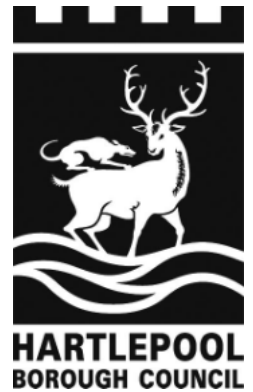


TRANSPORT AND NEIGHBOURHOODS PORTFOLIO DECISION SCHEDULE



Thursday 6th October 2011

at 8.30am

in Committee Room C, Civic Centre, Hartlepool

Councillor P Hargreaves, Cabinet Member responsible for Transport and Neighbourhoods, will consider the following items.

1. KEY DECISIONS

No items

2. OTHER ITEMS REQUIRING DECISION

2.1 Catcote Road / Ow ton Manor Lane Improvements – *Assistant Director (Transport and Engineering)*

3. ITEMS FOR INFORMATION

3.1 20's Plenty Review of Action Plan – *Assistant Director (Transport and Engineering)*

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
6 OCTOBER 2011



Report of: Assistant Director (Transport and Engineering)

Subject: CATCOTE ROAD/ OWTON MANOR LANE
IMPROVEMENTS

SUMMARY

1. PURPOSE OF REPORT

To report objections to the proposed junction improvement scheme at Catcote Road/ Owton Manor Lane.

2. SUMMARY OF CONTENTS

The report details the background to the scheme, the objections to it and the proposed course of action.

3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

Non-key.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

That the objections are noted, and the junction improvement scheme be approved.

Report of: Assistant Director (Transport and Engineering)

Subject: CATCOTE ROAD/ OWTON MANOR LANE
IMPROVEMENTS

1. PURPOSE OF REPORT

- 1.1 To report objections to the proposed junction improvement scheme at Catcote Road/Owton Manor Lane.

2. BACKGROUND

- 2.1 As part of the Tees Valley Bus Network Improvements programme, junction improvements were identified for the east and west junctions of Owton Manor Lane with Catcote Road, as shown in **Appendix 1**.
- 2.2 Vehicles waiting to turn right from either leg of Owton Manor Lane can prevent left turning vehicles from reaching the junction, leading to increased congestion.
- 2.3 The scheme to widen the junctions will allow a much longer right turn stacking capacity, and also gives a significantly increased left turn lane length. This will enable vehicles to reach the junctions much more quickly, significantly increasing their capacity.
- 2.4 Owton Manor Lane is a busy east – west link in the south part of town and this scheme will greatly benefit traffic flows in the area. This will be particularly beneficial should the proposed development to the south west of the town go ahead.

3. CONSULTATION

- 3.1 31 letters were sent out for the initial consultation on the scheme, to which 7 responses were received (**Appendix 2**).
- 3.2 3 of the responses related to loss of parking on the eastern leg of Owton Manor Lane due to the road widening, and to address this an amended design was developed (**Appendix 3**). This involves the provision of car crossing areas for the 6 properties, rather than the more usual solution of installing a lay-by. The advantages of this approach are threefold – It will provide 6 parking spaces instead of 4, will avoid the need to remove a mature tree, and is estimated to cost

£7,000 less than the lay-by option. There have been no objections to the new layout following further consultation.

- 3.3 Another response relates to the possible loss of trees on the western leg, outside of the church. It has now been confirmed though, that all existing trees at this location can be retained.
- 3.4 The loss of the hard standing area on the north side (western leg), which will be utilised to help form the junction widening, was also highlighted as this can be used as a parking area. The hard standing on the south side will remain in place, however, which is the side where the residential properties are located.
- 3.5 Another response suggested moving the centre line across on the eastern leg, to improve turning manoeuvres for southbound vehicles on Catcote Road when turning into Owton Manor Lane. This is incorporated into the scheme proposals.
- 3.6 A further response suggested that traffic signals be installed, however, with the staggered junction layout that exists signals would not control the junction in an efficient manner.
- 3.7 The final response relates to the layout of Catcote Road, and in particular a pedestrian island, which would remain unchanged. The islands along Catcote Road were installed 6-7 years ago as part of a wider safety scheme, and are unaffected by the new proposals. A lack of visitor parking is also raised as a concern, but again, this will not be reduced. Parking lay-bys are located opposite and slightly further along Catcote Road, although not directly outside the complainant's property.

