

# **TRANSPORT AND NEIGHBOURHOODS PORTFOLIO DECISION RECORD**

9 December 2011

The meeting commenced at 3.30 p.m. in the Civic Centre, Hartlepool

**Present:**

Councillor: Pamela Hargreaves (Transport and Neighbourhoods Portfolio Holder)

Officers: Alastair Smith, Assistant Director (Transport and Engineering)  
Phil Hepburn, Parking Services Manager  
Jo Stubbs, Democratic Services Officer

Also attended:  
Councillor Mike Turner

## **5. Additional Highway Maintenance Works** *(Assistant Director (Transportation and Engineering))*

**Type of decision**

Non key.

**Purpose of report**

To seek approval to additional resurfacing schemes for the 2011-12 period funded by an under spend on original budget.

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

The Portfolio Holder declared a personal, but non-prejudicial, interest in this item.

In April 2011 the Finance and Procurement Portfolio Holder approved the Council's 5-year highway maintenance programme for April 2011-March 2016 with additional approval granted for further highway maintenance works in June 2011 following the receipt of a grant from central government. All of the approved schemes have been completed leaving an underspend of approximately £127 thousand. Details of proposed additional schemes to be undertaken within this financial year were given within the report. The underspend would fund these schemes in full.

The Portfolio Holder was happy to approve the additional schemes and asked that her congratulations be passed on to the department for their success in achieving the underspend.

### **Decision**

That the proposed additional highway maintenance schemes for 2011-12 be approved.

## **6 Easington Road – Puffin Crossing** *(Assistant Director (Transportation and Engineering))*

### **Type of decision**

Non key.

### **Purpose of report**

To seek approval to the installation of a puffin crossing on Easington Road.

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

It was proposed to locate a puffin crossing on Easington Road, adjacent to the Parkstone Grove pedestrian access. In order to do this the southbound bus stop would need to be relocated and modifications made to the carriageway markings and safety barriers. The scheme was estimated to cost approximately £45 - £50 thousand funded through the LTP budget and Tees Valley Bus Network Improvement budget. Consultation had taken place with the residents of Parkstone Grove and Dorchester Drive, the results of which showed 89% of respondents in favour.

The Portfolio Holder was pleased to agree to the proposal which she felt was long overdue. She congratulated officers on finding the money to fund the work, and wished to recognise the work that Councillor Cook had undertaken to secure the crossing.

### **Decision**

That the implementation of the scheme in Easington Road be approved.

## **7. Improvements to the Disabled Blue Badge Service**

*(Assistant Director (Transport and Engineering))*

### **Type of decision**

Non key.

### **Purpose of report**

To advise of changes to the way applications for registered disabled badges will be considered, processed and distributed.

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

The Portfolio Holder declared a personal, but non-prejudicial, interest in this item.

Changes to the legislation for the registered blue badge scheme had been agreed by Parliament and would come into effect from 1<sup>st</sup> January 2012. Among these changes were the introduction of a new style badge, a centralised processing service and on-line applications. The standard cost to the Council for the processing of each badge would increase to £4.60 therefore the Government had agreed to the current application charge being increased from £2 to £10. There would however be no requirement to exchange existing badges until their expiry date which could be as late as December 2014. Officers were therefore recommending that the application charge be increased to £10, noting that this was in line with the other Tees Valley local authorities.

The Portfolio Holder expressed her regret at the need to increase the application charge particularly as it would impact upon the less well off. However the changes in legislation had been imposed upon the Council by Central Government and the increase in charges was necessary to cover the additional costs to the Council. The increase was effective over 3 years therefore annually there would be less impact than was apparent at first glance. The Portfolio Holder hoped that the legislative changes would have a positive impact upon the time taken to process applications as was intended.

### **Decision**

That the statutory legislative changes and amendments to operational procedures be noted

That a charge increase to £10 per application be approved from 1<sup>st</sup> January 2012.

## **8 Raby Road – School Safety Scheme** *(Assistant Director (Transportation and Engineering))*

### **Type of decision**

Non key.

### **Purpose of report**

To seek approval to implement a variable 20mph speed limit on Raby Road, a permanent 20mph speed limit in the streets around Dyke House School and to relocate 2 bus stops on Raby Road.

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

Following the Neighbourhood Services Scrutiny Forum's investigation into 20s Plenty it was Council policy to introduce 20mph speed limits and associated traffic calming measures on roads in the vicinity of schools. It was proposed to implement a variable 20mph speed limit on Raby Road between Chester Road and Powlett Road. This would apply during school arrival and leaving times and would not be enforced. A permanent 20mph limit was also proposed on the residential streets bounded by Raby Road, Brougham Terrace and Lancaster Road, subject to consultation. In addition Dyke House School had requested the re-location of 2 bus stops in order to prevent traffic congestion and remove road safety conflicts. The cost of the proposals was estimated at £22,000 and would be funded through the LTP, Tees Valley Bus Network Improvements project and North Neighbourhood Consultative Forum. Consultation had taken place and while there had been no objections to the speed limit proposals, 2 residents had objected to the relocation of 1 of the bus stops. The Police, emergency services and bus companies had not objected. Consultation around the proposed permanent speed limit in the residential street was still pending.

The Portfolio Holder indicated that she was happy to approve the implementation of the variable 20mph zone on Raby Road and the relocation of the bus stops. However she was less happy to approve the implementation of a permanent 20mph speed limit in the residential streets, without a consultation process having being undertaken first. She noted that there had been no consultation in this case whereas a recent similar request for Hutton Avenue had been fully consulted on and she did not want to be seen to be inconsistent in her approach. The Assistant Director noted that the Scrutiny action plan as agreed by Cabinet had called for all 20mph schemes to be considered on their individual merits based on requests from residents. The Portfolio Holder acknowledged this but insisted that a consultation process be undertaken first to ascertain whether the majority of residents were in favour of its implementation. The Assistant Director advised that the results would be available at the next Portfolio meeting.

### **Decision**

- i. That a variable 20mph speed limit be implemented on Raby Road
- ii. That two bus stops on Raby Road be relocated
- iii. That a consultation be undertaken regards the proposed implementation of a permanent 20mph speed limit in the streets around Dyke House School and the results reported back to the Portfolio Holder at a future meeting.

## **9. South Parade – Local Safety Scheme** *(Assistant Director (Transportation and Engineering))*

### **Type of decision**

Non key.

### **Purpose of report**

To seek approval to introduce a series of road humps on South Parade.

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

Following complaints about speeding traffic on South Parade the implementation of 3 road humps between Oxford Street and Sydenham Road was proposed. This would cost £10,000, funded through the LTP and Central Neighbourhood Consultative Forum. Residents and Ward Councillors had been consulted, the results showed 74% of respondents in favour of the proposal. The Portfolio Holder confirmed that she was happy to support the scheme which was long overdue.

### **Decision**

That the implementation of three road humps between Oxford Street and Sydenham Street, as detailed within the report, be approved.

## **10 Warrior Drive – Local Safety Scheme** *(Assistant Director (Transportation and Engineering))*

### **Type of decision**

Non key.

### **Purpose of report**

To seek approval to implement traffic calming measures on Warrior Drive.

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

The Portfolio Holder declared a personal, but non-prejudicial, interest in this item.

During the Neighbourhood Services Scrutiny Forum's 20's Plenty investigation residents had requested a 20mph speed limit and traffic calming measures on Warrior Drive. Consequent speed surveys had indicated a moderate level of speeding traffic and it was therefore felt impractical to implement a 20mph speed limit. However residents had been consulted on 3 traffic calming options as follows:

1. The implementation of 6 pinch points
2. The implementation of 2 pinch points and 2 vehicle activated signs
3. No action

58% of respondents were in favour of Option 2 and Ward Councillor Turner, in attendance at the meeting, also expressed his support for this proposal. The Portfolio Holder also felt this would be the best option but queried the exact placement of the pinch points and signs and requested that officers reconsider this. The Assistant Director confirmed that officers felt they were in the best place from a technical standpoint. Furthermore the consultation had been based upon these placings and to change them would involve reconsulting with residents.

### **Decision**

That the implementation of two pinch points and the siting of two vehicle activated signs, as detailed within the report under Option 2, be approved.

## **11 Waldon Street – Traffic Calming Scheme** *(Assistant Director Transportation and Engineering)*

### **Type of decision**

Non key.

### **Purpose of report**

To seek approval to the installation of traffic calming measures in Waldon Street.

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

Following concerns raised by residents and Ward Councillors the siting of a pinch point to the north of the Lister Street junction was proposed in order to create a gateway into Waldon Street and encourage drivers to slow down. This would cost approximately £10,000, to be funded through the LTP and Central Neighbourhood Consultative Forum. Residents, Ward Councillors and Camerons Brewery had been consulted, 72% of respondents were in favour of

the proposals. The Portfolio Holder was also happy to support the scheme.

**Decision**

That the implementation of the scheme be approved.

The meeting concluded at 4pm.

**P J DEVLIN**

**CHIEF SOLICITOR**

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