

# CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO DECISION SCHEDULE



Tuesday 20th June 06

at 10.00 am

in Committee Room "C"

Councillor Tumilty, Cabinet Member responsible for Culture, Leisure and Transportation will consider the following items.

1. **KEY DECISIONS**  
None

2. **OTHER ITEMS REQUIRING DECISION**

- 2.1 Request for the Closure of the Footpath Between 14-16 Aldeburgh Close to the Black Path Path – *Head of Technical Services*
- 2.2 Request for the Closure of the Footpath to the Rear of 14-22 Barford Close – *Head of Technical Services*
- 2.3 Rossmere Way – Pedestrian Refuge – *Head of Technical Services*
- 2.4 Murray Street Highway Improvement Scheme – Zebra Crossing – *Head of Technical Services*
- 2.5 Proposed Installation of Bus Shelter Station Lane, Seaton Carew – *Head of Technical Services*
- 2.6 Supported Bus Service 5 – West View to the Headland – *Head of Technical Services*
- 2.7 Revised Fares Stagecoach/Arriva Supported Bus Contracts – *Head of Technical Services*
- 2.8 Traffic Regulation Orders – Objections – *Head of Technical Services*
- 2.9 To Extend the Loan of Painting 'Youth' by Charles Napier Hemy – *Director of Adult and Community Services*
- 2.10 Development of Grayfields Recreation Ground and Allocation of Pitches Appropriate to Achieving Quality Standards – *Director of Community Services*
- 2.11 Petition for the Closure of the Footpath, Serpentine Road, between Wooler Road and St Bega's Glade – *Head of Technical Services*
- 2.12 Neighbourhood Services Departmental Plan (Culture, Leisure and Transportation) – Update March 2006 – *Director of Neighbourhood Services*

3. **REPORTS FROM OVERVIEW OF SCRUTINY FORUMS**  
None

## **CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder  
20 June 2006



**Report of:** Head of Technical Services

**Subject:** REQUEST FOR THE CLOSURE OF THE  
FOOTPATH BETWEEN 14-16 ALDEBURGH  
CLOSE TO THE BLACK PATH

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### **SUMMARY**

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

- 1.1 To advise on the result of a consultation exercise with residents in respect of the possible closure of the above footpath.

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

- 2.1 Details of the consultation.

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

- 3.1 It is the responsibility of the Portfolio Holder.

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

- 4.1 Non-key decision.

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

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

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

- 6.1 That the Portfolio Holder considers the request in view of the consultation exercise and advise accordingly.

**Report of:** Head of Technical Services

**Subject:** REQUEST FOR THE CLOSURE OF THE  
FOOTPATH BETWEEN 14-16 ALDEBURGH  
CLOSE TO THE BLACK PATH

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**1. PURPOSE OF REPORT**

- 1.1 To advise on the result of a consultation exercise with residents and Ward Councillors in respect of the possible closure of the above footpath.

**2. BACKGROUND**

- 2.1 A request has been made by the Ward Councillor for the area, on behalf of the residents, for the closure of the above footpath identified in **Appendix 1**.

- 2.2 A consultation exercise has been carried with letters being delivered to 41 residents of:

- Aldeburgh Close
- Coningsby Close
- Thetford Cottage

- 2.3 Of the 41 letters delivered a total of 29 (70%) were returned. Of those returned the following results were obtained:

- For Closure            27 (93% of the replies)
- Against Closure      2 (7% of the replies)

- 2.4 Comments received in support of the closure include:

- Anti-social behaviour
- Criminal Damage
- Vandalism
- Dog fouling
- Danger to pedestrians due to vehicle trespass (motorcyclists using footpath as a short-cut)
- Debris and overgrown vegetation

2.5 Comments received objecting to the closure include:

- Giving in to Anti-social behaviour
- Loss of leisure route

### 3. CONSIDERATION OF ISSUES

3.1 The consultation indicates this footpath has, for a long period of time, been an area of anti-social behaviour. Concerns have also been raised in relation to the vehicle trespass in this area and the potential danger to children due to motorcyclists using the footpath and the 'Black Path' as short-cuts.

3.2 The majority of residents consulted were in favour of the footpath closure; residents not directly affected by the closure are sympathetic to the problems of the households in the immediate vicinity.

3.3 This area of footpath is also abutted by an area of public open space as indicated on **Appendix 2**.

3.4 There are two options available to remove the footpath from public use:

(a) Stopping-up

The stopping-up of this area would remove the requirement for any future maintenance; it would however necessitate the disposal/transfer of the public open space to the adjoining land owners.

Approval and agreement with H.B.C. Property Services Division, in relation to the public open space, would be required, in addition, agreement with the adjoining properties owners would be required if the land was to be incorporated within the boundaries of those properties.

(b) Alleygating

Alleygating of this area could be achieved by installing a gating system and associated fencing where required. Access to the area would be for maintenance purpose only; no keys would be issued to the residents.

A Prohibition of Access Order could be used to gate this area; Hartlepool Council would still retain ownership of the land, with the footpath being maintained as adopted highway and the public open space maintained by the Environmental Services Section, as it is now.

- 3.5 Utility apparatus checks have been carried out in this area, no apparatus is present.

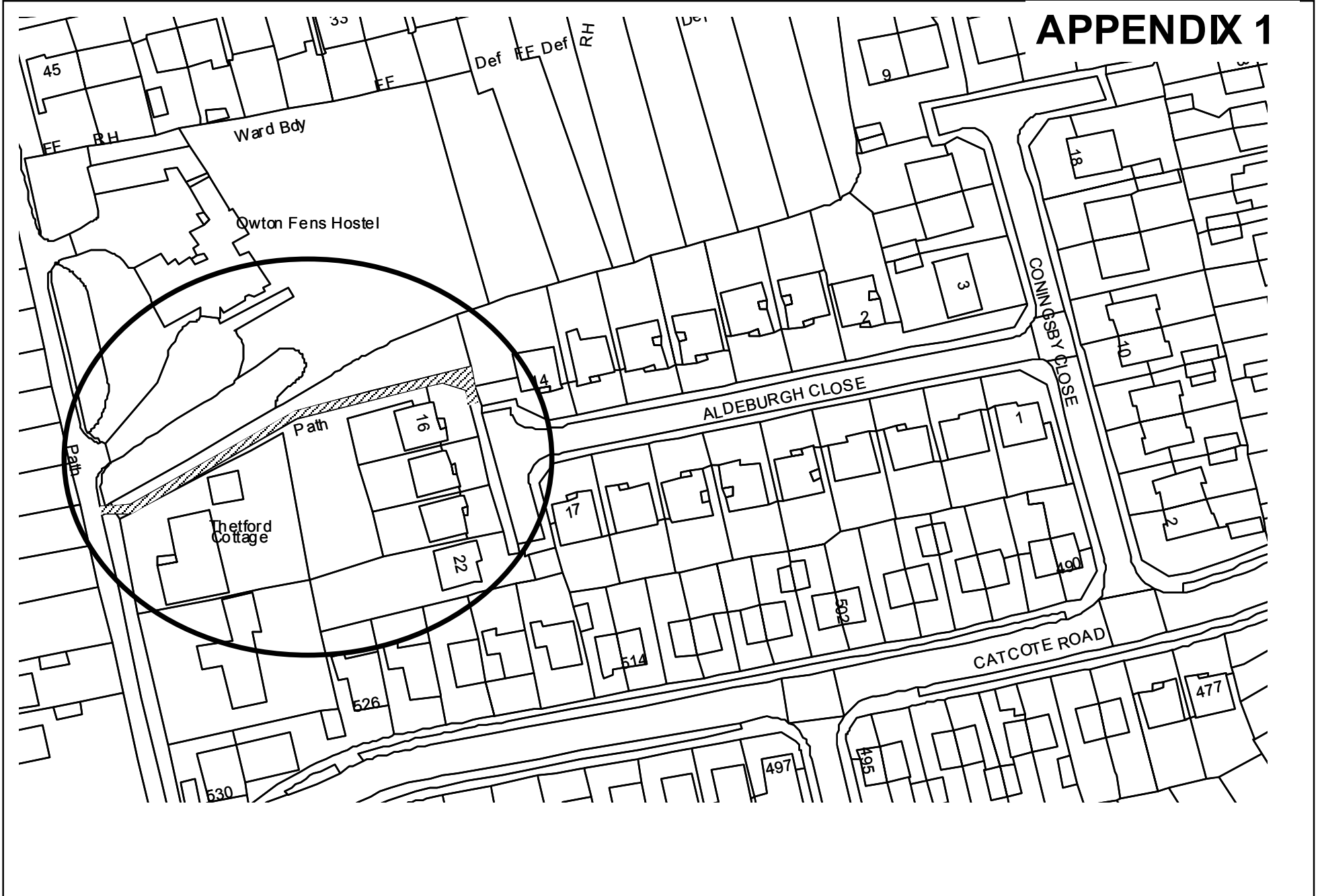
**4. FINANCIAL IMPLICATIONS**

- 4.1 There are significant cost implications associated with both options and funding, at this stage, has not been identified

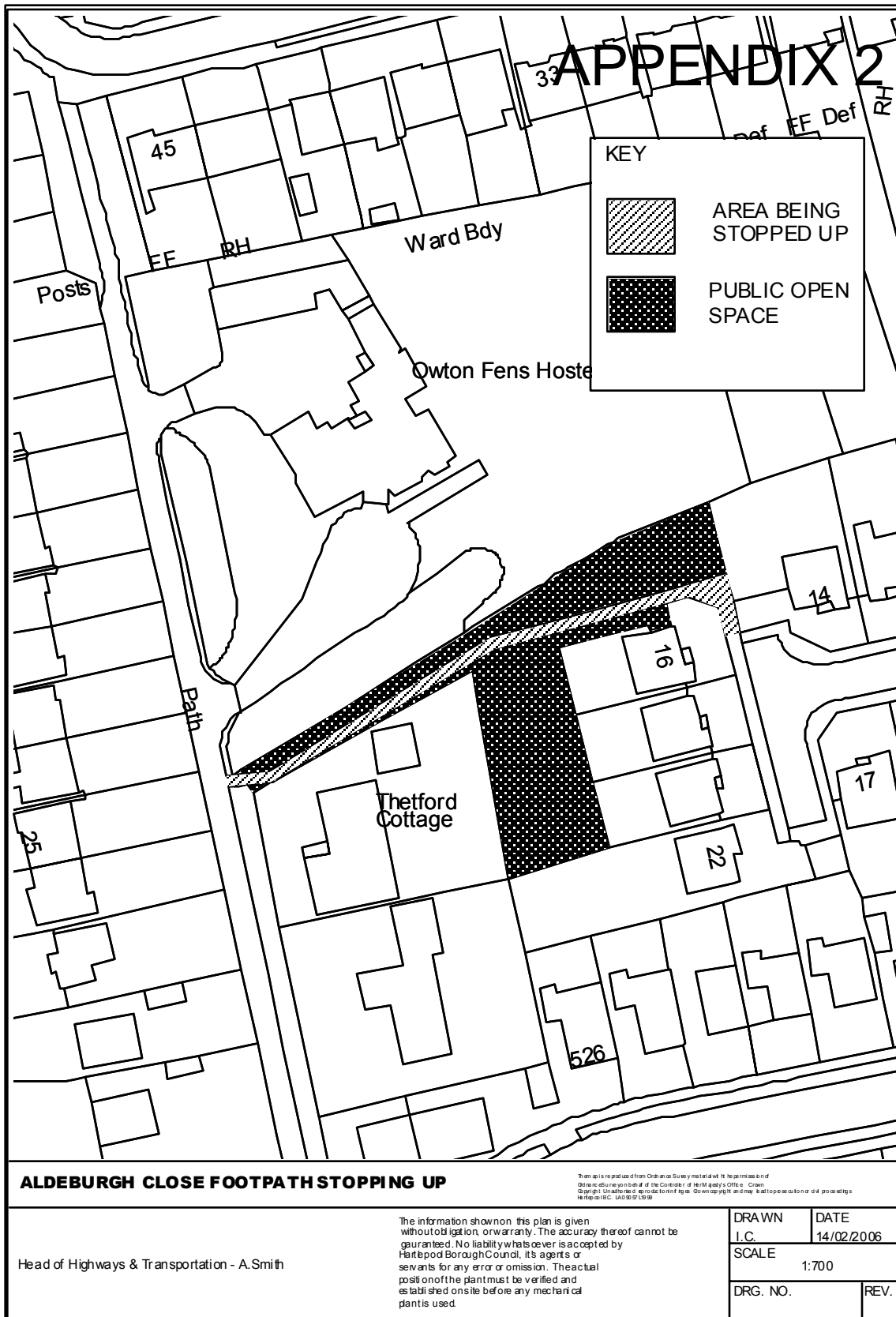
**5. RECOMMENDATIONS**

- 5.1 That the Portfolio Holder agrees in principal to the closure of the footpath that currently runs between Aldeburgh Close and the Black Path and that, subject to funding being identified, further consultation with the residents directly affected by the proposal be undertaken to identify the preferred method of closure.

# APPENDIX 1



## 2.1



## **CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder  
20 June 2006



**Report of:** Head of Technical Services

**Subject:** REQUEST FOR THE CLOSURE OF THE  
FOOTPATH TO THE REAR OF 14-22  
BARFORD CLOSE

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### **SUMMARY**

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

- 1.1 To advise on the result of a consultation exercise with residents in respect of the possible closure of the above footpath.

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

- 2.1 Details of the consultation.

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

- 3.1 It is the responsibility of the Portfolio Holder.

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

- 4.1 Non key decision.

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

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

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

- 6.1 That the Portfolio Holder considers the request in view of the consultation exercise and advise accordingly.

**Report of:** Head of Technical Services

**Subject:** REQUEST FOR THE CLOSURE OF THE  
FOOTPATH TO THE REAR OF 14-22  
BARFORD CLOSE

---

**1. PURPOSE OF REPORT**

- 1.1 To advise on the result of a consultation exercise with residents and Ward Councillors in respect of the possible closure of the above footpath.

**2. BACKGROUND**

- 2.1 A request was made by the local Ward Councillor, on behalf of a number of residents of the area, for the closure of the above footpath identified in **Appendix 1**.

- 2.2 This location has been subject to a number of previous requests for closure over a long period of time.

- 2.3 The consultation exercise has been completed with letters being delivered to 136 residents of:

- Barford Close
- Yarmouth Close
- Watton Close
- Wisbech Close
- Brandon Close

- 2.4 Of the 136 letters delivered a total of 58 (42%) were returned. Of those returned the following results were obtained:

- For Closure 38 (66% of replies)
- Against Closure 16 (27% of replies)
- Impartial 4 (7% of replies)

2.5 Comments received in support of the closure include:

- Anti-social behaviour
- Gangs of youths congregating
- Underage drinking
- Vandalism
- Burglaries
- Abuse
- Depositing rubbish
- Dog fouling

2.6 Comments received objecting to the closure include:

- Giving into anti-social behaviour
- Moving problems to other areas
- Loss of green-belt
- Tree issues
- Loss of public open space
- Loss of use for small children
- Inconvenience to users.

**3. CONSIDERATION OF ISSUES**

3.1 A number of issues and options need to be taken into account if consideration is to be given to closing or restricting access to this footpath.

3.2 Abutting the footpath is an area of public open space which is identified in **Appendix 2**.

3.3 A number of residents (against the closure) feel the anti-social behaviour problems should be dealt with by the police and not by the loss of this footpath and open grassed area.

3.4 There are two options available to remove the footpath from public use:

(a) Stopping-up

The stopping-up of this area would remove the requirement for any future maintenance; it would however necessitate the disposal/transfer of the public open space to the adjoining land owners.

Approval and agreement with H.B.C. Property Services Division, in relation to the public open space, would be required, in addition, agreement with the adjoining properties owners would be required if the land was to be incorporated within the boundaries of those properties.

Utility equipment checks for this area show a sewer is present in part of the affected area, a way-leave agreement would need to be entered into with Northumbrian Water Ltd.

(b) Alleygating

Alleygating of this area could be achieved by installing a gating system and associated fencing where required. Access to the area would be for maintenance purpose only; no keys would be issued to the residents.

A Prohibition of Access Order could be used to gate this area; Hartlepool Council would still retain ownership of the land, with the footpath being maintained as adopted highway and the public open space maintained by the Environmental Services Section, as it is now.

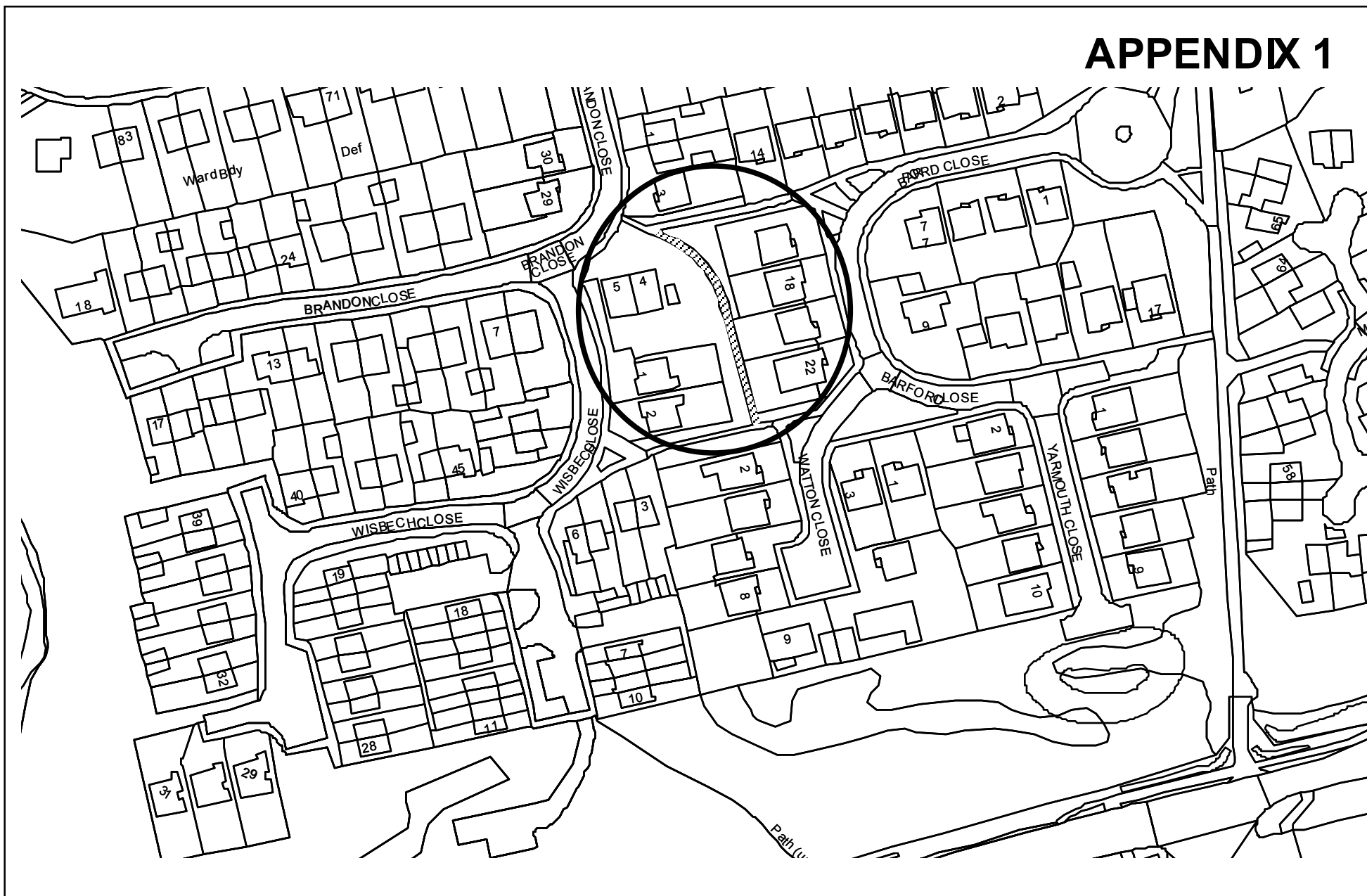
#### **4 FINANCIAL IMPLICATIONS**

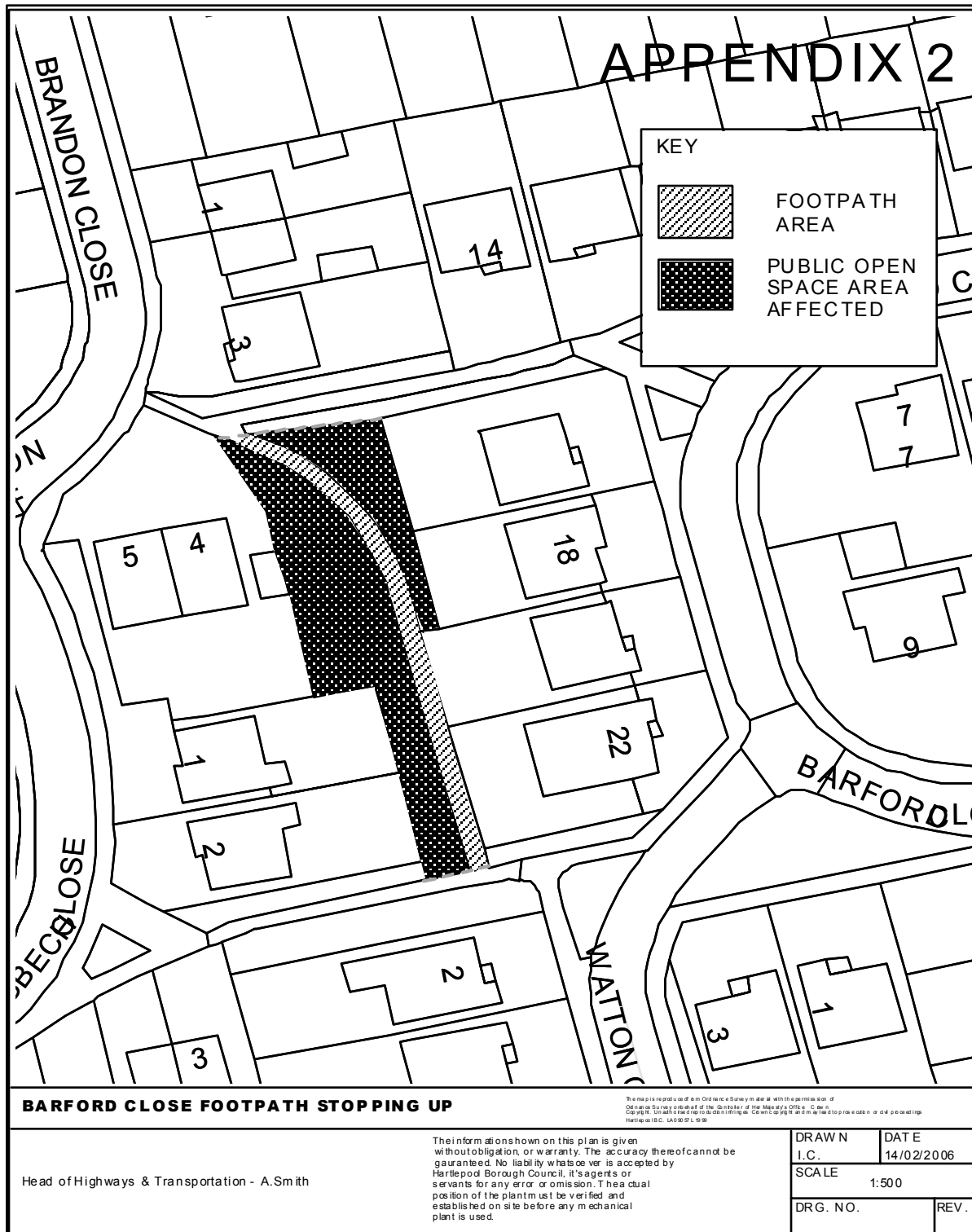
- 4.1 There are significant cost implications associated with both options and funding, at this stage, has not been identified.

#### **5. RECOMMENDATIONS**

- 5.1 That, based on the results of the consultation exercise, the Portfolio Holder advises as to the course of action he would like his Officers to pursue in this instance.

## APPENDIX 1





## **CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder  
20 June 2006



**Report of:** Head of Technical Services

**Subject:** ROSSMERE WAY - PEDESTRIAN REFUGE

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### **SUMMARY**

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

- 1.1 To seek approval for the introduction of a pedestrian refuge on Rossmere Way between Ardrossan Court and Alford Court.

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

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

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

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

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

- 4.1 Non-key decision.

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

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

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

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

**Report of:** Head of Technical Services

**Subject:** ROSSMERE WAY - PEDESTRIAN REFUGE

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**1. PURPOSE OF REPORT**

- 1.1 To seek approval for the introduction of a pedestrian refuge on Rossmere Way between Ardrossan Court and Alford Court

**2. BACKGROUND**

- 2.1 Following the submission of a petition from the residents of Ardrossan Court requesting the installation of a pedestrian crossing on Rossmere Way, it was planned to introduce a pedestrian refuge as part of the A689 Corridor Improvement Scheme.
- 2.2 The resident's favoured location for the crossing is between Ardrossan Road and Ardrossan Court. This would require the re-location of a bus stop either north or south of its present location. The Bus Operators objected to the re-location of the stop, stating that a re-located stop would be too close to existing stops. It would also require extensive paving works as the existing stop has low floor bus infrastructure in place.
- 2.3 The nearest suitable site to locate a pedestrian refuge without having to re-locate the bus stop would be between Ardrossan Court and Alford Court. This is approximately 70 metres from the preferred location, but unfortunately it is not possible to locate the crossing closer due to the presence of road junctions and drive crossings.
- 2.4 If the crossing was located as above the residents of Ardrossan Court would be unlikely to use it to its full potential, since the park gate and local shop are located away from the crossing. This location would be ideally situated for the residents of Alford Court and Alness Grove and users of the Community Centre.

**3. PROPOSALS**

- 3.1 It is proposed to site a pedestrian refuge on Rossmere Way between Ardrossan Court and Alford Court (**Appendix 1**)

- 3.2 A pedestrian refuge is a traffic island, which assists pedestrians crossing the road. It provides pedestrians the opportunity to cross the road in two parts by providing a safe refuge in the centre of the carriageway. This allows the pedestrian to wait in the centre of the carriageway whilst oncoming traffic clears.

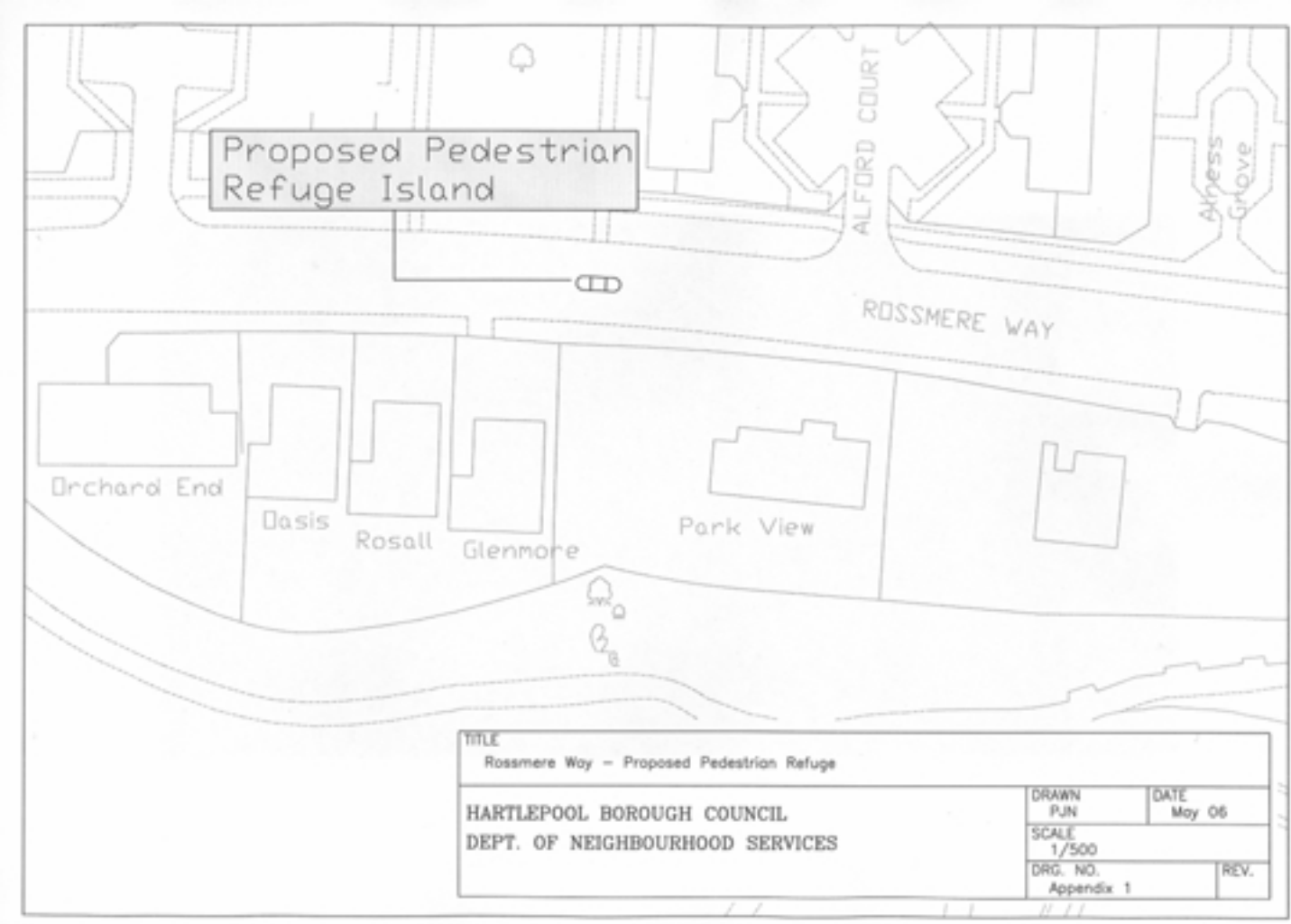
**4. FINANCIAL IMPLICATIONS**

- 4.1 This scheme is estimated to cost £5,000 and will be funded through the Local Transport Plan.

**5. RECOMMENDATIONS**

- 5.1 The Portfolio Holder approves the implementation of the scheme as detailed in section 3.

**2.3**  
**APPENDIX 1**



## **CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder  
20 June 2006



**Report of:** Head of Technical Services

**Subject:** MURRAY STREET HIGHWAY IMPROVEMENT  
SCHEME – ZEBRA CROSSING

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### SUMMARY

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

- 1.1 To inform the Portfolio Holder of an objection to the proposed siting of a zebra crossing on Murray Street between Bentick Street and Mary Street.

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

- 2.1 The report details the scheme background, the consultation undertaken, and the objection received.

#### **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(S) REQUIRED**

- 6.1 That the objection is overruled and the zebra crossing is implemented as planned.

**Report of:** Head of Technical Services

**Subject:** MURRAY STREET HIGHWAY IMPROVEMENT  
SCHEME – ZEBRA CROSSING

---

**1. PURPOSE OF REPORT**

- 1.1 To inform the Portfolio Holder of an objection to the proposed siting of a zebra crossing on Murray Street, between Bentick Street and Mary Street.

**2. BACKGROUND**

- 2.1 As previously reported to the Portfolio Holder on the 13 July 2005 and 6 January 2006, significant funding has been identified by New Deal for Communities for an environmental improvement scheme on Murray Street. Added to this there are financial contributions from the highway maintenance budget for footpath renewal works and the Local Transport Plan in respect of road safety measures.
- 2.2 The introduction of a zebra crossing formed part of the safety measures proposed for Murray Street and was originally located at the site of the School Crossing Patrol north of Bentick Street, a subsequent safety audit recommended that the crossing should be relocated south of Bentick Street (see **Appendix 1**).

**3. CONSULTATION**

- 3.1 Two consultation events were held at the Lynnfield Centre on the 6 and 8 of June. The scheme proposals were on display and officers from the Council and NDC were in attendance to discuss them with the public and answer any queries.
- 3.2 A subsequent event was held at the Lynnfield Centre on the 26 January 2006, which presented the finalised scheme to the public. This included the amended crossing location.
- 3.3 Prior to the events, over 600 letters were distributed to residents and businesses in the surrounding area, asking them to attend and give their views.
- 3.4 Posters advertising the events were also displayed in shop windows on Murray Street, and in some cases the plan of the scheme was also put on show.

- 3.5 Those people unable to attend the consultation were given the opportunity to submit comments in writing, or contact the Council by phone to give their views. All businesses were also visited personally to discuss the scheme and any concerns they may have.
- 3.6 There were no issues raised with the crossing at the above events and many people identified the crossing as an important element of the scheme when completing questionnaires.
- 3.7 The owner of an upholstery business on Murray Street then objected to the crossing following its partial implementation. This was because the controlled zone (zig zags) will prevent vehicles being loaded / unloaded directly outside of his business.
- 3.8 The controlled zone either side of a zebra crossing will prohibit all vehicles from parking. This is to maintain visibility of pedestrians using the crossing.
- 3.9 Although the zig zags would prevent parking immediately outside of the business, deliveries may be accommodated in Mary Street (approximately 10 metres from the entrance) during the hours 9.30am–2.30pm and 4.00pm–8.00am. Loading restrictions are in place on Mary Street during school arrival and leaving times as this road provides an access into Lynnfield Primary School.

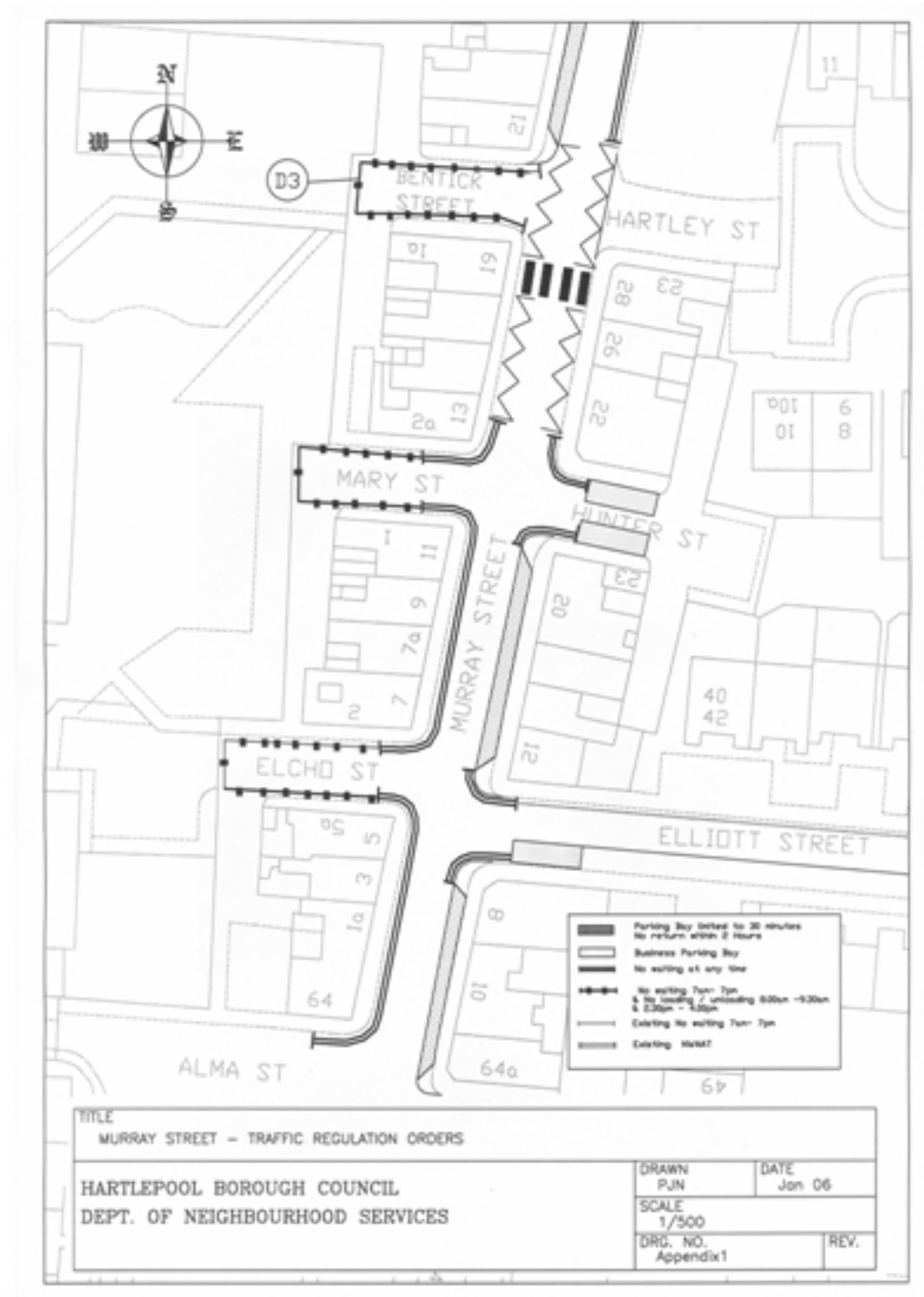
#### **4 FINANCIAL IMPLICATIONS**

- 4.1 The zebra crossing element of the scheme will cost £12,000 and will be funded from the overall scheme budget.

#### **5. RECOMMENDATIONS**

- 5.1 That the Portfolio Holder confirms the introduction of a zebra crossing as detailed in section 2.

# APPENDIX 1 2.4



## **CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder  
20 June 2006



**Report of:** Head of Technical Services

**Subject:** PROPOSED INSTALLATION OF BUS  
SHELTER STATION LANE, SEATON CAREW

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### SUMMARY

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

- 1.1 To consider and approve the installation of a Hartlepool Borough Council bus shelter at Station Lane.

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

- 2.1 Background information on the request for the installation of a bus shelter at Station Lane

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

- 3.1 It is the responsibility of the Portfolio Holder.

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

- 4.1 Non-key decision.

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

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

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

- 6.1 Approval for installation of a Hartlepool Borough Council bus shelter at Station Lane.

**Report of:** Head of Technical Services

**Subject:** PROPOSED INSTALLATION OF BUS  
SHELTER STATION LANE, SEATON CAREW

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**1. PURPOSE OF REPORT**

- 1.1 To consider and approve the installation of a bus shelter at Station Lane, Seaton Carew.

**2. BACKGROUND**

- 2.1 A number of bus passengers who use “Stanmore Grove Stand 1” have complained by phone and in writing at the lack of shelter facilities at this stop.
- 2.2 The stop has recently been re-located from outside Bransdale Grove to the grassed area in front of Byland Grove. This was to facilitate the installation of a zebra crossing in Station Lane requested by a local Neighbourhood Forum.
- 2.3 At present there are no shelter facilities in this area as a number of residents in Byland Grove, who had initially agreed to the re-location of the stop, had objected strongly to the re-location of the shelter as well. They felt it was a target for anti-social behaviour. In view of this and because of the poor condition of the shelter it was agreed that the shelter would not be transferred.

**3. CONSULTATION**

- 3.1 A consultation exercise was carried out in writing with the residents of 1,2,3,4,5,6 & 8 Bylands Grove and 58,76,78,80,82,87,89,91 & 93 Station Lane for their views on the proposed installation of a bus shelter near their property. A survey was also carried out with bus passengers who use the bus stop for their opinion regarding this matter.
- 3.2 Of the sixteen letters sent to the occupants of Station Lane and Bylands Grove ten replies were received. Five residents were in favour of a shelter and five against.

- 3.3 A survey was carried out with bus passengers who use the bus stop. The survey was carried out over a two-week period and at different times of the day. Twenty-three people were surveyed. The majority were in favour of the installation of a new shelter at this stop. There were only two people who objected to the proposal. (The results of the survey will be provided to the Portfolio Holder at the meeting).
- 3.4 The passengers interviewed unanimously opted for an enclosed shelter as this offered the most protection against the strong coastal winds and driving rain.

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

- 4.1 Installation of the shelter to be funded from the bus stop maintenance revenue budget 2006/2007.

#### **5. RECOMMENDATIONS**

- 5.1 That the Portfolio Holder approves the installation of an enclosed bus shelter at Station Lane near the grassed area in front of Bylands Grove.

# APPENDIX 1

## 2.5



## **CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder  
20 June 2006



**Report of:** Head of Technical Services

**Subject:** SUPPORTED BUS SERVICE 5 – WEST VIEW  
TO THE HEADLAND

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### SUMMARY

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

- 1.1 To inform the Portfolio Holder of developments relating to the tendering of supported bus service 5.

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

- 2.1 This report provides an update to the tendering of supported bus service 5.

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

- 3.1 It is the responsibility of the Portfolio Holder.

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

- 4.1 Non-key decision.

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

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

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

- 6.1 To inform the Portfolio Holder of developments relating to the tendering of supported bus service 5.

**Report of:** Head of Technical Services

**Subject:** SUPPORTED BUS SERVICE 5 – WEST VIEW  
TO THE HEADLAND

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**1. PURPOSE OF REPORT**

- 1.1 To inform the Portfolio Holder of developments relating to the tendering of supported bus service 5.

**2. BACKGROUND**

- 2.1 The Stagecoach commercial service 5 was withdrawn between the Headland and Hart Station from 21 March 2005. This was due to poor patronage over a period of time, making the service non commercial. The withdrawal of this service coincided with a general revision of Stagecoach services made at that time. At the same time the council supported evening service 505/555 was also withdrawn following the ending of the Government's Urban Bus Challenge grant.
- 2.2 Since the withdrawal of the Stagecoach commercial service 5 a new health centre has been developed on the Headland, and local health facilities relocated from West View. Significant numbers of people now need to travel from the Hart Station area and points in between to this new health facility. Representations have been made for the service 5 to be reinstated to provide bus links for West View to this new health facility.
- 2.3 In view of these representations the Mayor made provision in the 2006/07 budget for the reinstatement of the service 5 as a Hartlepool Borough Council supported bus service. It was proposed that the service be reinstated as per the original service 5 route, with some modification of the timetable to take account of the health centre opening hours. This was confirmed at the 22 February 2006 Portfolio. There were also requests at this time for an evening service, to cover for the withdrawal of the former service 505/555 described earlier.

### 3. CONSIDERATION OF THE ISSUES

- 3.1 As a result of the decisions at the 22 February Portfolio, two options were tendered. These were as follows:

#### Option 1

A daytime service 5 with an extended timetable to take account of Health Centre visiting times

#### Option 2

A daytime and evening service (partly covering for the loss of the former supported service 505/555).

The timetable for the daytime service is as follows:

Middlegate	0805	0835	0905	Then at	35	05		1635	1705
Brus Arms	0812	0842	0912	These Times	42	12	Until	1642	1712
Bournemouth Drive	0816	0846	0916		46	16		1646	1716

Bowes Green	0817	0847	0917	Then at	47	17		1647	1717
Brus Arms	0821	0851	0921	These Times	51	21	Until	1651	1721
Middlegate	0828	0858	0928		58	28		1658	1728

The route follows that of the previous Stagecoach service 5, and is as follows:

Northgate, West View Road, Brus Arms, West View Road, King Oswy Drive, West View Road, Brus Arms, West View Road, Durham Street, Middlegate.

The evening service follows the same timetable as the above, but with the service terminating at 2228 at Middlegate.

#### Tendering Results

- 3.2 Tenders for service 5 were opened at the Contract Scrutiny Panel on 2 May 2006. The results were as follows:

#### **Tender A Daytime service (conforming tender) £86,957**

This tender complies fully with option 1.

**Tender B Daytime and evening service (conforming tender)  
£108,657**

This tender complies fully with option 2.

**Tender C Daytime service (non conforming tender) £78,469**

This tender broadly complies with option 1, but is for a service that terminates in August 2007 (instead of June 2008 as contained in the tender documents). The timetable is the same as option 1, but includes a gap in the service between 1505 and 1617.

**Tender D Daytime service (non conforming tender) £100,169**

This tender broadly complies with option 2, but is for a service that terminates in August 2007 (instead of June 2008 as contained in the tender documents). The timetable is the same as option 2, but includes a gap in the service between 1505 and 1617.

Tender Awarded

- 3.3 Tender A was the successful tender. While Tender C offered the lowest price, it was not thought desirable to have a gap in the afternoon timetable, as this would cause confusion and inconvenience to the general public. It was felt that the cost of Tender B would cause too great budget pressure.
- 3.4 The new service 5 contract will commence from 26 June.

Service Development and Monitoring

- 3.5 The progress of the new service 5 will be monitored with on bus and static surveys. Consultation will also take place with the general public regarding meeting desired travel needs. If appropriate at a future date, and budgets permitting, the route can be revised to reflect the outcome of the consultation process.

**4. FINANCIAL IMPLICATIONS**

- 4.1 A provision of around £75,000 was made in the Bus Revenue Support budget for 2006/07 for the reinstatement of service 5. The lowest compliant tender was £86,957, which is £11,957 more than was budgeted for.
- 4.2 Expenditure in the current financial year 2006/07 will amount to £66,890, and is within budget. Future financial years will see an additional budget pressure of around £11,957.

**5. RECOMMENDATION**

5.1 The Portfolio Holder is advised to note the contents this report.

## **CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder  
20 June 2006



**Report of:** Head of Technical Services

**Subject:** REVISED FARES STAGE COACH/ARRIVA  
SUPPORTED BUS CONTRACTS

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### **SUMMARY**

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

- 1.1 To inform the Portfolio Holder of revised fares on Hartlepool Borough Council supported Stagecoach bus services, and supported cross boundary services operated by Arriva into County Durham.

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

- 2.1 Details of revised fare scales.

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

- 3.1 It is the responsibility of the Portfolio Holder

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

- 4.1 Non-key decision.

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

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

#### **6.1 DECISION(S) REQUIRED**

- 6.1 To inform the Portfolio Holder of the revised fares.

**Report of:** Head of Technical Services

**Subject:** REVISED FARES STAGE COACH/ARRIVA  
SUPPORTED BUS CONTRACTS

---

**1. PURPOSE OF REPORT**

- 1.1 To inform the Portfolio Holder of revised fares on Borough council supported Stagecoach bus services, and supported cross boundary services operated by Arriva into County Durham.

**2. BACKGROUND**

- 2.1 Stagecoach Hartlepool operates the majority of Hartlepool Borough Council supported bus services. Arriva operates a number of supported bus contracts between Hartlepool and County Durham. This contract is supported jointly with Hartlepool Borough Council and Durham County Council.
- 2.2 Due to recent increases in wages and fuel costs, Stagecoach and Arriva have implemented fare increase on its commercial bus services during May. Stagecoach fares were increased from 7 May 2006, while Arriva fares were revised from 28 May 2006. The revised scales for Stagecoach services are contained in the table 1 below. It should be noted that the price of a Dayrider ticket is reduced from £2.60 to £2.50. The revised scales for Arriva services may be found in table 2.

Table 1

Revised Fares Scale Stagecoach Supported Bus Contracts:

Stage	Present Fare (£)	Revised Fare (£)
1 stage	0.50	0.55
2 stages	0.70	0.75
3 stages	0.80	0.90
4 stages	1.00	1.10
5 stages	1.05	1.10
6 stages	1.10	1.20
7 stages	1.15	1.20
M, bro Return	3.80	4.00
Dayrider Adult	2.60	2.50
Dayrider Child	1.80	1.80
Family Dayrider	4.60	4.90
Megarider	7.00	7.50
Megarider Plus	11.00	11.50
Coolrider	5.20	6.00

Table 2

Revised Fares Scale Arriva Supported Bus Contracts:

Stage	Present Fare (£)	Revised Fare (£)
1 stage	0.60	0.70
2 stages	0.70	0.70
3 stages	0.90	1.00
4 stages	1.00	1.00
5 stages	1.00	1.00
6 stages	1.10	1.20
7 stages	1.10	1.20
8 stages	1.10	1.20

- 2.3 It is custom and practice to increase fares on Hartlepool Borough Council supported bus contracts at the same time as those on commercial services, to avoid confusion to passengers. The Portfolio Holder gave verbal permission for the Stagecoach fare revisions in late April, due to time constraints. The Arriva services are tendered by Durham County Council, although Hartlepool Borough Council contributes towards the cost. Durham County Council will grant permission for the fare revisions on these services as the contract holder.

**3 FINANCIAL IMPLICATIONS**

- 3.1 There are no financial implications to Hartlepool Borough Council as a result of the proposed fare rise.

**4. RECOMMENDATION**

- 4.1 It is recommended that the contents of this report be noted.

## **CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder  
20 June 2006



**Report of:** Head of Technical Services

**Subject:** TRAFFIC REGULATION ORDERS -  
OBJECTIONS

---

### SUMMARY

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

- 1.1 To seek approval for the traffic regulations following objections to the following schemes.

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

- 2.1 This report details the information collected in relation to the objections on the following Traffic Regulation Orders.

#### **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 the Traffic Regulation Orders outlined in the report be approved.

**Report of:** Head of Technical Services

**Subject:** TRAFFIC REGULATION ORDERS -  
OBJECTIONS

---

**1. PURPOSE OF REPORT**

- 1.1 To seek approval for the traffic regulations following objections to the following schemes.

**2. BACKGROUND**

- 2.1 Speed limits are reviewed periodically as an area develops, as the road environment changes or in consideration of road casualty data. Central Government has set casualty reduction targets, which the Council needs to meet by 2010, and the speed management process is a key element in achieving these aims.

- 2.2 The speed limits to be changed are:

- Belle Vue Way (Oxford Street – Burn Road) 30mph Speed limit order;
- West View Road (Easington Road – Winterbottom Avenue) 30mph Speed limit order.

- 2.3 The review process began by focussing on casualty information for the sites, which was the starting point for discussions within the Traffic Liaison Group. The Group comprises the emergency services (who played a key part in the review), public transport operators, taxi representatives, Health Service representatives along with Council traffic and transportation officers. A further meeting has also been held with the Cleveland Road Policing Unit who are in full support of the recommendations.

**3. CONSIDERATION OF ISSUES**

Belle Vue Way (Oxford Street – Burn Road)  
(Plan No. M50,452) (Appendix 1)

- 3.1 This location approaches a roundabout, is adjacent to a housing estate and has a significant number of pedestrians crossing prior to the roundabout.

- 3.2 However, accident statistics show 7 accidents have occurred on the road in the last 3 years. A number of the accidents were “rear end shunts” indicating that excessive speed was a factor. There were also accidents at the Oxford Street junction, in which analysis would indicate that motorists are misjudging the speed of approaching traffic. Accidents have occurred on both sides of the road, approaching the roundabout, approaching the pelican crossing and as mentioned above, at the junction with Oxford Street.
- 3.3 Red light jumping at the pelican crossing is a frequent complaint, with excessive speed and the consequent inability to stop a factor in this. Large numbers of pedestrians going to and from Tesco also cross to the south of the roundabout.
- 3.4 The objection to this order states (**Appendix 2**) that at peak times there is tail back of vehicles travelling into the town from the south and therefore the speeds are greatly reduced because of this. In addition to this the objection states there has been no accidents.
- 3.5 As highlighted above, there has been 7 accidents at this location in the last 3 years, also tail backs in the traffic is not a measure to reduce speed and would only occur for a small portion of the day. The 30mph order would be in force 24 hours a day and will bring about a reduction in speed in a significant number of vehicles and it is hoped a consequent reduction in accidents. In view of the excessive number of accidents, it is recommended to move the 30mph limit out, to start at a point immediately south of the Oxford Street junction.
- West View Road (Easington Road – Winterbottom Avenue) 40mph. (Plan No. M50,454) (**Appendix 3**)
- 3.6 The 30mph limit currently starts midway between King Oswy Drive and Winterbottom Avenue. This leaves a significant section of road, which has houses on both sides, designated as 40mph.
- 3.7 Over the years, there have been a significant number of accidents at the West View Road/King Oswy Drive “D” islands. Although this has reduced slightly since the safety scheme was implemented a couple of years ago, speed related casualties are still occurring. Prior to the scheme there were 6 accidents in 3 years and since the scheme this has reduced to 2 in 2.5 years. In view of this, and in order to give a more appropriate speed limit for a built up area, it is proposed to move the start of the 30mph limit to a point immediately west of the north side slip road, near to 486 West View Road.

3.8 The objection to this order states (**Appendix 4**) that the reduced speed limit would be compromised by frustration, unsafe overtaking and rear end shunts. In addition to this it states that the residential properties are separated by buffer zones and therefore separating the pedestrians from the traffic. It also questions the description of the extents of the order.

3.9 The likelihood of any accidents occurring would be reduced by traffic travelling at lower speeds. There will be less possibility of rear end shunts, overtaking should not be a problem as it is a single carriageway and the frustration felt would be far less than that caused by having to wait due to or even worse being involved in an accident.

#### 4. **CLAVERING ROAD – 20MPH SPEED LIMIT (PLAN C1, APPENDIX 5)**

4.1 There have been a number of concerns raised about the speed of traffic on Clavering Road in the vicinity of Clavering Primary School. The School has also highlighted concerns through its travel plan about the volume and speed of traffic in this area.

4.2 At the portfolio meeting of the 24 March 2006 approval was given for the implementation of a 20mph speed limit with associated traffic calming on Clavering Road in the vicinity of the school. The traffic calming in the form of speed cushions have already been implemented.

4.3 The Association of British Drivers (ABD) have objected to the 20 mph Order (**Appendix 6**). The basis of the objection is that the ABD claim that the scheme will be an unenforceable speed zone, which will be in force 24 hours per day, seven days per week, 52 weeks per year.

4.4 The Department of Transport require a 20mph speed limit to be self enforcing therefore the speed of traffic should already be travelling at 20mph or less or physical measures need to be introduced to reduce traffic to this speed. The 85<sup>th</sup> percentile speed of traffic travelling on Clavering Road in this vicinity was recorded at 36mph. It was therefore necessary to introduce traffic calming on this section of road to regulate the speed.

4.5 Following the Scrutiny inquiry into the provision of 20mph speed limits outside schools it is now Council policy to implement such limits with associated traffic calming on suitable roads.

**5. HART LANE/THORNHILL GARDENS – PROHIBITION OF WAITING ORDER  
(PLAN NO. M50,483, APPENDIX 7)**

- 5.1 The owner of 72 Hart Lane has objected (**Appendix 8**) to the section of lines in front of 74 Hart Lane. The complainant has stated that the introduction of the yellow lines would affect customer parking outside his business.
- 5.2 In addition to this, the resident of 2 Thornhill Gardens has objected (**Appendix 9**) on similar grounds. The complainant states that the sections of yellow lines at the junction of Thornhill Gardens/ Percy Street would prevent people parking here and therefore encourage people to park in front of her property/driveway.
- 5.3 The Highway Code states that vehicles shouldn't park within 10 metres of a junction, this is because of visibility problems and road safety concerns, this is usually carried out when properties are not affected. When properties and parking are an issue then the length of these yellow lines are reduced to a minimum to allow for parking but also keeping the junction clear.
- 5.4 The lines at the Thornhill Gardens/Percy Street junction only prevent vehicles parking approx. 6.5 metres from the junction. This was done to allow the corner properties to park outside their own home but also maintaining visibility and also improving road safety.
- 5.5 The section of lines outside Hart Lane measures the required 10 metres, even though it covers the full extent of No. 74 it is felt that the 10 metres is necessary due to the amount of traffic that use this junction and traffic signals.

**6. RECOMMENDATION**

- 6.1 That the Traffic Regulation Orders outlined in the report be approved for the above reasons.



TITLE Belle Vue Way - Speed Limit Change		DRAWN M.R.		CHECKED	
HARTLEPOOL BOROUGH COUNCIL DEPT. OF ENVIRONMENT & DEVELOPMENT HEAD OF HIGHWAYS AND TRANSPORTATION: I.PARKER		SCALE N.T.S.		DATE Nov '05	
		DRG. NO. MS0.484		REV.	

For the Attention Of:  
Mr. C. Walker,  
Hartlepool Borough Council,  
Victoria Road,  
Hartlepool.

Dear Mr. Walker,

Ref: UN 5441-A 689 Belle Vue Way

I wish to object to the above Proposed Order, aimed at reducing the current Speed Limit of 40 mph, to 30 mph, over the prescribed distance of 292 metres.

1. It is my observation that the starting point of the 40 / 30 mph Speed limit signs, ie: 7 metres north of the junction will conflict with the southerly limits of the two independent Pedestrian Controlled Crossings. Each crossing has different start / finish points for its associated "zigzags" leading into / out of the crossing points for pedestrians. This means that the requisite Speed Limit signs will be at different points along the Dual carriageway, which can lead to a challenge being made to the legitimacy of the "old / new Order,
2. I consider that the need for the Proposed Speed reduction is inappropriate, as the dual carriageway is the major route into the town from the South, and at peak times, there is a constant tail back of vehicles, approaching Tesco Roundabout, so the actual speeds of vehicles is greatly reduced, anyway! Similarly, traffic takes time to increase speeds from Tesco Roundabout, southerly direction, and the regular flow of pedestrians across the pedestrian Controlled Crossing regularly controls the accelerating speeds of vehicles in the south bound carriageway!
3. To my knowledge there have no accidents between vehicles and pedestrians at the Crossing, to date, not like the fatality at Truro Drive, which prompted the introduction of the fixed Speed camera!

I trust that you will forward these concerns, and invite Council Officers to examine these remarks, and reconsider the proposals, with a view to cancel the proposed Order.  
Thank You.

**From:**  
**To:** <chris.walker@hartlepool.gov.uk>  
**Sent:** 12 May 2006 19:56  
**Subject:** Objection to Reduction of Speed Limit from 40 mph to 30 mph.

Dear Mr Walker,

I wish to register my objection as a local motorist who often uses Belle Vue Way against the HBC proposed order for a reduction of a section of this dual carriageway speed limit from 40 mph to 30 mph. The section is as notified in the relevant schedule in the *Hartlepool Mail*, Saturday, April 29, 2006. Ref.5441 UN refers. My reasons for objection are as follows:-

(a) The reason given by Hartlepool Borough Council for its proposal is 'To improve road safety at this location.'

A location is a site or position whereas the proposal is for neither. The proposal, if adopted, would affect a section of dual carriageway 292 metres long.

(b) The specific reason is not given why it is suggested that the proposal will improve road safety? This needs to be divulged so that it can be tested for its veracity by interested parties.

(c) To my knowledge the section in question has a good safety record, with no KSI (killed or seriously injured) nor even minor ones recorded, relating to traffic.

(d) The section in question has no nearby residential properties on either side of the north or south carriageways. It

therefore does not constitute a built-up area, where a 30 mph speed limit usually applies.

(e) It would be inconsistent to impose a reduction from 40 mph to 30 mph on this section of dual carriageway yet allow a

40 mph speed limit to remain in force on the section between Truro Drive and Owton Manor Lane which is in a built-up

area. The north section before Torquay Avenue and Owton Manor Lane contains residential properties with no barrier

between them and the carriageway. Only a footpath separates them!! On the south section from numbers

799 to 829 once again only a footpath separates these residential properties from the carriageway!!

Then Meryl

Gardens lead to the traffic lights with a service road and a metal fence separating the residential properties from the carriageway.

(f) The section of the Belle Vue Way dual carriageway in the proposal is akin to the section on the A 179 Easington Road

one leading to Holdforth Road. This was where a 40 mph speed limit changed to a 30 mph speed limit near its

junction with Lightfoot Crescent. The section of dual carriageway was a long way from Holdforth Road in a

similar non built-up area both sides, and after much consideration by Councillor Robbie Payne, Portfolio Holder,

Culture, Housing and Transportation the 30 mph speed limit sign was re-located to a position near to the Holdforth Road roundabout for a trial period.

(g) The reason given by HBC Traffic Engineers was that the proposal was to improve road safety whereas, in my opinion,

the opposite effect would be achieved to road safety if the proposal is implemented.

2.8  
APPENDIX 3



TITLE		DRAWN		CHECKED	
West View Road - Speed limit change		M.R.		.	
HARTLEPOOL BOROUGH COUNCIL		SCALE		DATE	
DEPT. OF ENVIRONMENT & DEVELOPMENT		N.T.S.		Nov '05	
HEAD OF HIGHWAYS AND TRANSPORTATION: LPARKER		DRG. NO.		REV.	
		M50.485			

From: Chris Walker  
To: <chris.walker@hartlepool.co.uk>  
Sent: 14 May 2006 20:10  
Subject: Opposition of Speed Limit from 40 mph to 30 mph

Dear Mr Walker,

Shown below are my objections to Hartlepool Borough Council proposed order for a reduction in the speed limit from 40 mph to 30 mph on the A1049 West View Road. This revised proposed order was published in *Hartlepool Mail*, Saturday, 13 May, 2006 and the schedule thereto shows the section of carriageway concerned. Ref: UN5441.

(a) The reason given by Hartlepool Borough Council Traffic Engineers for its proposal is 'To improve road safety at this location' is flawed. The section in the schedule is for the north and southbound carriageways in a westerly direction for a distance of 722 metres, which is not a location as stated in the reason but a section of carriageway.

(b) The specific reason is not given why it is stated that the proposal will improve road safety. This needs to be divulged so that it can be tested as to its veracity by interested parties.

(c) Credence of the compilers of the original schedule published in *Hartlepool Mail*, April 29, 2006 is questionable. Stating the north and southbound carriageways implied that the proposal is for a dual carriageway whereas it is for a single carriageway, a northly direction is stated whereas the correct direction is westerly and the commencing point is stated as from 315 West View Road whereas the correct commencing point is from 319 West View Road. The above shown incorrect items were only rectified in a later advertisement in the same newspaper on May 13, 2006 after being notified to HBC by a second party.

(d) As far as I know there have been no KSI (killed or seriously injured) accidents on the section of road in question to warrant a speed limit reduction for 722 metres from 40 mph to 30 mph.

(e) The A1049 West View Road has residential properties on both sides of the road but these are separated by service roads and buffer zones to separate pedestrians from traffic and give adequate sight of such pedestrians to traffic.

(f) A safer way for pedestrians to cross this road than to reduce the speed limit would be to provide a further pedestrian crossing point towards the western end of the cemetery for pedestrians to enter and exit both it or John Howe Gardens.

(g) The reason given by HBC Traffic Engineers that the proposal is to improve road safety, whereas, as the road is perceived to be a 40 mph limit road because of its configuration, in my opinion road safety would be compromised by frustration, unsafe overtaking or rear-end shunts if this proposed order is to be implemented.



For the Attention Of:  
Mr. C. Walker,  
Hartlepool Borough Council,  
Victoria Road,  
Hartlepool.

Dear Mr. Walker,

**Ref: UN 5439 – Clavering Road 20mph Order**

I wish to object to the above Proposed Order, aimed at reducing the current Speed Limit of 30 mph, to 20 mph, over the prescribed distance of 162 metres.

1. I wish to register my objection to the imposition of a reduced speed limit (30-20mph), on this section of Clavering Road, in the vicinity of Clavering (Primary) School.
2. May I point out that the proposed Order, for a 20mph **Speed Limit** between two points, does not require any self regulatory speed measures to be erected to “enforce” the reduced speed between those same points. This would suggest that the Order you are advertising is inappropriate, according to the Department for Transport Regulations. Such self enforcing measures are only required for a **Speed “ZONE!”**
3. I have previously presented alternative options to eradicate many of the existing road traffic hazards in this area, but am dismayed that at this time, as the Order is now being advertised in the Media, **that NONE of the alternative suggestions has been given any credence.** I consider this to be a dereliction of duty by the Council, its Officers, and its democratic principles, and its neglect of alternative engineering design, in favour of purely punitive sanctions against the wider motoring public, to follow other Government agendas, with other motives than the reduction of accidents.
4. The aim is to create a safer neighbourhood, but not to create a unenforceable speed zone, which will be in force 24 hours per day, seven days per week, 52 weeks per year. Such sanctions will NOT detect, and apprehend speeding drivers, unlicensed drivers, or drunken drivers, without the high visibility presence of uniformed Police Officers, **who are the ONLY Agency to pursue this type of Motoring offence.**
5. **Only by the installation of sound engineering measures,** as previously documented, will the potential **hazards** be eradicated. These hazards are very evident to any visitor.
6. I know that Primary School children are being given Road Safety Awareness training whilst at school, which I fully endorse. In fact I wish that parents could also be invited / encouraged / required to learn lessons from their children, rather than the children learning from the bad habits of their parents.
7. There is a growing trend, as documented in post Traffic Accidents Analyses, which rarely come into the public domain, that both adults, and children, are found to be a significant cause **to blame for their negligence in crossing roads without proper care.**
8. To date, the only accident involving a (school) child occurred outside the local shopping precinct, after school, which is also outside of the proposed 20mph zone.
9. I beg to suggest **that proper investigation should be focussed** on that shopping precinct, and its inherent Parking problems, at the northbound Bus Stop, and southbound Bus Terminus, rather than creating an inappropriate speed zone, some distance away from the root cause of some of the endemic traffic / congestion problems.

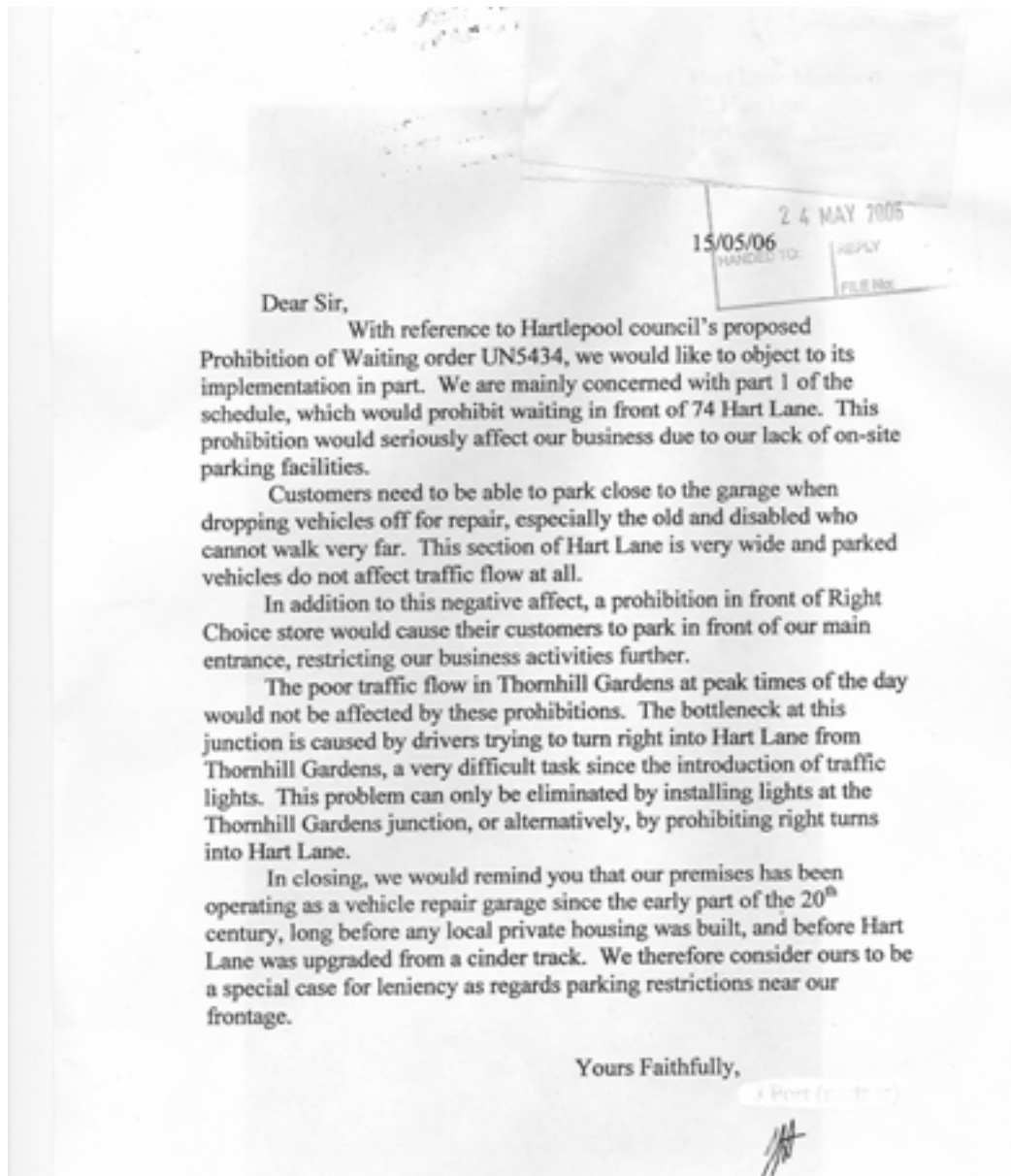
10. At other (Primary) schools there has recently been **high profile presence of uniformed Officers**, which has proved very successful. Such actions can of course only be short term, with the full weight of the Law being imposed, **by prosecution for violations of illegal parking, etc.**

I ask that you will forward these concerns, and invite Council Officers to examine these remarks, and reconsider the proposals, with a view to rejecting / cancelling the proposed Order.  
Thank You.

2.8  
APPENDIX 7



TITLE		
Hart Lane/ Thornhill Gardens - Prohibition Of Waiting Order 2006		
<b>HARTLEPOOL BOROUGH COUNCIL</b> DEPT. OF ENVIRONMENT & DEVELOPMENT HEAD OF HIGHWAYS AND TRANSPORTATION: LPARKER	DRAWN	CHECKED
	M.R.	.
	SCALE	DATE
	1:1000	Feb '06
	DRG. NO.	REV.
	M50.483	



22 MAY 2006

19<sup>TH</sup> MAY '06

REF NO: UN 5445

Dept. Of Neighbourhood Services  
Bryn Hanson House, Hanson Square

24 MAY 2006

HANDED TO: REPLY  
FILE NO:

Dear Mr Walker

I wish to object to the proposed  
schedule of yellow markings on Thornhill Gardens

Our fear is most people will then encourage  
to park in front of 2 Thornhill Gardens, which  
is my house. I also have a driveway which is  
used regularly and my fear is they will block it

Yours sincerely

## **CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder  
20 June 2006



**Report of:** Director of Adult and Community Services

**Subject:** TO EXTEND THE LOAN OF PAINTING  
'YOUTH' BY CHARLES NAPIER HEMY

---

### **SUMMARY**

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

To inform on the extension of the loan of the painting 'Youth' by Charles Napier Hemy.

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

The report focuses on the extension of the loan of the painting 'Youth' by Charles Napier Hemy for an exhibition of his work.

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

The portfolio member has responsibility for museum issues.

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

Non key

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

This is an executive decision by the portfolio member.

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

To approve the extended loan of the painting.

**Report of:** Director of Adult and Community Services

**Subject:** TO EXTEND THE LOAN OF PAINTING  
'YOUTH' BY CHARLES NAPIER HEMY

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**1. PURPOSE OF REPORT**

- 1.1 To inform on request to extend loan of the painting 'Youth' by Charles Napier Hemy from the museum collections.

**2. BACKGROUND**

- 2.1 Hartlepool Museums service has been approached to extend the loan of the painting 'Youth' by Charles Napier Hemy, which is part of the museums permanent collections for a temporary exhibition of his work called "Master of the Sea: Charles Napier Hemy".
- 2.2 Approval has already been given to loan the painting to Penlee House in Cornwall, but the exhibition is now to tour to Ferens Art Gallery, Hull (23<sup>rd</sup> September to 19<sup>th</sup> November 2006), Sunderland Museum and Winter Gardens (2<sup>nd</sup> December 2006 to 27<sup>th</sup> January 2007) and Williamson Art Gallery, Birkenhead (10<sup>th</sup> February to 14<sup>th</sup> April 2007).
- 2.3 Each host venue will provide a completed facilities report– detailing environmental conditions, security, location, access and handling.
- 2.4 The loan will help raise the profile of the collections of Hartlepool Arts and Museums, as well as giving the opportunity to develop links with other arts organisations.

**3. SECTION 17**

- 3.1 Section 17 of the Crime and Disorder Act 1988 requires local authorities and police authorities to consider the community safety implications of the activities.
- 3.2 Section 17 states:  
*'Without prejudice to any other obligation imposed on it, it shall be the duty of each authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions, and the need to do all that it reasonably can do to prevent, crime and disorder in its area'.*

- 3.3 It is believed that there are no the Community Safety implications in respect of the loan of the Hemy painting.

#### **4. DIVERSITY**

- 4.1 It is believed that there are no diversity issues or constraints in relation to the loan of the Hemy painting.

#### **5. ACCESS**

- 5.1 The extended loan of this Hemy painting is in keeping with the Arts and Museums Service objective to make its collections accessible to the widest audience.

#### **6. FINANCIAL IMPLICATIONS**

- 6.1 The item will be insured by the gallery for the total duration of the loan by Government Indemnity on a nail-to-nail basis. All transport costs will be covered by Penlee House and the loan venues.
- 6.2 There are no other financial implications of the loan

#### **7. RECOMMENDATIONS**

That approval for the loan is given.

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

#### Background Papers

None.

## **CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder  
20 June 2006



**Report of:** Director of Community Services

**Subject:** DEVELOPMENT OF GRAYFIELDS  
RECREATION GROUND AND ALLOCATION  
OF PITCHES APPROPRIATE TO ACHIEVING  
QUALITY STANDARDS

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### **SUMMARY**

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

To update the Portfolio Member on progress in relation to the capital investment at Grayfields Recreation Ground and to seek approval to the review of pitch allocation on the basis of League Tier 7 facility requirements.

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

The Council in association with grant funders is developing and improving pitches and facilities at its sites in accordance with the Playing Pitch Strategy. The current capital improvements at Grayfields are due for completion in July 2006.

The future allocation of the pitches and Grayfields enclosure in particular, is recommended to be done by reference to the needs of individual teams achieving higher league status and therefore matching appropriate facilities with teams achieving such status.

This forthcoming season presents the confirmation of a Hartlepool team achieving Tier 7 status for the first time in many years. The proposals contained within the report seeks to address this need and furthermore, safeguard the quality of facilities required by teams playing at current levels i.e. Tier 8 or equivalent.

**3. RELEVANCE TO PORTFOLIO MEMBER**

The Portfolio Member has responsibility for Sport and Recreation

**4. TYPE OF DECISION**

Non-Key

**5. DECISION MAKING ROUTE**

This is an executive decision by the Portfolio Member.

**6. DECISION(S) REQUIRED**

That the Portfolio Member approved the recommendations:

- i) The allocation of the individual pitches at Grayfields continue to be allocated on an annual basis.
- ii) That Grayfields Enclosure be reserved for teams gaining entry into a Tier 7 league (i.e. currently the Wearside League). A maximum of two teams can be accommodated on a back to back basis.
- iii) To further improve facility standards and ensure teams currently playing at Tier 8 level (i.e. Teesside Leagues and Durham Alliance League) have appropriate facilities, a new railed pitch is provided at FP2 in time for the 2006/07 season should this be necessary.
- iv) Long term development proposals continue to secure an additional two full size pitches on the Grayfields Oval in association with a retained Cricket Square.

**Report of:** Director of Adult and Community Services

**Subject** DEVELOPMENT OF GRAYFIELDS  
RECREATION GROUND AND ALLOCATION  
OF PITCHES APPROPRIATE TO ACHIEVING  
QUALITY STANDARDS

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## **1. PURPOSE OF REPORT**

- 1.1 To update the Portfolio Member on progress in relation to the capital investment at Grayfields Recreation Ground and to seek approval to the review of pitch allocation on the basis of League Tier 7 facility requirements.

## **2. BACKGROUND**

- 2.1 The Hartlepool Playing Pitch Strategy was undertaken by consultants and concluded in 2003 that whilst there were sufficient grass playing pitches for current needs, the ground conditions and associated facilities, were of poor quality.
- 2.2 The Action Plan determined a way forward which has resulted in co-operative working between the appropriate League Secretaries, the Durham FA and Sport England. This in turn has led to successful funding applications via the Football Foundation and New Opportunities Fund (NOF) towards the improvement of a variety of facilities, namely King George V Playing Fields changing facilities and latterly the current development of new changing facilities within Grayfields which is due for completion in July 2006.
- 2.3 The current investment in facility and pitch improvement has been complemented by the appointment of a Football Development Officer whose prime task is to develop standards in football clubs to ensure that each club provides a safe quality experience for its players – depending upon progress within the FA Charter Standard, clubs can develop from Charter Standard (Youth & Adult Clubs) to Charter Standard Development Club (have at least five teams and a Football Development Plan) and ultimately to Charter Standard Community Club – this is the pinnacle of the Charter Programme and requires Clubs to operate ten teams from youth to adult, boys and girls teams and have a 3-5 year Football Development Plan.

- 2.4 The FA Charter Standard categories are covered in more detail at **APPENDIX 1.**

- 2.5 Whilst every encouragement will be given to all clubs in town to aspire to the FA Charter Standard, the quality of football is also to be determined by the League Status that can be achieved. At the current time the highest quality of football played by Hartlepool teams are those teams playing within the Durham Alliance and the Teesside League.
- 2.6 To progress beyond this level requires entry into the Wearside League – the Wearside League is also classed as a Tier 7 league, i.e. the commencement of the football pyramid – provision through the football pyramid relies firstly upon winning each particular league then actually having the ground facilities to match the individual league regulations.
- 2.7 Within Hartlepool, three teams play in the Teesside / Durham Alliance Leagues: -
- |                             |                 |               |
|-----------------------------|-----------------|---------------|
| Hartlepool Chester Hotel FC | Teesside League | Grayfields    |
| Hartlepool FC               | Teesside League | Manor College |
| Hartlepool Town FC          | Durham Alliance | Grayfields    |
- 2.8 The current facilities for all teams playing at Grayfields are extremely poor with a heavily vandalised pavilion/changing room and a lack of adequate showers and toilets. The current development coming to fruition and expected to be complete by July will provide high quality changing facilities each with toilets and showers. Separate quality changing / shower facilities for the match officials and a modest social area capable of providing for post match refreshment.
- 2.9 The facility will be complete with a car park and is strategically positioned to enable direct access onto the pitch known as the 'Grayfields Enclosure'. Whilst not actually being 'enclosed' for many years due to persistent vandalism, complementary secure fencing is being installed as part of the overall scheme.
- 2.10 The only current requirement of the Teesside / Durham Alliance Leagues is that of a 'railed' pitch to separate the pitch from all spectators / officials / coaches etc. and a dual dug out facility.
- 2.11 The installation of a fully enclosed 'Enclosure' will enable this pitch to meet the enhanced requirements for the Tier 7 standard (Wearside League) i.e. a fully enclosed pitch, spectator hard standing and restricted gated access for spectators. A small area of covered standing is desirable.

### **3. ALLOCATION PROPOSALS**

- 3.1 At the time of writing of this report one team, Hartlepool FC, has made successful application for entry to the Wearside League. The team

has made application to use the Grayfields Enclosure should they be successful, in gaining entry to the Wearside League. Their current facilities at Manor College are not suitable to be upgraded to the demands of a higher level as the college have a limit to the development which they will allow.

- 3.2 The two clubs who currently play on Grayfields Enclosure are ambitious and seek to make future application to the Wearside League. Whilst they have been using Grayfields Enclosure for twelve and two years respectively their current need is based on a requirement that the pitch is railed, furthermore they have no desire to relocate elsewhere as Grayfields is their spiritual home. Your officers have met with the individual club representatives and can confirm that passions run high in their allegiance to Grayfields.
- 3.3 The successful application and award for Football Foundation funding for the improvement of Grayfields facilities was done on the reciprocal basis that higher footballing standards should be pursued and the appropriate facilities made available to whoever required such facilities to secure Tier 7 football into Hartlepool.
- 3.4 In so doing, it is necessary to effectively separate the quality of the facility for allocation to the most appropriate team or teams who are currently able to achieve league status at that level.
- 3.5 It is important to recall that the improvement to the Council's public recreation facilities is not only overdue and long sought by the Football Community within Hartlepool, its secondary aim is to improve the quality of football played at Amateur Level within the town. To achieve this latter aim requires the matching of appropriate facilities with teams achieving such higher standards.
- 3.6 Other practical considerations come into play, the pitch itself needs to have sufficient time to recover between the end of one season and the beginning of the next, this can be as little as nine weeks. To ensure future pitch repair can be achieved it is proposed that no games be played on Grayfields Enclosure beyond the 2<sup>nd</sup> Saturday in May. League games will have ceased but not all local league 'cup finals' may have been completed – if so, it is proposed that an alternative pitch will be made available.
- 3.7 The proposal, therefore, is that if one or more teams gain entry to the Tier 7 League they be allocated the Grayfields Enclosure for the duration of their presence within that league.
- 3.8 Furthermore that the Grayfields Enclosure be capable of hosting two teams from within the same Tier 7 league along with end of season local league cup finals until the 2<sup>nd</sup> Saturday in May.

- 3.9 Meanwhile it is important to recognise the value and desirability of maintaining sufficiently high standards at alternative pitches at Grayfields to ensure that current teams playing in Leagues lower than Tier 7 can have their requirements met. This is important for the additional reason that such teams have a long association with Grayfields and having tolerated inferior facilities for many years, should now have the benefit of enjoying the new facilities being developed.
- 3.10 In practice this means that to maintain the required pitch / ground standards, a second 'railed' pitch will need to be provided complete with dug out shelter accommodation. It is also desirable that such a pitch is of increased dimensions to match those of the Grayfields Enclosure.
- 3.11 It is believed that such provision can be provided for an additional cost of between £6-9,000 and it is proposed that this be undertaken at pitch FP2 – the new pitch provision will also allow for the creation of a new junior pitch. The total number of football pitches at Grayfields will remain at seven (including the Enclosure) with the long term development plan providing for a further two pitches on the Oval in conjunction with the reduced Cricket Square. These proposals are outlined in the plans attached at **APPENDIX 2**.

#### 4. SECTION 17

- 4.1 Section 17 of the Crime and Disorder Act 1988 requires local authorities and police authorities to consider the community safety implications of the activities.
- 4.2 Section 17 states:  
*'Without prejudice to any other obligation imposed on it, it shall be the duty of each authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions, and the need to do all that it reasonably can do to prevent, crime and disorder in its area'.*
- 4.3 The improvements phased within Grayfields are believed to have a positive effect upon the Community Safety of the area. This is to be achieved in two ways:-
- a) Improvements to the physical security of the site which helps to control and minimise the out of hours reputation for anti-social behaviour that the area currently suffers from.
  - b) The improved sporting facilities will create an impetus for existing football teams, particularly those local to the area to strive to achieve higher standards thus increasing involvement from those who have sporting ambitions. The continued development of a healthy local football club community brings

sporting respect and impacts particularly on anti-social behaviour.

## **5. DIVERSITY**

- 5.1 It is believed there are no diversity issues or constraints in relation to this development and the allocation of pitches.

## **6. ACCESS**

- 6.1 The capital improvements are fully designed to be accessible in the broadest sense and can cater for a variety of needs.
- 6.2 Access to improved sporting facilities and the retention of the cricket pitch benefits the long term use of its facility.

## **7. CONCLUSION**

- 7.1 The Council, having received the benefit of the grant funding for the improvement of the Grayfields Recreation Ground must ensure that appropriate facilities are reserved for use by teams who reach certain standards. This means that several teams will be affected in a cascade of pitch allocations for the forthcoming season.
- 7.2 It is recognised that the new changing facilities due for completion at Grayfields are for the benefit of all teams who use this location and that individual pitch allocations are for specific teams and not allocated as the home for wider club use.
- 7.3 The improvement of clubs throughout the town to different levels of the FA Charter Standard will be unaffected as this Charter Standard reflects the quality of organisation and breadth of inclusivity, not a ground or facility standard.
- 7.4 Having re-inspected the ground, reviewed the pitch layouts and identified the longer term development proposals it is recommended that the following guidelines and improvements are adopted: -
1. That Grayfields Enclosure is reserved for Tier 7 Football League Standard – whenever a team or teams achieve this standard.
  2. Whenever no team exists at this standard, the Grayfields Enclosure be used by Teams from the Teesside and / or Durham Alliance League.
  3. The Grayfields Enclosure continue to be allocated for any end of season Hartlepool League Cup Finals until the 2<sup>nd</sup> Saturday in May.

4. That pitch FP2 be upgraded in dimension and facilities i.e. a railed off pitch complete with dugouts and reserved for the use of teams playing in the Teesside / Durham Alliance League.
5. That football pitches are allocated on an annual basis to the teams requiring pitches of a certain facility standard – i.e. it is the team which is allocated and not the football club(s) themselves. Football clubs which run multi-teams are responsible for finding / securing pitches appropriate to their standard. Many of these may be at Grayfields or other Council facilities, they may be at recreation pitches owned and managed by others.
6. All teams which book to play at Grayfields Recreation Ground will have equal access and use of the ancillary facilities available i.e. car parking, changing rooms, showers, toilets and social room etc.

## **5. RECOMMENDATIONS**

The Portfolio Holder is recommended to approve:

- v) The allocation of the individual pitches at Grayfields continue to be allocated on an annual basis.
- vi) That Grayfields Enclosure be reserved for teams gaining entry into a Tier 7 league (i.e. currently the Wearside League). A maximum of two teams can be accommodated on a back to back basis.
- vii) To further improve facility standards and ensure teams currently playing at Tier 8 level (i.e. Teesside Leagues and Durham Alliance League) have appropriate facilities, a new railed pitch is provided at FP2 in time for the 2006/07 season should this be necessary.
- viii) Long term development proposals continue to secure an additional two full size pitches on the Grayfields Oval in association with a retained Cricket Square.

CONTACT OFFICER: John Mennear, Assistant Director (Community Services)

### Background Papers

Hartlepool Playing Pitch Strategy

### **The FA Charter Standard**

The FA Charter Standard Clubs looks to provide recognition to those clubs who demonstrate

- Required standard
- Raising standards
- Raising excellence

There are three awards, each with their own targets and status that clubs can aim for.

#### **Charter Standard Clubs**

This award is available for both Youth and Adult Clubs.

Youth Clubs need to demonstrate management, child protection, qualified coaches, codes of conduct and insurance, first aid qualifications and codes of conduct.

#### **Charter Standard Development Clubs**

These clubs must have met the criteria for Charter Standard Clubs and must also have at least five teams and a Football Development Plan.

#### **Charter Standard Community Clubs**

This award is the pinnacle of the Charter Standard Programme, and in addition to meeting all of the Charter Standard Club criteria, clubs need 10 teams from youth to adult, mini soccer, boys' and girls' teams and a 3-5 year Football Development Plan.

- Why go for Charter Standard?

Clubs that receive the Charter Standard Award will be able to access a comprehensive benefits package which includes from the FA:

- Charter Standard logo
- Promotional materials
- FA Child Protection and Best Practise – The Guide,
- Two footballs
- Tickets to England Youth internationals
- Free places on The FA/McDonalds Community Coaching Programme
- Invitation to Durham FA's annual Charter Standard Cup
- Access courses and training to assist continued development

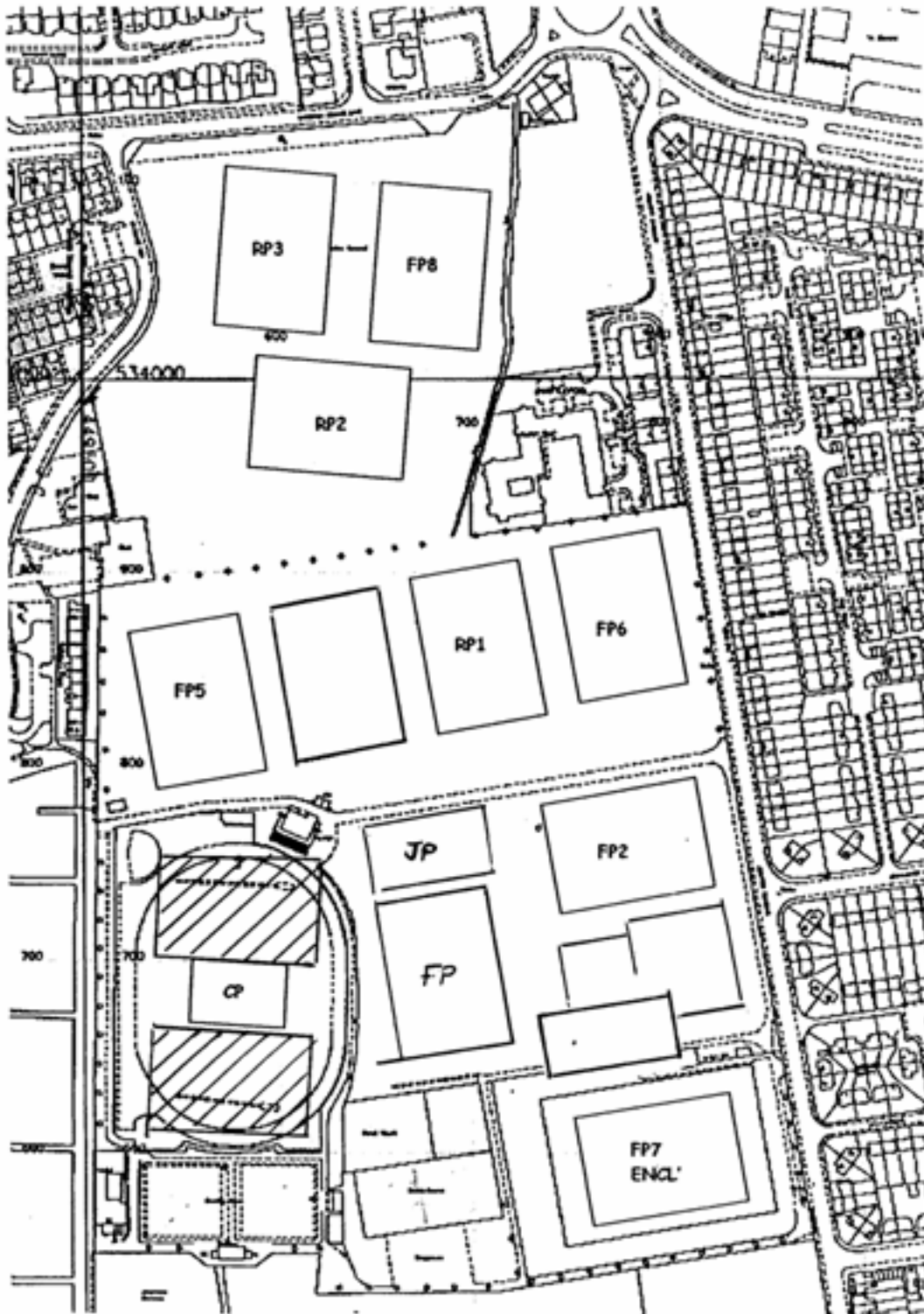
From Hartlepool Sports Development:

- 12 footballs
- 10 Bibs
- 40 Coloured cones

*However the most important benefit is the recognition, from the FA, that the club provides a safe, quality experience for its players.*

# Grayfields Recreation Ground

Appendix 2  
2.10



CP = Cricket pitch.  
RP = Rugby Pitch.

FP = Football Pitch.  
ENCL = Enclosure.

JP = Junior Pitch.  
(Proposed)

## **CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO**

Report To Portfolio Holder  
20<sup>th</sup> June 2006



**Report of:** Head of Technical Services

**Subject:** PETITION FOR THE CLOSURE OF THE  
FOOTPATH, SERPENTINE ROAD, BETWEEN  
WOOLER ROAD AND ST BEGA'S GLADE

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### **SUMMARY**

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

- 1.1 To advise the Portfolio Holder of the receipt of a petition for the closure of the above footpath.

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

- 2.1 Details of the petition, a summary of the current situation and identification of possible solutions.

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

- 3.1 It is the responsibility of the Portfolio Member.

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

- 4.1 Non-key

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

- 5.1 Directly to Portfolio

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

- 6.1 That the Portfolio Holder notes receipt of the petition and advises as to what course of action is to be taken.

**Report of:** Head of Technical Services

**Subject** PETITION FOR THE CLOSURE OF THE  
FOOTPATH, SERPENTINE ROAD, BETWEEN  
WOOLER ROAD AND ST BEGA'S GLADE

---

**1. PURPOSE OF REPORT**

- 1.1 To advise the Portfolio Holder of the receipt of a petition for the closure of the above footpath and to seek direction as to the way forward.

**2. BACKGROUND**

- 2.1 On 9<sup>th</sup> May 2006 the Council received a petition, signed by 43 people, (copy to be produced at meeting) and entitled "Petition for the closure of link access way, Wooler Road to Serpentine Road".
- 2.2 The petition relates to the footpath that forms part of Serpentine Road and runs between Wooler Road and St Bega's Glade, as indicated in **Appendix 1**.
- 2.3 A resident of Knightsbridge Gardens contacted the Council during the winter period to explain that he, and other residents of the area in general, were being subjected to anti-social behaviour activities by gangs of youths using the above footpath to gain access to Ward Jackson Park. This was particularly problematic on Friday and Saturday evenings and during the summer months. It was suggested at this time, by the resident, that the closure of the footpath would resolve the situation, as the youths would not be able to use this route to travel to and from the park.
- 2.4 The closure of the footpath is also supported by the town's Member of Parliament, as indicated in his letter to the Chief Executive attached as **Appendix 2**.

**3. CONSIDERATION OF ISSUES**

- 3.1 Since notification of the problems meetings have taken place that were attended by residents, the Police, the Central Area Neighbourhood Manager, the Council's Anti Social Behaviour Unit and Officers from the Highway Division.

3.2 The outcome of these meetings are:

- The Anti Social Behaviour Unit has written to all residents of Knightsbridge Gardens, Serpentine Gardens and St Bega's Glade informing residents of how to contact them to report incidents.
- The police have increased their patrols and on a recent weekend arranged a "hit" of Ward Jackson Park and its surrounding neighbourhood, which resulted in 27 ASBO13 tickets being issued i.e. individual's details obtained and recorded which are forwarded to the appropriate police section and the Council's ASB Unit to follow up,
- The area has been designated a P.O.P. (Police Orientated Policing). This means that the area will be visited every day, even when the Ward Police are on off days, by the Police Response Unit.
- A local off-licence has been visited by the Police and Trading Standards, raising awareness of the problem and its association with alcohol sales to underage persons.

3.3 The situation continues to be monitored through liaison with the Police and ASBU to try to resolve the anti social behaviour activities that are affecting the quality of life of the residents.

3.4 There are five options available for the closure of a public highway:

**Section 116 Highways Act 1980-** given the geography of this particular location, this option would be inappropriate due to both the amount of boundary alterations required and the current, genuine, usage of the path.

**Countryside and Rights of Way Act 2000-** This method would require an approval from the Secretary of State to designate the area as being subject to high levels of crime. Notwithstanding the fact that this is a long protracted process it is presumed that residents would not want this designation in the area as it would likely devalue their properties.

**Road Traffic Regulations Act 1984 Sections 1 and Schedule 9 Part IV-** This is the legislation currently used for the installation of alleygates to back streets in the town. This legislation however does not allow for the gates to be opened and closed at set times and would, again due to usage by genuine members of the public, be inappropriate at this location.

**Town and Country Planning Act-** not applicable in this case as this is utilised during the course of planning applications and is determined by Government Office.

**Section 129A to 129G Highways Act 1980 (Gating Orders)-** This is new legislation written into the Act by the new Cleaner Neighbourhoods and Environment Act 2005. This legislation allows highways to be gated due to crime and anti-social behaviour and also for the gates to be locked at prescribed times of the day and week. This would allow for the gates to be locked at times when the reported problems are at their worst, presumably in this case on Friday and Saturday evenings, (however consultation with residents would be required before exact days and times were set). If a gating scheme were to be approved at this location it is this legislation that would be most appropriate for use.

- 3.5 If the closure of the footpath were to go ahead there would be implications in respect of the alternative routes available for both residents and other, genuine, members of the public who may use the footpath at the present time. People travelling from Wooler Road to Park Avenue, (or any of the estate roads between) would be required to continue along Wooler Road and then down The Parade. If the destination were to be Ward Jackson Park the extra distance involved would be 91m. However if the destination was the west end of Serpentine Road this would result in a 430m longer journey and on this basis it is suggested that local residents, and those in the Cresswell Drive area, would be those most likely to be effected to a greater extent if the gates were to be erected.
- 3.6 Initial consultation with the Police, over the possibility of a gating order, have indicated that they feel that any restriction in access, whether permanent or at certain times of the day or week, would adversely affect the lives of law abiding citizens who would be refused their rights of access along this footpath.
- 3.7 They accept that the closure could reduce offences of anti social behaviour but emphasise that the erection of gates at either end of the footpath could act as a magnet to those youths who are looking for a place to congregate, as this will produce a sterile area between the gates which could develop into another problem area to be policed.
- 3.8 They also point out that, should gates be erected, the problem is likely to be transferred to another area.
- 3.9 Should gates be erected at this location keys will be issued to emergency services, public utilities and other essential maintenance services as is the case with standard alley gating schemes. It would be intended that no keys are issued to residents of the immediate nor surrounding area.

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

- 4.1 No funding has been identified for works in this area

- 4.2 At the time of writing a cost estimate had been requested for the works from a local contractor but had not been received. A verbal update will be given at the meeting.
- 4.3 If a gating order were to be instigated the cost of opening and closing the gates at set times would be included in the Authorities current security contract and would be negligible.

**5. RECOMMENDATIONS**

- 5.1 That the Portfolio Holder acknowledges receipt of the petition and advises as to what course of action Officers should take on this issue.



APPENDIX 2

IAIN WRIGHT MP



HOUSE OF COMMONS  
LONDON SW1A 0AA

Mr Paul Walker  
Chief Executive  
Hartlepool Borough Council  
Civic Centre  
Victoria Road  
Hartlepool  
TS24 8AY

23 May 2006

Dear Paul

**Anti-social behaviour – Serpentine Gardens**

I have recently been contacted by a constituent who is concerned at the level of anti-social behaviour emanating from the alley leading from Serpentine Road to Serpentine Gardens.

My constituent informs me that youths are gathering in the alley and then travelling through to Kensington Gardens and behaving in an anti-social manner, causing damage to cars and property and urinating in residents' gardens.

I understand that Council and police officers are aware of this problem and that there are discussions being held regarding the potential closure of the alley. This certainly seems a sensible course of action. I would therefore appreciate it if you could take this letter as an endorsement of that course of action and inform me of what plans the Council have to deal with this problem, which is causing a great deal of distress to a number of residents.

I look forward to hearing from you.

Best wishes.

Yours sincerely

Iain Wright  
Member of Parliament for Hartlepool

Constituency Office 23 South Road, Hartlepool TS26 9HD  
Tel: 01429 224403 Website: [www.ianwrightmp.org.uk](http://www.ianwrightmp.org.uk) Email: [wrighti@parliament.uk](mailto:wrighti@parliament.uk)

## **CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO**

Report to Portfolio Holder  
20 June 2006



**Report of:** Director of Neighbourhood Services

**Subject:** NEIGHBOURHOOD SERVICES DEPARTMENTAL  
PLAN (CULTURE, LEISURE & TRANSPORTATION)  
UPDATE MARCH 2006

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### SUMMARY

1. **PURPOSE OF REPORT**

To agree the update on performance of the Neighbourhood Services Departmental plan for 2005 / 2006, covering the period from the 1<sup>st</sup> April 2005 to 31st March 2006.

2. **SUMMARY OF CONTENTS**

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

3. **RELEVANCE TO PORTFOLIO MEMBER**

The portfolio holder for Culture, Leisure & Transportation has responsibility for part of the Neighbourhood Services Departmental Plan.

4. **TYPE OF DECISION**

Non key

5. **DECISION MAKING ROUTE**

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

6. **DECISION(S) REQUIRED**

Approval of the Departmental Plan update report.

**Report of:** Director of Neighbourhood Services

**Subject:** NEIGHBOURHOOD SERVICES DEPARTMENTAL  
PLAN 2005-2006

---

**1. PURPOSE OF REPORT**

- 1.1 To agree the update on performance of the Neighbourhood Services Departmental plan for 2005 / 2006, covering the period from the 1<sup>st</sup> April 2005 to 31<sup>st</sup> March 2006.

**2. BACKGROUND**

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

**4. RECOMMENDATIONS**




- 4.1 It is recommended that the update to the Plan be approved.

## Neighbourhood Services Department








Plan: **Departmental Plan Indicator Report**

Update to end of: **March 2006**






### Performance Indicator

<b>No Update provided</b>		<b>1</b>	<b>2.0%</b>
	Technical Services	1	
	<b>Below Target</b>	<b>12</b>	<b>24.0%</b>
	Neighbourhood Management	2	
	Technical Services	10	
	<b>Unsure</b>	<b>4</b>	<b>8.0%</b>
	Technical Services	4	
	<b>On or Above Target</b>	<b>33</b>	<b>66.0%</b>
	Neighbourhood Management	10	
	Technical Services	23	
<b>Total No. of Performance Indicators</b>		<b>50</b>	







## Neighbourhood Management

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn	Comments on Performance
<b>Highway Services</b>					
LPINS3 	Percentage of street lights not working as planned (SL timeliness)  Bob Golightly	0.95	0.843	0.920 %	t is very difficult to improve on this figure,
TE10 	% repairs to hazardous defects completed within 24 hours (Emergency UHM timeliness)  Kevin Young	100	100	100 %	
TE20 	% of gullies cleansed against target (Routine gully cleansing timeliness)  Kevin Young	100	100	100 %	
TE21 	% of correctly forecast frosts treated (Winter Service quantity)  Jon Wright	100	100	100 %	
TE33 	Number of inaccessible gullies that have been revisited  John Wright	100		100 %	
TE34 	% of reactive highway jobs completed within response times. (Routine UHM timeliness)  Kevin Young	100	97	92 %	Target not met due to increased volumes of work commissioned in final quarter of year.
TE36 	Percentage of reactive street lighting jobs completed within response times  Bob Golightly	100	100	100 %	All s/lighting 1/2 hour emergencies carried out within 30 minute








## Neighbourhood Management

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn	Comments on Performance
TE44 	Number of electrical supply faults repaired by NEDL (Reactive SL quantity - out of HBC control)  Bob Golightly	75	73	104 Num	31 for the 4th quarter 29 more faults than the target have been identified
TE53 	% of street lighting works (10% of all work) post inspections achieving satisfactory standard. (Routine SL timeliness)  Bob Golightly	100	100	100 %	
TE55 	Ensure all informal street lighting enquiries are responded to within target (Customer care – street lighting)  Bob Golightly	100	100	100 %	
TE57 	Number of electrical supply faults outstanding (Reactive SL quantity - out of HBC control)  Bob Golightly	0	8	6 Num	Improvement continues to be shown by Distribution Network Operators, however further improvements still need to be achieved
TE70 	Average lampwattage compared with consumption  Bob Golightly	450	449.6	449.6	








## Technical Services

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn	Comments on Performance
<b>Engineering Consultancy</b>					
TE37 	Percentage of inspections of coast protection structures carried out within DEFRA defined targets.  Dave Thompson	90	100	100 %	
TE38 	Percentages of inspections of ordinary watercourses carried out within time.  Dave Thompson	80	April - Dec incl 75.7%	78 %	The important watercourses were inspected
TE61 	Customer satisfaction for civil engineering, percentage of satisfied customers for SERVICE on an annual basis. *  Alan Coulson	90	-	94 %	
TE62 	Customer satisfaction for civil engineering, percentage of satisfied customers for END PRODUCT on an annual basis. *  Alan Coulson	90	-	100 %	
TE63 	Customer satisfaction for structural engineering, percentage of satisfied customers for SERVICE on an annual basis. *  Alan Coulson	90	-	100 %	
TE64 	Customer satisfaction for structural engineering, percentage of satisfied customers for END PRODUCT on an annual basis. *  Alan Coulson	90	-	100 %	
<b>Transport Services</b>					








## Technical Services

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn	Comments on Performance
TE65 	Percentage of taxi inspections completed within 45 minutes  John Jones	97	99%	100 %	
TE66 	Percentage of vehicle breakdowns attended to within the boundary of Hartlepool within 40 minutes  John Jones	99	99%	100 %	
TE67 	Percentage of pre booked services / inspections carried out on time  John Jones	95	95%	98 %	
TE68 	Number of applications for community transport processed within seven working days  Jayne Brown	96	100	100 %	27 applications received, all processed within seven days
<b>Transportation and Traffic</b>					
BVPI 99 (a i) 	Road Accident Casualties: KSI all people  Peter Frost	39.96		49	Figures are still above target but continuous road safety schemes and training are helping to bring about further reductions.
BVPI 99 (a ii) 	Road Accident Casualties: KSI all People - % change from previous year  Peter Frost	-4		-12.50	The figures for 04/05 appeared to be a blip, which were further affected by the highest number of A19 accidents recorded. The 05/06 figures do however show a significant improvement on the target.
BVPI 99 (a iii) 	Road Accident Casualties: KSI all People - % change from 1994-98 average  Peter Frost	-20		6.06	The outturn did not meet target but early indications show that next years figures will be significantly closer to the target.








## Technical Services

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn	Comments on Performance
BVPI 99 (b i) 	Road Accident Casualties: KSI Children  Peter Frost	8.85		10	The outturn is very close to the target but with numbers being so low, figures can vary significantly year on year.
BVPI 99 (b ii) 	Road Accident Casualties: KSI Children - % change from previous year  Peter Frost	-5.25		-33.33	Due to small numbers a +/- can give a high percentage but the outturn is still well below the target as a result Local Safety Schemes and continuous road safety training and publicity.
BVPI 99 (b iii) 	Road Accident Casualties: KSI Children - % change from 1994-98 Average  Peter Frost	-25		-15.25	Figures show a significant reduction as a result Local Safety Schemes and continuous road safety training and publicity although figures are still above the target.
BVPI 99 (c i) 	Road Accident Casualties: Slight Injuries  Peter Frost	368.22		304	The outturn is well below target as a result of Local Safety Schemes and the possibility of using dft stretched targets is being considered.
BVPI 99 (c ii) 	Road Accident Casualties: Slight Injuries - % change from 1994-98 Average  Peter Frost	-0.87		-0.33	Slightly below the target but early indications show targets will be met for next year as a result of Local Safety Schemes.
BVPI 99 (c iii) 	Road Accident Casualties: Slight Injuries - % change from previous year  Peter Frost	-5		-21.56	Figures continue to show a significant reduction to the 94/98 average as a result of Local Safety Schemes.
BVPI100 	Number of days of temporary traffic control  Peter Frost	0	0	0 Days	No roadworks meeting the criteria set for this indicator took place during 2005/6





## Technical Services

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn	Comments on Performance
BVPI102 	No of local bus passenger journeys originating in the authority area undertaken each year.  Ian Jopling	6592000	-	5592176 Num	data available May 06
BVPI165 	Percentage of pedestrian crossings with facilities for disabled.  Peter Frost	100	100%	100% %	
BVPI187 a 	%age of categories 1, 1a and 2 footways where structural maintenance should be considered.  Mike Blair	22	-	14.97 %	Footpath conditions appear to have improved disproportionately with the investment in them this year. External contractors carry out the surveys
BVPI223 	%age of the local authority principal road network where structural maintenance should be considered.  Mike Blair	22	-	11.0 %	Method of calculating BVPI outturn from SCANNER data has changed, thus results do not directly relate to previous years outturns or targets
BVPI224 a 	%age of the non-principal classified road network where maintenance should be considered  Mike Blair	16.75	-	23.0 %	Method of calculating BVPI outturn from SCANNER data has changed thus results do not directly relate to previous years outturns or targets. The extent of the survey has also changed from 50% of the network to 100%.
BVPI224 b 	%age of the unclassified road network where structural maintenance should be considered  Mike Blair	38	-	16.51 %	The percentage of the network surveyed has been increased from 25% to 50% this year in order to reflect more accurately the overall condition. This has resulted in this year in the outturns and target not relating to previous years.
LPINS14 	Increase in number of passenger journeys at Hartlepool Station per annum  Ian Jopling	316000	-	346835	Figures have shown a 10% increase on the previous year

## Technical Services

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn	Comments on Performance
LPINS15 	Increase in number of passenger journeys at Seaton Carew station per annum  Ian Jopling	14000	-	17,879	Figures have shown a 20% increase on the previous year
LPINS4a 	Increase in the average daily cycle flows from 2002/03 baseline to 2004/05  Ian Jopling	80		- % Increase	03/04 - 141, 04/05 - 151
LPINS4b 	Increase in the number of pupils from year 6 upwards in schools maintained by Hartlepool LEA who cycle to school  Ian Jopling	175	100	100	number of children cycling to school has doubled from 2002-03 over three year period.
LPINS4c 	Increase in the number of employees at major employers in Hartlepool who report regularly cycling to work  Ian Jopling	637	159	-	no surveys carried out in 05-06,
TE22 	Number of trainees taking the Cleveland Motorcycle Training Scheme  Paul Watson	100		-	figures not yet available from Stockton Borough Council
TE23 	Number of children pedestrian trained  Paul Watson	1250	716	1104	
TE24 	Number of children taking cycling training  Paul Watson	500	564	564	

## Technical Services

Indicator No:	Indicator Description:	current target:	Previous Qtr outturn	Outturn	Comments on Performance
TE25 	Number of major employers in Hartlepool developing a work place travel plan.  Karen Wilkinson	6		-	It has not been possible cannot calculate due to conditions attached to planning applications for a travel plan
TE26 	Total number of car parking transactions  Philip Hepburn	1,200,000	-	1335750 Num (Millions)	
TE27 	Total car parking revenue  Philip Hepburn	1073629	-	1,095,403 £	
TE69 	Number of primary schools with authorised travel plans  Karen Wilkinson	19		21 Num	

**Neighbourhood Services Department**  
**Departmental Plan - Quarterly Update Report**

**March 2006**

**Portfolio**

SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of	March 2006
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EH2/05.3

**Reporting Officer:** Alastair Smith

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

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

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

Continued discussions with local rail operators and Grand Central railways have resulted in the provision of direct rail links with London to commence early 2007.



## Portfolio

SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of	March 2006
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10

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

Establish car park cash income target review

Apr-05

complete

**Reporting Officer:** Philip Hepburn



11

Produce road casualty information leaflets / bookmarks

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

May-05

Complete

**Reporting Officer:** Mark Read



111

Develop investment strategy for road maintenance

Improve condition of road network Sep-05

Now part of Highway Asset Management Plan, to be completed March 07.

**Reporting Officer:** Mike Blair



## Portfolio

SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of	March 2006
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12

Rationalise Traffic Regulation Orders system in conjunction with Decriminalised Parking Enforcements

Ensure traffic requirements fit in with new DPE system.

Jun-05

Have been unable to book training course as yet due to external provider, but this should now take place in the next few weeks to enable system to become fully operational.

**Reporting Officer:** Peter Frost



13

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

Increased number of trainees taking the Cleveland Motorcycle Training Schemes

Apr-05

issuing leaflets and advice on a monthly basis

**Reporting Officer:** Paul Watson



14

Bus passenger information

Improved roadside route information

Jul-05

Shelters have been modified, this is part of wider North East Project, project delayed as problem with equipment, summer 2006 estimated completion

**Reporting Officer:** Ian Jopling



## Portfolio

SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of	March 2006
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15

Cycling action plan

Increase cycle usage and promote modal change

Jul-05

Draft strategy included in final second local transport plan submitted to government 31/03/06.

**Reporting Officer:** Ian Jopling



16

Produce framework guidance for developers on transport assessment

Transport guidance notes to aid potential developers

Jun-05

Completion delayed, work still ongoing.

**Reporting Officer:** Mike Blair



17

Produce supplementary planning guidance

Transport guidance notes to aid potential developers

Jun-05

Not completed/ Dependant on travel plan guidance. Working with Development Control - Revised completion date December 2006.

**Reporting Officer:** Karen Wilkinson



## Portfolio

SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of	March 2006
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18

Production of road safety plan

Increase awareness of road safety issues and reduce casualties

Jul-05

Completed, undergoing consultation

**Reporting Officer:** Paul Watson



8

Introduce Decriminalised Parking Enforcements as per agreed phased timetable

Introduce Decriminalised Parking Enforcements parking controls

Jun-05

complete

**Reporting Officer:** Philip Hepburn



9

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

Upgrade ticket machines

Jun-05

complete

**Reporting Officer:** Philip Hepburn



## Portfolio

SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of March 2006
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EH2/05.1

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

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

Mar-06

Continued discussions with local rail operators and Grand Central railways have resulted in the provision of direct rail links with London to commence early 2007.

**Reporting Officer:** Alastair Smith



EH2/05.2

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

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

Mar-06

Extension of travel concession scheme has commenced 1st April 2006 following negotiations with Tees Valley Authorities and bus operators

**Reporting Officer:** Alastair Smith



EH3/05.1

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

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

Sep-05

Highway maintenance programme for 2006/7 has recently been approved by Portfolio. Highways Asset management being develop over coming year.

**Reporting Officer:** Alastair Smith



## Portfolio

SDI Ref.	Development Initiative 2005/6	Sub references	By When? / milestones	Progress to end of	March 2006
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EH3/05.2

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

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

Dec-05

Legal negotiations being finalised with network rail and northern rail.

**Reporting Officer:** Alastair Smith



EH3/05.3

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

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

Final second LTP submitted to Govt on 31/3/06. Framework bus strategy included as an annex to this plan.

**Reporting Officer:** Alastair Smith