4. FINANCIAL IMPLICATIONS

- 4.1 The works are estimated to cost £300,000, with funding coming from the Tees Valley Bus Network Improvements scheme. This is a joint-funded project by both the Department for Transport and Hartlepool Borough Council.
- 4.2 Should the scheme not go ahead, it is unlikely that funding will be forthcoming in the future to address the issues at this location.

5. RECOMMENDATION

- 5.1 That the consultation responses are noted, and provision of the junction improvement scheme be approved.

6. REASON FOR RECOMMENDATION

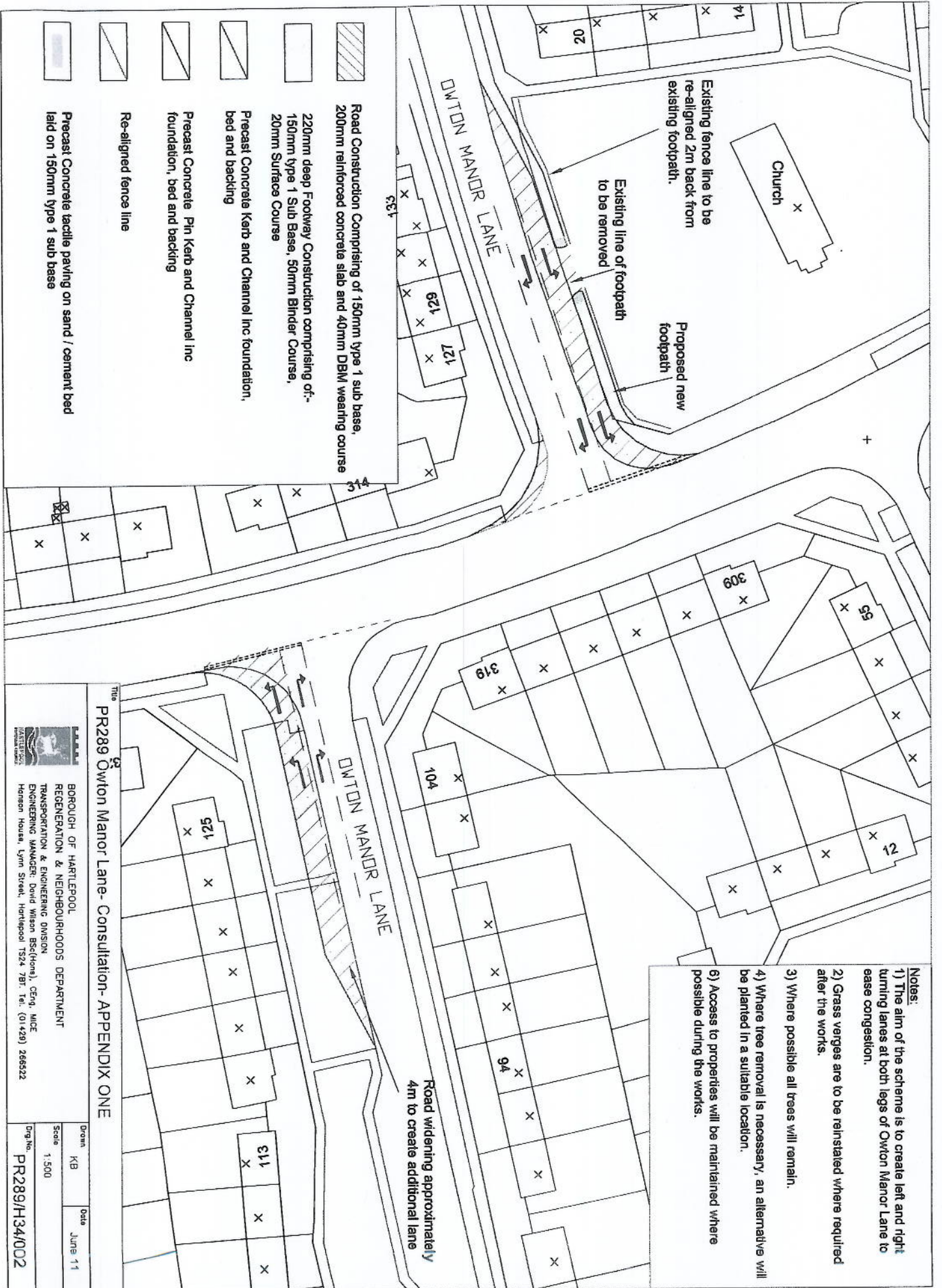
- 6.1 To give increased junction capacity and improved traffic flows.

