

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO DECISION SCHEDULE



Tuesday, 18th July, 2006

at 10.00 a.m .

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 Mountston Close Alleygate – Consultation results on the Retention of alleygate – *Head of Technical Services*
- 2.2 Temporary Removal of part of the Heaven and Earth Sculpture to accommodate Network Rail compound, Powlett Road – *Head of Technical Services*
- 2.3 Bus Service 401 Hartlepool / Stockton Countryside Bus– *Head of Technical Services*
- 2.4 Bus Service 22 – *Head of Technical Services*
- 2.5 Concessionary Fare Eligibility Criteria – *Head of Technical Services*
- 2.6 Business Parking Bays, Tankerville Street – *Head of Technical Services*
- 2.7 Proposed Residents Only Parking Scheme – 8-11 The Front, Seaton Carew – *Head of Technical Services*
- 2.8 Murray Street Highway Improvement Scheme - Zebra Crossing Follow-up – *Head of Technical Services*
- 2.9 Holdforth Road – Petition for Pedestrian Crossing – *Head of Technical Services*
- 2.10 Highway Maintenance Surfacing Dressing Programme 2006/07 Additional Funding – *Head of Technical Services*
- 2.11 Proposed Relocation of Bus Stop in Brenda Road – *Head of Technical Services*

- 2.12 Proposed Residents Only Parking Scheme - Linden Grove/Wilton Avenue/
Wilton Road – *Head of Technical Services*
- 2.13 Proposed Residents Only Parking - Allendale Street/Berwick Street/Carlisle
Street/Farndale Road, Seaton Carew – *Head of Technical Services*
- 2.14 Proposed Residents only Parking Scheme - Holdforth Road/Howbeck Lane /
Warren Close – *Head of Technical Services*
- 2.15 Clavering Area – Objection to Parking Restrictions – *Head of Technical
Services*
- 2.16 Neighbourhood Services Departmental Plan 2006/07 – *Head of Technical
Services*

3. **ITEMS FOR INFORMATION / DISCUSSION**

- 3.1 Traffic Calming Petition – Head of Technical Services

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

None

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: MOUNTSTON CLOSE – CONSULTATION
RESULTS ON THE RETENTION OF
ALLEYGATE

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To advise the Portfolio Holder on the consultation exercise regarding the retention of the alleygate between numbers 39/40 Mountston Close and Hart Lane.

2. SUMMARY OF CONTENTS

- 2.1 The report will outline the background to the initial installation of the alleygate, and the results of the consultation exercise in respect of the retention, or removal, of the gate.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 It is the responsibility of the Portfolio Holder.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

- 5.1 Direct to Portfolio Holder.

6. DECISION(S) REQUIRED

- 6.1 That the Portfolio Holder approves the retention of the alleygate at Mountston Close and that Officers investigate the closure of the footpath at Saddleston Close.

Report of: Head of Technical Services

Subject: MOUNTSTON CLOSE – CONSULTATION
RESULTS ON THE RETENTION OF
ALLEYGATE

1. PURPOSE OF REPORT

- 1.1 To advise the Portfolio Holder on the consultation exercise regarding the retention of the alleygate between numbers 39/40 Mounts ton Close and Hart Lane.

2. BACKGROUND

- 2.1 Residents in the Mounts ton Close area approached the Council in 2004 with a request to close the footpath between numbers 39-40 Mounts ton Close and Hart Lane (shown on **Appendix A**) due to ongoing problems with anti-social behaviour, vandalism and litter.
- 2.2 A consultation exercise was carried out in October 2004 asking householders of the area (extent of the consultation area is shown in **Appendix A**) if they were in favour, or against, the closure of the footpath.
- 2.3 The result of the 2004 consultation showed that 45% of the householders were in favour of the closure, 27% were against the closure, 28% did not respond.
- 2.4 In June 2005 an alleygate was installed under a Prohibition of Access Order closing the footpath to pedestrian traffic, keys for the gate were not issued to the householders.
- 2.5 Due to the strength of feeling and conflicting arguments registered from the householders regarding the closure it was agreed that the Council would re-consult the householders after a 12 month trial period of the gate installation to determine whether the gate should be retained on a permanent basis or removed.

3. CONSIDERATION OF ISSUES

3.1 As previously agreed the residents were re-consulted, during May 2006 the results of the consultation are as follows:

- the number of households consulted was 173;
- 109 replies were received (63%) 64 households (37%) did not respond.

3.3 The results of the consultation were:

- in favour of retaining the gates 52%
- against retaining the gate 42%
- undecided 6%

3.4 The reasons given by those in favour of the gates retention were:

- reduced anti-social behaviour;
- reduced vandalism;
- improved feelings of security and safety;
- reduced litter problems;
- reduced youths congregating;
- reduction in property damage;
- reduction in crime;
- safer for children;
- improved quality of life.

3.5 The reasons given for the removal the gate were:

- gates are unsightly (gates are not what was agreed);
- anti-social problems have been relocated to other footpath (between 18/19 Saddleston Close and Hart Lane);
- gates area an inconvenience to access the shops;
- extra walking distance;
- increased litter problems;
- increased pedestrian traffic (predominantly school children);
- restricted access to property maintenance;
- increased vandalism to other footpath area (Saddleston Close).

3.6 A number of the residents have complained that since the gate was installed and the footpath closed in Mountston Close the anti-social behaviour problems have now been relocated to the footpath area between Saddleston Close/Hart Lane. A number of residents have requested that this footpath also be closed.

- 3.7 Correspondence has also been received from Ian Wright MP, Councillor Coward, Councillor Morris, Councillor Jackson and Councillor Richardson (letters enclosed in information pack) registering their comments and recommendations regarding the consultation.
- 3.8 Correspondence, via the consultation and in letter form, received in favour of the gate retention indicates that significant improvements have been noted since the gate was installed.
- 3.9 It has been noted that a major factor in the litter and anti-social related problems are due to the school children visiting the shopping precinct in Wiltshire Way, fast food cartons, bottles and other litter are dispersed along the route of the Naisberry Park area, especially in residents' gardens.
- 3.10 Complaints received throughout the 12 month trial period are predominantly from the southern end of the consultation area and are similar complaints that initiated the footpath closure in the Mountston Close area.
- 3.11 A plan showing, which property owners replied in favour for the retention of the gate and the owners who want the gate removed, is included in the information pack, (provided separately).
- 3.12 In relation to the request that, if the gate is to be retained, then a similar gate should be erected at the Saddleston Close end of the estate this has been investigated previously and found not to be viable. This is due to the fact that a public right of way runs along this footpath (Hartlepool 4) which the Ramblers Association have objected to the diversion of.
- 3.13 New legislation, however, now permits the gating of public rights of way that are subject to anti-social activities, (Gating Orders). Any order made in this area is likely to receive objections from the Ramblers Association that could ultimately result in a public enquiry.
- 3.14 The issuing of keys to residents is a matter that has been raised on several occasions because of the additional journey lengths that are necessary to reach facilities in Wiltshire Way. The issuing of keys has been resisted in the past as it would be very difficult to include individuals under the current legislation whilst omitting others. If keys were to be issued this would have to be on the basis that everybody was entitled to one in an agreed radius of the gate which will, more than likely, result in the gate being left open to the detriment of its intended purpose.

4. FINANCIAL IMPLICATIONS

- 4.1 No costs would be incurred if the decision were to retain the gates.
- 4.2 A nominal cost would occur if the gate were to be removed.

5. RECOMMENDATIONS

- 5.1 That the Portfolio Holder approves the retention of the alleygate at Mountston Close and that Officers investigate the possible closure of the footpath at Saddleston Close using the new legislation now available.



Mountston Close Footpath Consultation

HARTLEPOOL BOROUGH COUNCIL

NEIGHBOURHOOD SERVICES

HEAD OF TECHNICAL SERVICES

ALASTAIR SMITH

DRAWN

DATE
3/07/06

SCALE

DRAWING NUMBER

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: TEMPORARY REMOVAL OF PART OF THE
HEAVEN AND EARTH SCULPTURE TO
ACCOMMODATE NETWORK RAIL
COMPOUND

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To confirm the Portfolio Holders verbal approval to temporarily remove two of the “balls” comprising part of the Heaven and Earth sculpture at Powlett Road/Marians Way junction to accommodate essential bridge replacement works by Network Rail.

2. SUMMARY OF CONTENTS

- 2.1 Details of why the temporary arrangements are required and the timescale for completion of the works.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 It is the responsibility of the Portfolio Member.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

- 5.1 Directly to the Portfolio Holder

6. DECISION(S) REQUIRED

- 6.1 That the Portfolio Holder confirms his verbal agreement to the temporary removal of two of the “balls” comprising part of the Heaven and Earth Sculpture on Powlett Road.

Report of: Head of Technical Services

Subject: TEMPORARY REMOVAL OF PART OF THE
HEAVEN AND EARTH SCULPTURE TO
ACCOMMODATE NETWORK RAIL
COMPOUND

1. PURPOSE OF REPORT

- 1.1 To confirm the Portfolio Holders verbal approval to temporarily remove two of the “balls” comprising part of the Heaven and Earth sculpture at Powlett Road/Marians Way junction to accommodate essential bridge replacement works by Network Rail.

2. BACKGROUND

- 2.1 Hartlepool Borough Council were recently approached by Network Rail for approval to establish a temporary compound behind the grassed area on Powlett Road identified in Appendix 1
- 2.2 The compound is required as an area to construct a new bridge section to replace the existing one that currently spans Powlett Road and which is in need of urgent repair.
- 2.3 Because of the size of the bridge (500 Tonnes) it is necessary that a location as close as possible to the site is established so that it can be lifted into place with a little movement as possible.
- 2.4 In order to establish an entrance into this site it is necessary for two of the “balls” to be temporarily removed and subsequently replaced upon completion of the works.
- 2.5 The artist for the works has been consulted and is happy with the arrangement and Network Rail have agreed to carry out remedial works to all of the “balls” to the artists specification and at their cost. They have also agreed to provide additional landscaping works during the reinstatement of the site to the Council’s specification and again at their cost.

3. CONSIDERATION OF ISSUES

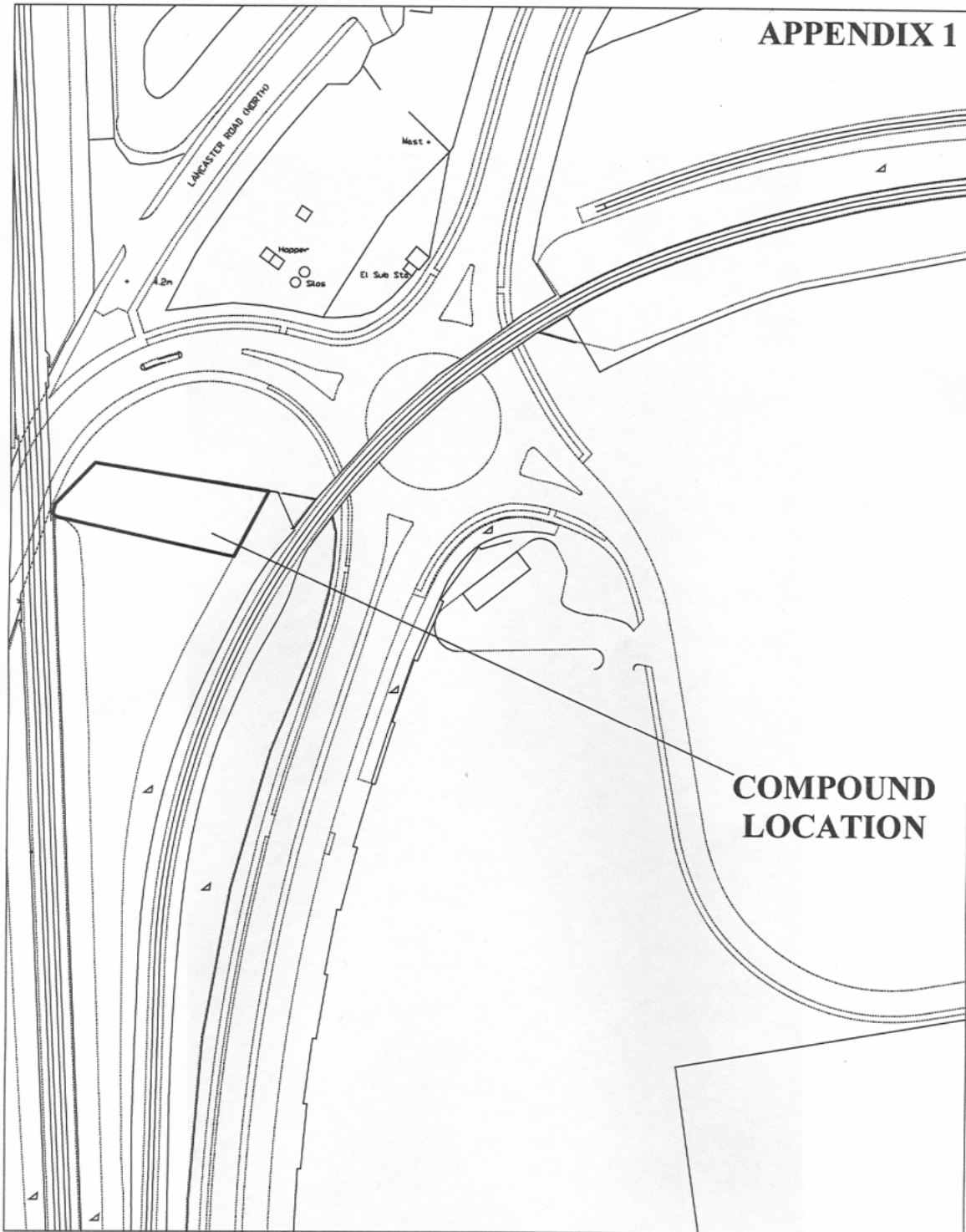
- 3.1 A meeting has been held with the Portfolio Holder, Ward Councillors, Officers and representatives from both Network Rail and their contractors at which the Portfolio Holder verbally agreed to the arrangements, given the urgency of the works in order to meet contractual deadlines.
- 3.2 The works will require a temporary closure of Powlett Road between 7 August and 27 August to allow for the removal of the existing bridge and its replacement with the new structure. The diversion routes during this period will be advertised and signed.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no financial implications.

5. RECOMMENDATION

- 5.1 That the Portfolio Holder confirms his verbal agreement to the temporary removal of two of the “balls” comprising part of the Heaven and Earth Sculpture on Powlett Road



TITLE HEAVEN AND EARTH SCULPTURE – COMPOUND LOCATION			
HARTLEPOOL BOROUGH COUNCIL		DRAWN PMJ	CHECKED MB
DEPT. OF ENVIRONMENT & DEVELOPMENT		SCALE NTS	DATE 04/07/06
HEAD OF HIGHWAYS AND TRANSPORTATION: I.PARKER		DRG. NO.	REV.

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: BUS SERVICE 401 - (HARTLEPOOL/
STOCKTON COUNTRYSIDE BUS)

SUMMARY

1. PURPOSE OF REPORT

To inform the Portfolio Holder of tendering results relating to the service 401 Hartlepool/ Stockton Countryside bus.

2. SUMMARY OF CONTENTS

This report provides details of the tendering results for bus service 401.

3. RELEVANCE TO PORTFOLIO MEMBER

It is the responsibility of the Portfolio Holder.

4. TYPE OF DECISION

This is not a key decision.

5. DECISION MAKING ROUTE

This report is for information only.

6. DECISION(S) REQUIRED

This report is for information only.

Report of: Head of Technical Services

Subject: BUS SERVICE 401 - (HARTLEPOOL/
STOCKTON COUNTRYSIDE BUS)

1. PURPOSE OF REPORT

- 1.1 To inform the Portfolio Holder of tendering results relating to the service 401 Hartlepool/Stockton Countryside bus.

2. BACKGROUND

- 2.1 Since April 1996 Hartlepool Borough Council has supported the operation, of a countryside leisure bus during the summer months, The aim of this service is to provide people from areas of social deprivation access to the Countryside. The service has been successful in fulfilling this aim, and is very popular with the general public. From the summer of 2003 the service linked up with the Stockton Borough Council Countryside bus to provide enhanced journey opportunities for Stockton and Hartlepool residents. The overall service is marketed as the 'Badger Bus', service 401.

3. CONSIDERATION OF THE ISSUES

- 3.1 The 2005 service operates the following route:

Hart Haswell Walkway, via Ward Jackson Park, Hartlepool Town Centre, Owton Manor, Billingham Beck Valley, Wynyard Woodland Park, Preston Park and Thornaby Town Centre.

- 3.2 It is proposed that the 2006 service will follow the same route, although unlike 2005 the service will now operate every Wednesday and Friday from 26 July until 30 August.
- 3.3 Since 2003 the service has been procured by the Joint Public Transport Group (JPTG) on behalf of Stockton Borough Council, but due to recent work pressures at the JPTG, it was agreed at short notice that Hartlepool Borough Council would tender this year's service on behalf of Stockton and Hartlepool Borough Councils.

- 3.4 The tenders were presented to the Contracts Scrutiny Panel on 26 June the results may be found in table 1 below .

<u>Tender</u>	<u>Price (£)</u>
1	£11,760
2	£11,880
3	£14,871

- 3.5 The tender was awarded to Tender 1, which was the lowest price tender.

4. FINANCIAL IMPLICATIONS

- 4.1 Of the winning tender price of £11,760, Hartlepool Borough Council will meet half of the cost at £5,880. Of the sum of £5,880, the Countryside section will meet £1,500 of the cost, while the Bus Revenue Support Budget from Neighbourhood Services will meet the remaining sum of £4,380.
- 4.2 Stockton Borough Council has guaranteed funding for their share of the cost of the Countryside Bus for the summer of 2007, in addition to this year.

5 RECOMMENDATION

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

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: BUS SERVICE 22

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To inform the Portfolio Holder of service changes relating to bus service 22 from Hartlepool to Durham.

2. SUMMARY OF CONTENTS

- 2.1 This report provides details of service reductions on the service 22 operated by Gardiners and Arriva

3. RELEVANCE TO PORTFOLIO MEMBER

- 3.1 It is the responsibility of the Portfolio Holder.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

- 5.1 This report is for information only.

6. DECISION(S) REQUIRED

- 6.1 This report is for information only.

Report of: Head of Technical Services

Subject: BUS SERVICE 22

1. PURPOSE OF REPORT

- 1.1 To inform the Portfolio Holder of service changes relating to bus service 22 from Hartlepool to Durham.

2. BACKGROUND

- 2.1 As outlined in a previous report presented to the Portfolio on 22 February Durham County Council had a severe shortfall in their budget for supported bus services in the last financial year (2005/06). This is still the case in the current financial year (2006/07); as a result further savings have to be made to meet the budget shortfall. These savings will be made by further cuts to supported bus services, including some which operate into Hartlepool as part of the Durham to Hartlepool service 22.

3. CONSIDERATION OF THE ISSUES

- 3.1 The service 22 links Hartlepool to Durham via Hart Village, Wheatley, Thomley and Sherburn. The service operates daily, and in general is of an hourly frequency with some gaps in the evening. The Sunday service operates around every two hours.
- 3.2 Within Hartlepool the service 22 follows the following route:
- Church Square, Stockton Street, Victoria Road, York Road, Raby Road, Winterbottom Avenue, Holdforth Road, Easington Road, Hart Road, A179, Hart Village.
- 3.3 Arriva operates the majority of the service on a commercial basis with some journeys supported by Durham County Council and Hartlepool Borough Council, but two journeys that operate into Hartlepool is operated on behalf of Durham County Council by Gardiners Motor services. These journeys now face withdrawal from 29 July 2006. The journeys in question are shown in table 1 below.

Table 1

Service	Operator	Route	Deleted Journeys (Monday to – Friday)
22	Gardiners	Hartlepool – Durham via Hart Village Wheatley Hill, Thornley and Sherburn	2.32pm from Thornley – Hartlepool, and 3.20pm from Hartlepool to Durham

- 3.4 Unlike recent reductions in service on cross bus boundary services, which have mainly been on early morning and evening services, these cuts will leave a two hour gap in the service during peak hours. There will be no departures from Hartlepool on service 22 between 2.20 pm and 4.20 pm. The hourly service 33 will still provide links to Hart village, although there will be a reduction in frequency during this period through the village and along Hart Road.
- 3.5 Services 33, 229, 230, 231, will still provide around four buses an hour over the remaining route within Hartlepool as far as the junction with Easington Road and Hart Road. Alternative services to Durham are available on services 242, with a frequency of around two buses per hour although journey times are longer and are via the Coast Road and Peterlee. The Saturday journeys on service 22 would be unaffected by these changes.

Passenger Loadings

- 3.6 Unfortunately limited passenger data has been available from Durham County Council for these service 22 journeys.

Table 2

Date	Journey	Average Loadings
1/6/06	3.20pm Hartlepool – Durham	25
8/6/06	3.20pm Hartlepool – Durham	20

- 3.7 The average loadings cover those trips within Hartlepool, or to and from County Durham, they do not cover trips made wholly within County Durham.
- 3.8 Carrying are relatively high on the 3.20pm departure from Hartlepool as this journey is approaching peak hours and is likely to be popular with students and school pupils.
- 3.9 Data is not available at present for the 2.32pm from Thornley to Hartlepool, although patronage on this journey is unlikely to be as high as the 3.20pm from Hartlepool.

4. FINANCIAL IMPLICATIONS

- 4.1 Although Hartlepool Borough Council contributes around £24,000 per year towards joint public transport contracts with Durham County Council, the Borough council does not contribute towards this particular service 22 contract. Consequently if Hartlepool Borough Council were to provide financial support it would be for the full cost of these particular journeys. Based on current contract prices this would be around £20,000 a year, for a Monday to Friday operation.

5. CONCLUSION

- 5.1 Durham County Council has indicated that the present round of cuts to bus contracts may not be the last. It is uncertain at this stage if there will be any further cuts on services operating into Hartlepool. Unfortunately if Durham County Council withdraws support for a service into Hartlepool, the Borough Council has to meet the full cost of the operation into County Durham, which can be relatively expensive due to the mileage involved. However it would be undesirable for areas of Hartlepool served by services from County Durham to have an inferior bus service to those parts of the town served by other services.
- 5.2 A solution may be to support smaller portions of County Durham journeys covering the sections within Hartlepool, however the direct links into County Durham and also Tyne and Wear will still be diminished, with consequent loss of access to employment, health and educational facilities.

6 RECOMMENDATION

- 6.1 The Portfolio Holder is advised to note the contents this report

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: CONCESSIONARY FARES ELIGIBILITY
CRITERIA

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To seek approval to revise the current eligibility criteria for the Hartlepool Borough Council Concessionary Fares Scheme to include people in receipt of Disability Living Allowance (DLA) mobility component at the higher rate.

2. SUMMARY OF CONTENTS

- 2.1 Background information on the Hartlepool Concessionary Fares Scheme, current eligibility criteria and proposed amendment.

3. RELEVANCE TO PORTFOLIO MEMBER

- 3.1 This is the responsibility of the Portfolio Holder.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

- 5.1 This is not a key decision of the Portfolio Holder.

6. DECISION(S) REQUIRED

- 6.1 That the Portfolio Holder approves the amendment to the existing eligibility criteria to include "Those in receipt of Disability Living Allowance (DLA) mobility component at the higher rate".

Report of: Head of Technical Services

Subject: CONCESSIONARY FARES ELIGIBILITY
CRITERIA

1. PURPOSE OF REPORT

- 1.1 To seek approval to revise the current eligibility criteria for the Hartlepool Borough Council Concessionary Fares Scheme to include people in receipt of Disability Living Allowance (DLA) mobility component at the higher rate.

2. BACKGROUND

- 2.1 Hartlepool Borough Council administers a travel concession scheme in accordance with the Transport Act 2000 with the addition of a number of enhancements made at the Council's discretion to travel times and cross boundary journeys.

- 2.2 According to the Transport Act 2000, residents are entitled to be issued with a statutory travel concession permit if they are aged over 60 or are classed as 'disabled'. A 'disabled person' means a person who:

- is blind or partially sighted;
- is profoundly or severely deaf;
- is without speech;
- has a disability, or has suffered an injury which has a substantial and long-term adverse effect on his ability to walk;
- does not have arms or has long-term loss of the use of both arms;
- has a learning disability; or
- would, if he applied for the grant of a licence to drive a motor vehicle, have his application refused on the grounds of physical fitness.

- 2.3 Where a person is applying for a permit under the 'disabled' criteria, an informed assessment of their condition is required. Applicants with visual or hearing impairments are required to have their eligibility criteria confirmed by Social Services. Other applicants are required to have their eligibility confirmed by their General Practitioner (GP). Some GPs charge a fee for this service. