 76 (70%) were in favour of the electronic speed signs.
 - iii) 47 out of 76 (62%) were in favour of the speed cushions.
 - iv) 49 out of 71 (69%) were in favour of proposed changes to the road markings.
- 5.3 The Police and Emergency Services have been consulted with regards to these proposals and have no objections.

6. RECOMMENDATIONS

- 6.1 The Portfolio holder approves the implementation of the scheme as detailed in section 2 of the report.

7. REASONS FOR RECOMMENDATIONS

- 7.1 To improve road safety in Greatham by reducing vehicular speeds.

8. BACKGROUND PAPERS

- 8.1 Report to the Transport and Neighbourhoods Portfolio 24th November 2009, Greatham Local Safety Scheme.

9. CONTACT OFFICER

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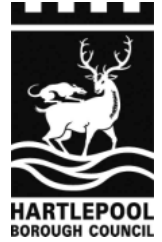
APPENDIX 1



REGENERATION AND ECONOMIC DEVELOPMENT PORTFOLIO

Report to Portfolio Holder

21 January 2011



Report of: Assistant Director (Transportation and Engineering)

Subject: Jesmond Mews – Parking Petition Update

SUMMARY

1. PURPOSE OF REPORT

To inform the Portfolio Holder of a consultation carried out to ascertain the views of residents on introducing parking restrictions and a residents parking zone on Jesmond Mews.

2. SUMMARY OF CONTENTS

The report details the results of the consultation.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

Non Key

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

The Portfolio holder approves the implementation of the schemes outlined in section 3 of the report.

Report of: Assistant Director (Transportation and Engineering)

Subject: Jesmond Mews – Parking Petition Update

1. PURPOSE OF REPORT

- 1.1 To inform the Portfolio Holder of a consultation carried out to ascertain the views of residents on introducing parking restrictions and a residents parking zone on Jesmond Mews.

2. BACKGROUND

- 2.1 A 13 name petition was reported to the Transport and Neighbourhoods Portfolio on the 3 December 2010, requesting the implementation of double yellow lines on the east side of Jesmond Mews near to its junction with Hart Lane, and the introduction of residents parking on Jesmond Mews.
- 2.2 The Portfolio Holder requested that a formal consultation be undertaken with residents in the immediate area before any decision was undertaken.

3. CONSULTATION

- 3.1 At the time of writing the consultation still had 1 week to run. The responses received so far indicated 6 properties are in favour of the introduction of yellow lines, and 1 property against. 2 properties are in favour of the introduction of a Residents Parking Zone, and 5 against. An update will be provided to the Portfolio Holder at the meeting, following the closure of the consultation period.

4. RECOMMENDATIONS

- 4.1 Recommendation to be confirmed once the full results of the consultation are known.

5. BACKGROUND PAPERS

- 5.1 1) Petition from residents of Jesmond Mews.
2) Jesmond Mews Portfolio report of 3 December 2010.

6. CONTACT OFFICER

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REGENERATION AND ECONOMIC DEVELOPMENT PORTFOLIO

Report to Portfolio Holder
21 January 2011



Report of: Assistant Director (Transportation and Engineering)

Subject: Local Safety Schemes

SUMMARY

1. PURPOSE OF REPORT

To report proposals for alternative safety schemes from the updated list of sites, following the Portfolio meeting of 3 December 2010.

2. SUMMARY OF CONTENTS

The report gives proposals for the next two locations on the list, after details for the first scheme (A689, Burn Road - Brenda Road), were reported at the last meeting.

3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

Non key.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

That safety schemes for the A179 (A19 – Hart Village roundabout), and the A178 Tees Road (Brenda Road – Elizabeth Way), be approved.

Report of: Assistant Director (Transportation and Engineering)

Subject: Local Safety Schemes

1. PURPOSE OF REPORT

- 1.1 To report proposals for alternative safety schemes from the updated list of sites, following the Portfolio meeting of 3 December 2010.

2. BACKGROUND

- 2.1 At the last Portfolio meeting, at which proposals were presented for a safety scheme for the location at the top of the list, it was requested that further proposals be submitted for the next three schemes on the list. These are:-

- A179 (A19 – Hart Village roundabout).
- A178 Tees Road (Brenda Road – Elizabeth Way).
- Winterbottom Avenue.

- 2.2 No additional proposals are suggested for Winterbottom Avenue, as there are two schemes which form part of the Tees Valley Bus Network Improvements Project which address the concerns at this location. These are:-

i) Re-location of the southbound bus stop away from the Holdforth Road junction. This allows for easier turning manoeuvres, and also removes the need for vehicles to overtake when opposite a junction. Work is now complete on this scheme.

ii) Two bus stops (one either side of the junction with Miers Avenue) are to have lay-bys provided. This will give much improved visibility for vehicles exiting from Miers Avenue, which has been a contributory factor in a number of accidents.

- 2.3 Accident investigation of additional sites has enabled alternative options to be prepared, and allow for an appraisal of the casualty reduction benefits of each scheme.

3. PROPOSALS

3.1 **A179 (A19 – Hart Village roundabout) (enclosed as Appendix 1)** – Following detailed accident investigation for this road, three main types of collision were found to be prevalent. These are i) Rear end shunts into vehicles waiting to turn right into farm accesses, ii) Rear end shunts into queuing traffic on the approach to the A19 and iii) Loss of control on the approach to the roundabout.

3.2 To address accidents of this nature, the following measures are proposed:-

- Carriageway widening to create dedicated right turn lanes at the farm accesses.
- Warning signs advising “Queues likely” on approach to A19.
- Installation of a Vehicle Activated Sign on the approach to the roundabout.

3.3 **A178 Tees Road (Brenda Road – Elizabeth Way) (enclosed as Appendix 2)** – Accidents on this road are centred around two locations: - The entrance to the Mayfair Centre, and the bend at Zinc Works Road.

3.4 The following road safety improvements have been identified as a result:-

- Provision of street lighting at both locations, as a number of accidents have occurred during the hours of darkness.
- Signing and lining improvements in both areas.
- Vehicle Activated Sign on the southbound approach to the Zinc Works bend.
- Anti-skid surfacing on the southbound approach to the Zinc Works bend.

3.5 **A689 (Burn Road – Brenda Road) (enclosed as Appendix 3)** – The following measures were identified following accident investigation, and reported to the previous Portfolio meeting:-

- Anti-skid surfacing of Burn Road roundabout and all approaches.
- Renew anti-skid surfacing of eastbound approach to Brenda Road roundabout.
- Coloured surfacing to highlight the junctions with Oxford Street and Thomlinson Road.
- Provision of Armco type barriers on central reserve, to protect against collisions with trees.
- Re-grading of east side verge on approach to Brenda Road roundabout, to reduce water run off onto the carriageway.
- Provision of SLOW markings on red bands on northbound approach to toucan crossing adjacent to Oxford Street.

- Improved lighting at the three pedestrian crossing points along the road.

It is considered that although this location has the highest number of accidents, being able to address the other two locations, which have had a higher number of accidents in total, would give greater casualty reduction benefits.

The A179 and A178 schemes are also on higher speed roads, and consequently the severity of the accidents is greater, with a higher number of serious and fatal accidents having taken place.

4. FINANCIAL IMPLICATIONS

- 4.1 The scheme(s) will be funded from the Local Transport Plan.
- 4.2 The A179 scheme, where there have been 13 accidents, is estimated to cost £65,000.
The A178 scheme, where there have been 9 accidents, is estimated to cost £60,000.
- 4.3 This is in comparison with the A689 scheme reported previously (14 accidents, with estimated cost of £120,000).

5. RECOMMENDATIONS

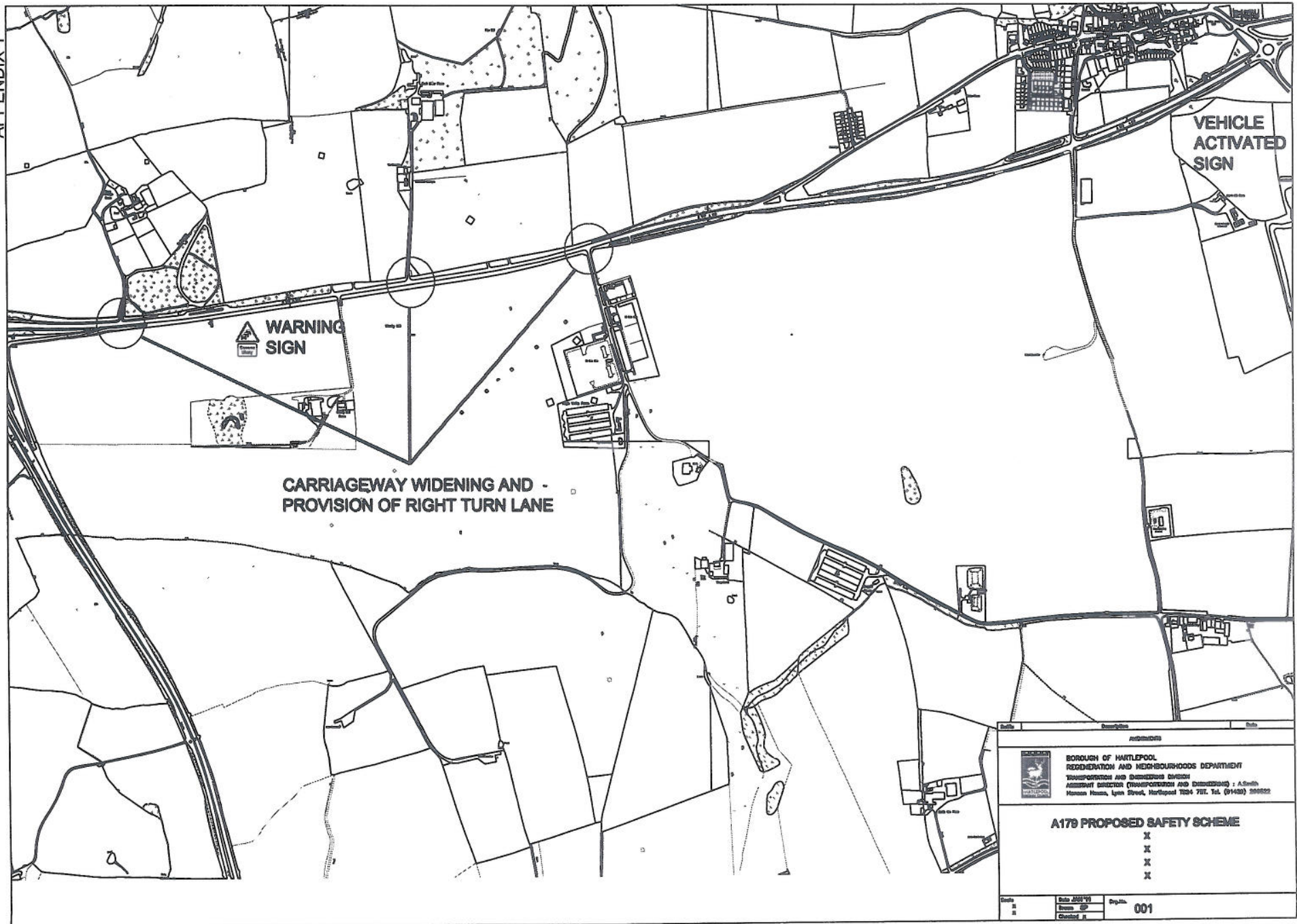
- 5.1 That approval be given for the implementation of safety schemes at both the A179 and A178.

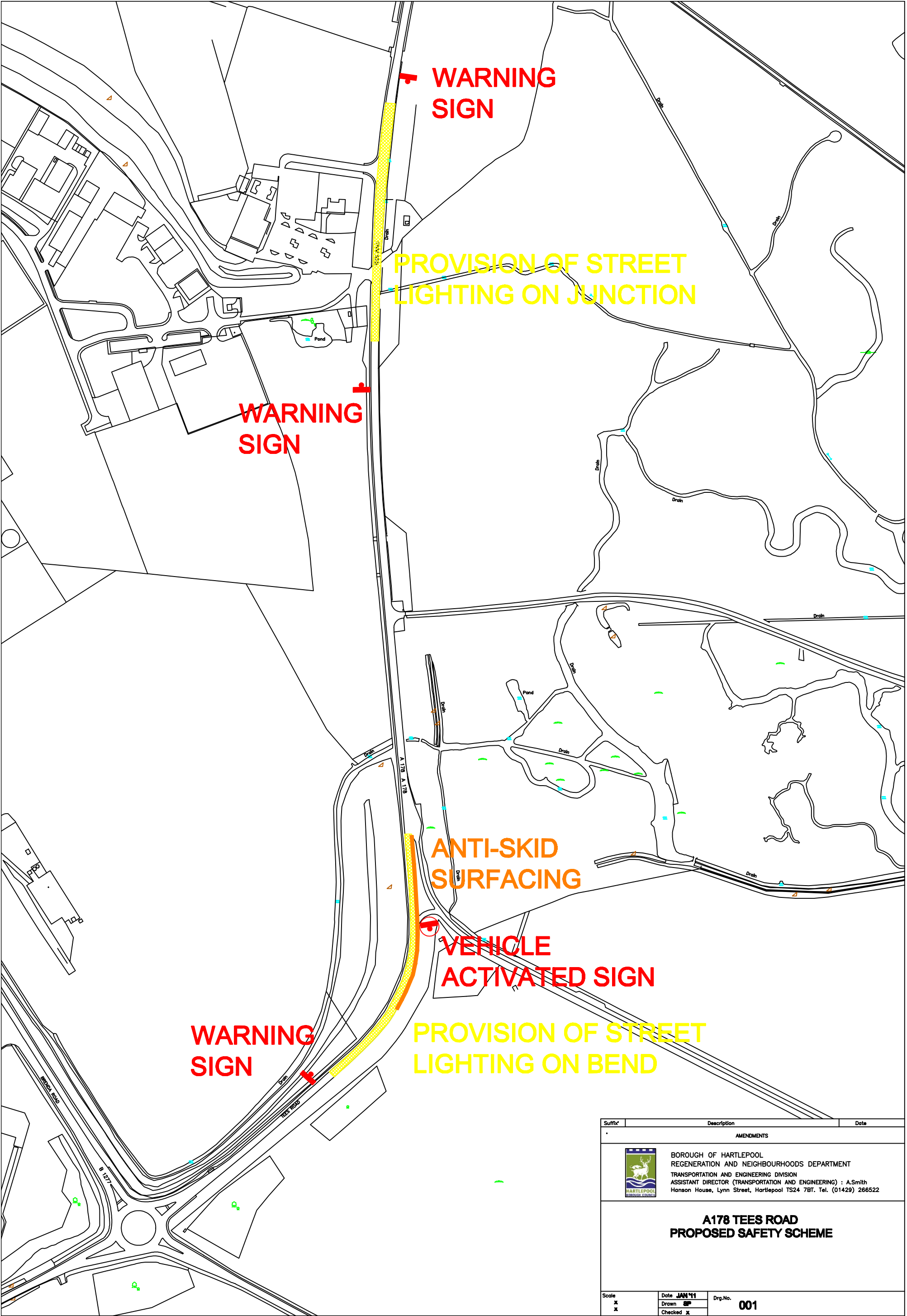
6. REASONS FOR RECOMMENDATIONS

- 6.1 Although the proposed A689 scheme reported previously is the single site with the highest number of accidents, introducing schemes for the next two highest locations can be done for similar cost, whilst treating a greater number of individual accidents.

7. CONTACT OFFICER

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Suffix	Description	Date
AMENDMENTS		
<div><div>BOROUGH OF HARTLEPOOL REGENERATION AND NEIGHBOURHOODS DEPARTMENT TRANSPORTATION AND ENGINEERING DIVISION ASSISTANT DIRECTOR (TRANSPORTATION AND ENGINEERING) : A.Smith Hanson House, Lynn Street, Hartlepool TS24 7BT. Tel. (01429) 266522</div></div>		
A178 TEES ROAD PROPOSED SAFETY SCHEME		
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TITLE

A689 BRENDA ROAD – BURN ROAD – PROPOSED LOCAL SAFETY SCHEME

HARTLEPOOL BOROUGH COUNCIL
DEPARTMENT OF REGENERATION AND NEIGHBOURHOODS
A. SMITH: ASSISTANT DIRECTOR TRANSPORTATION AND TRAFFIC

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