7. CONTACT OFFICER

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Regeneration and Neighbourhoods
Bryan Hanson House
Hanson Square
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TS24 7BT

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Email: peter.frost@hartlepool.gov.uk



Title PR289 Owton Manor Lane- Consultation- APPENDIX ONE



BOROUGH OF HARTLEPOOL
REGENERATION & NEIGHBOURHOODS DEPARTMENT
TRANSPORTATION & ENGINEERING DIVISION
ENGINEERING MANAGER: David Wilson BSc(Hon), CEng, MICE
Horseshoe House, Lynn Street, Hartlepool TS24 7BT. Tel. (01429) 266522

Drawn: KB Date: June 11
Scale: 1:500
Dwg No: PR289/H34/002

REPLY ONE

Hi

We received your letter re the proposed changes to the above. I would like to voice some concerns about them.

The part where you are going to move the fence around the church and as I can also understand all the trees will have to be removed also. They have been there since we moved into our house and are now well established. I find it frustrating to think that you are now going to remove them, I know you say you will replace them but really is that the solution.

Having lived in 129 Owton Manor Lane for the past 18 years I can say to alleviate the problem would be to have traffic lights put in similar to the ones you have installed along at the Catcote Road/Oxford Road junction. Have you actually spoken to the residents who live in the area to see what issues they may have.

Can you let me know what timescale all this work will take and will we have access to our home during the work (as I know that once your decisions to do this work have been put to paper the residents will have little say in getting them changed). We have cars that park on the hard standing opposite our house so would like to know where we are going to be able to put them.

I look forward to your reply

Mrs S E Crump
129 Owton Manor Lane
Hartlepool
TS25 3HE

REPLY TWO

Dear kieran

I received your letter asking for comments on the above proposals to ease traffic congestion.

Looking at your proposals I was surprised to note that you are not intending to alter the corner between 319 catcote road and 104 owton manor lane.

I am a resident of owton manor lane and frequently use this junction.

A major problem with this junction is this corner. The problem is when traffic in owton manor lane is waiting in the centre of the road to turn right into catcote road ,then buses ,long vehicles and emergency services have not enough room to negotiate a left hand turn from catcote road into owton manor lane. Traffic is frequently held up in catcote road on this corner until right turning traffic from owton manor lane are able to move away.

Would it be possible to shave this corner to give better access to long vehicles turning into owton manor lane?.

I also see from your proposals that you also intend to create an extra lane opposite 113 and 125 owton manor lane to facilitate left hand turning traffic.

Please be aware that currently this stretch of owton manor lane is heavily used for on street parking by residents and visitors both of owton manor lane and catcote road.

Catcote road residents living near this junction have nowhere else to park due to pavement barrier restrictions. Unless you intend to implement parking restrictions or provide extra parking near here I believe that your new lane will only become a residents parking lane.

I would be willing to discuss this further if you feel it necessary. I reside at 98 Owton Manor Lane.

I hope that my comments have been helpful to you.

Regards David Stabler.

REPLY THREE

Dear Kieron.

I have just received a letter about the proposed road widening scheme for Owton Manor Lane. The proposed widening of the lane from 113 to 125 Owton Manor Lane is, you say to relieve congestion, the only reason there is so much congestion there is because we have to park our cars on the roadside outside our houses, this effectively blocks one side of the carriageway causing the build up of traffic.

Surely a better solution would be to create parking bays for our cars along this area as has been done down the rest of the lane, it would be far cheaper and not use up as much of the grassed area and would also save the trees that are there, The newly widened area of the lane would be used for our cars anyway so surely it would make sense to put parking bays there instead.

I look forward to hearing from you.

Regards

Steven 117 Owton Manor Lane

REPLY FOUR

As a resident of Owton Manor Lane this scheme to widen the existent road sounds ridiculous. I live right next to the area (117) in which you are wanting to do this.

If residents from 113 OML up over had access to parking bays then there would be no need to widen the road further.

Surely this would be more cost effective and we can park our cars in the bays off the road and therefore easing congestion.

The buses are NOT the problem it is residents having to park their cars on the road outside their homes.

It would also save the trees on greenbelt outside.

Yours Tracey Barker

REPLY FIVE

Sir, in response to your proposal to improve the above junction, I would like to express my opposition to it for a couple of reasons.

Firstly, according to your plan, four (4) mature trees will have to be removed to make way for the road widening.

Secondly, as the council must be aware, there has been quite a number of road traffic accidents at this junction over the years, and as this is a very busy junction I believe that this could be made safer with traffic lights, as you have recently done to Catcote Road / Oxford Road.

Regards

Steve Swinbourne
320 Catcote Road

Phone (H): 01429 299932

Phone (M): 07425 173365

REPLY SIX

Dear Sir's and Madam

Re the above improvements to Owton Manor Lane/ Catcote Road. I most strongly oppose the changes to the junction it may be an improvement for the vehicles and drivers that commute along this road but you have no thought for the residents like myself that live with the day to day parking restrictions and no where for visitors to park.

I live at 312 Catcote Road and since the last round of improvements that were imposed on us by the Highways department (That I also objected to) I have had nothing but problems one with no on street parking for visitors and I have a nightmare trying to get my car on and off the drive way this must be one of the busiest roads in Hartlepool. we now have a problem with deliveries to our property (**please see attached letter of complaint**)

The Proposed changes that your selves would like to make would mean that my property would be even more isolated for visitors parking than ever the closest parking is across the road that if the bays are free to parking in we have already had problems with complaints from people that think the parking bays were placed there for the residents use only that means the closest that any one would be able to park to visit my property would be half way up or down Owton Manor Lanes. on the map that you have sent out the island in front of our property is not shown does this mean that it will be removed as part of the improvements I believe that since the last round of highway changes out side of our property the value has dropped but if you are to go ahead with these improvements then the property price would plummet. There for on these grounds I strongly oppose any changes to the Owton Manor Lane/ Catcote Road area

Your Sincerely

Mr and Mrs D.J.Wallace.

REPLY SEVEN

Jimmy Costello- Phone Call

125 Owton Manor Lane, has a disabled wife and 2 children. He currently parks on the grass to keep his car off the road, this scheme would scupper this so he needs somewhere to park.

Call taken by Kieran Bostock 09:30 30/06/2011

FURTHER REPLY FOLLOWING 2ND PHASE OF CONSULTATION

Hello

I have just received the latest proposal for the widening scheme of Owton Manor lane and I must say that the proposed driveway for each property is an excellent idea.

Even this idea on it's own would help increase the flow of traffic.

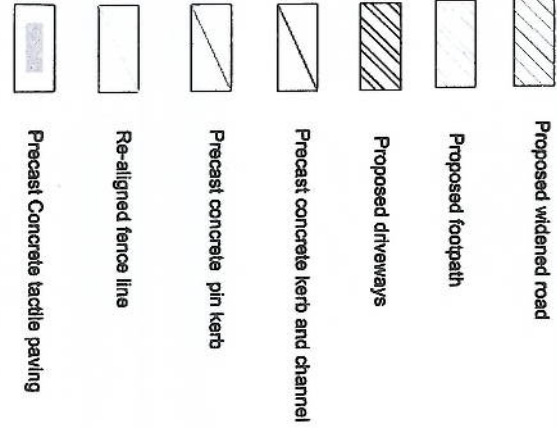
Thank you for taking time to actually listen to us residents and changing your plans accordingly.

Thanks again

Regards

Steven Barker

117 Owton Manor Lane.



TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
6 OCTOBER 2011



Report of: Assistant Director (Transport and Engineering)

Subject: 20'S PLENTY REVIEW OF ACTION PLAN

SUMMARY

1. PURPOSE OF REPORT

To review the Action Plan in respect of the 20's Plenty scheme, developed as a result of the Neighbourhood Services Scrutiny Forum investigation.

2. SUMMARY OF CONTENTS

The attached Action Plan gives an update of the scheme following the recent consultation exercise.

3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

Non key.

5. DECISION MAKING ROUTE

Transport and Neighbourhoods Portfolio on 6 October 2011.

6. DECISION(S) REQUIRED

That the updated Action Plan be noted.

Report of: Assistant Director (Transport and Engineering)

Subject: 20'S PLENTY REVIEW OF ACTION PLAN

1. PURPOSE OF REPORT

- 1.1 To review the Action Plan in respect of the 20's Plenty scheme, developed as a result of the Neighbourhood Services Scrutiny Forum investigation.

2. BACKGROUND

- 2.1 The Neighbourhood Services Scrutiny Forum undertook an investigation into the 20's Plenty speed limit programme from September 2010 to March 2011, from which the Action Plan was drawn up.
- 2.2 A public consultation exercise took place in June/ July this year, which showed that a large majority of people responding were not in favour of the scheme.
- 2.3 These results were reported to Cabinet on 15 August, where the decision was taken not to proceed with the scheme on a town-wide basis. Where there are more localised areas which do have support from residents and Members, these can be investigated.
- 2.4 The Action Plan (**Appendix 1**) has updates in bold type for each of the actions contained within it.

3. FINANCIAL IMPLICATIONS

- 3.1 As the scheme will not now go ahead on a town-wide basis, there are no financial implications. Funding will be reserved for those localised areas which may wish to proceed with a scheme.

4. RECOMMENDATION

- 4.1 That the updated Action Plan be noted.

5. REASON FOR RECOMMENDATION

5.1 The Cabinet decision of 15 August.

6. CONTACT OFFICER

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Bryan Hanson House
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TS24 7BT

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Email: peter.frost@hartlepool.gov.uk

OVERVIEW AND SCRUTINY ENQUIRY ACTION PLAN – SEPTEMBER 2011 UPDATE

NAME OF FORUM: Neighbourhood Services Scrutiny Forum

3.1 Appendix 1

NAME OF SCRUTINY ENQUIRY: 20's Plenty – Traffic Calming Measures

DECISION MAKING DATE OF FINAL REPORT: March 2011

RECOMMENDATION	EXECUTIVE RESPONSE / PROPOSED ACTION	FINANCIAL IMPLICATIONS	LEAD OFFICER	DELIVERY TIMESCALE	
(a)	That the Council implements 20mph speed limits on all appropriate residential streets in Hartlepool, and in doing so:-	Neighbourhood Services Scrutiny Forum approved the implementation of 20mph limits on appropriate residential streets at the meeting of 19 January. Cabinet meeting of 15 August 2011 agreed that 20's Plenty would <u>not</u> be implemented on a town-wide basis, but that estates/ self-contained areas of the town where there is support from residents, could be considered in exceptional circumstances.	Estimated £150,000 required from the Local Transport Plan for implementation programme.	Peter Frost	March 2014
(i)	undertakes a full public consultation (before the scheme is rolled out) with Councillors, residents, the emergency services; schools; businesses and all other relevant bodies;	Consultation exercise to commence in new financial year (2011/12). Consultation was undertaken in June/ July 2011, comprising:- Elected members consulted by letter; Officers attended each of the Neighbourhood Consultative Forums;	Consultation costs to be met from overall scheme budget.	Peter Frost	31 July 2011

OVERVIEW AND SCRUTINY ENQUIRY ACTION PLAN – SEPTEMBER 2011 UPDATE

NAME OF FORUM: Neighbourhood Services Scrutiny Forum

3.1 Appendix 1

NAME OF SCRUTINY ENQUIRY: 20's Plenty – Traffic Calming Measures

DECISION MAKING DATE OF FINAL REPORT: March 2011

RECOMMENDATION		EXECUTIVE RESPONSE / PROPOSED ACTION	FINANCIAL IMPLICATIONS	LEAD OFFICER	DELIVERY TIMESCALE
		A town-wide public meeting was held, on 15th July; An article was placed in the Council's Hartbeat Magazine; Press releases in the Hartlepool Mail on 3 occasions; A radio interview and advertising campaign was carried out; and the views of the emergency services, bus operators, taxi drivers, driving instructors and other road users were sought through the Traffic Liaison Group.			
(ii)	discusses and shares information with regional local authorities to develop the best way possible for Hartlepool to roll out 20mph speed limits;	Discussions to take place with neighbouring Authorities prior to consultation. Have already met with New castle City Council as part of scrutiny investigation. Networking to continue with other 20's Plenty authorities.	N/A	Peter Frost	30 April 2011

OVERVIEW AND SCRUTINY ENQUIRY ACTION PLAN – SEPTEMBER 2011 UPDATE

NAME OF FORUM: Neighbourhood Services Scrutiny Forum

3.1 Appendix 1

NAME OF SCRUTINY ENQUIRY: 20's Plenty – Traffic Calming Measures

DECISION MAKING DATE OF FINAL REPORT: March 2011

RECOMMENDATION		EXECUTIVE RESPONSE / PROPOSED ACTION	FINANCIAL IMPLICATIONS	LEAD OFFICER	DELIVERY TIMESCALE
		Further discussions were held with Newcastle City Council, and also colleagues in the other Tees Valley Authorities. Trafford Borough Council also contacted HBC for advice on taking their own scheme forward.			
(iii)	does not install any new physical traffic calming measures in residential areas, unless, following speed surveys or accidents it is thought necessary in order to slow traffic down further;	Physical traffic calming schemes to be installed as a last resort, and will be prioritised using accident records and speed survey results. Each location to be assessed on its individual merits before schemes are implemented.	Scheme dependent.	Peter Frost	21 March 2011
(iv)	when it becomes necessary to replace speed humps, the most appropriate cost effective solution be used;	Either tarmac or pre-formed humps to be used, dependent on cost. Scheme dependent. Ongoing process as part of highway maintenance programme.	Scheme dependent, as part of highway maintenance.	Peter Frost/ Kevin Young	21 March 2011
(v)	continues to deliver school	School safety schemes to continue	Scheme	Peter Frost/	One school per

OVERVIEW AND SCRUTINY ENQUIRY ACTION PLAN – SEPTEMBER 2011 UPDATE

NAME OF FORUM: Neighbourhood Services Scrutiny Forum

3.1 Appendix 1

NAME OF SCRUTINY ENQUIRY: 20's Plenty – Traffic Calming Measures

DECISION MAKING DATE OF FINAL REPORT: March 2011

	RECOMMENDATION	EXECUTIVE RESPONSE / PROPOSED ACTION	FINANCIAL IMPLICATIONS	LEAD OFFICER	DELIVERY TIMESCALE
	safety schemes;	as part of Local Transport Plan. LTP programme is continuing. A further report will be presented to a future Portfolio meeting detailing this year's scheme, and work is continuing to implement schemes with Neighbourhood Forums where appropriate.	dependent. Funded from LTP, plus Neighbourhood Forums, etc, where possible.	Peter Nixon	year from LTP budget – 31 March 2012.
(vi)	develops a set of criteria (including accident statistics, schools in the area, local street patterns and existing traffic calming provision) to assess how the scheme will be rolled out;	Existing safety scheme criteria to be developed, to suit 20's Plenty implementation. Not applicable, now that 20's Plenty will no longer be rolled out on a town-wide basis.	N/A	Peter Frost	30 April 2011
(vii)	publicises the roll out of 20mph limits in the Council's magazine, Hartbeat; through the local press, radio and schools; and on the Council's website to encourage a change in driver behaviour and attitude; and	To be carried out following consultation exercise. A local radio discussion has also been organised. This took place in July, with the Chair of the Neighbourhood Services Scrutiny Forum, and Traffic Team Leader.	N/A	Peter Frost	30 September 2011 initially, and ongoing throughout implementation programme.

OVERVIEW AND SCRUTINY ENQUIRY ACTION PLAN – SEPTEMBER 2011 UPDATE

NAME OF FORUM: Neighbourhood Services Scrutiny Forum

3.1 Appendix 1

NAME OF SCRUTINY ENQUIRY: 20's Plenty – Traffic Calming Measures

DECISION MAKING DATE OF FINAL REPORT: March 2011

RECOMMENDATION		EXECUTIVE RESPONSE / PROPOSED ACTION	FINANCIAL IMPLICATIONS	LEAD OFFICER	DELIVERY TIMESCALE
		The consultation process was publicised using the methods outlined in the left hand column, but it is not necessary to continue regarding the implementation, as this will not now go ahead on a town-wide basis.			
(viii)	Reviews the planning requirements relating to the installation of physical traffic calming measures on new housing developments with a view to implementing 20mph speed limits as opposed to physical traffic calming and works with developers to implement 20mph limits on new housing estates where the roads have not yet been adopted by the Council.	To be done on a Tees Valley wide basis, through the Tees Valley Residential Development Working Party Group. Discussions are ongoing over a Tees Valley approach. Developers are also to be asked to promote 20mph limits on appropriate roads, as part of the planning process.	N/A	Mike Blair	31 July 2011
(b)	That the costs for the 20mph scheme be funded through	It is proposed to implement the scheme over the next 3 years (up	Included in LTP.	Mike Blair	31 March 2014

OVERVIEW AND SCRUTINY ENQUIRY ACTION PLAN – SEPTEMBER 2011 UPDATE

NAME OF FORUM: Neighbourhood Services Scrutiny Forum

3.1 Appendix 1

NAME OF SCRUTINY ENQUIRY: 20's Plenty – Traffic Calming Measures

DECISION MAKING DATE OF FINAL REPORT: March 2011

	RECOMMENDATION	EXECUTIVE RESPONSE / PROPOSED ACTION	FINANCIAL IMPLICATIONS	LEAD OFFICER	DELIVERY TIMESCALE
	the Local Transport Plan and appropriate funding streams and be phased over a number of years with the aim of full implementation by March 2014;	to March 2014), and this is reflected in LTP budgets. Funding for localised areas which are supported by residents will be available from the Local Transport Plan.			
(c)	That the Council explore all possible options to try and secure further funding for the delivery of the 20mph scheme, such as the Sustainable Transport Fund; the Neighbourhood Consultative Forums; the Neighbourhood Action Plans and partnership working with other organisations;	Discussions have already taken place with Neighbourhood Forums over funding specific areas, and other options will also be investigated. Neighbourhood Forum funded schemes are also an option, should LTP funding not be available until later years. However it is likely that Highway funding will not be available in future years for Forum use.	Possible reduced burden on LTP budgets.	Peter Frost	31 March 2013
(d)	That the Council work with local schools to stop inconsiderate parking and raise awareness of road safety in conjunction with the Council's Parking Strategy,	An ongoing programme of road safety training and parking enforcement around schools is already in place. A further initiative is to be rolled out	N/A £40,000	Paul Watson/ Phil Hepburn Phil Hepburn	21 March 2011 30 April 2011

OVERVIEW AND SCRUTINY ENQUIRY ACTION PLAN – SEPTEMBER 2011 UPDATE

NAME OF FORUM: Neighbourhood Services Scrutiny Forum

3.1 Appendix 1

NAME OF SCRUTINY ENQUIRY: 20's Plenty – Traffic Calming Measures

DECISION MAKING DATE OF FINAL REPORT: March 2011

RECOMMENDATION		EXECUTIVE RESPONSE / PROPOSED ACTION	FINANCIAL IMPLICATIONS	LEAD OFFICER	DELIVERY TIMESCALE
	given the strength of public opinion in this area; and	in April 2011, in the form of a mobile camera enforcement car, which will utilise number plate recognition technology. The camera enforcement vehicle is now in operation, and is achieving good levels of compliance outside of schools.			
(e)	That the Council circulate an accident map and ward based accident information to all Councillors as a means of communicating this information to residents.	Ward specific data to be circulated to members on a monthly basis. The software is being adapted in order to allow this data to be produced and then circulated to members.	N/A	Peter Frost	30 April 2011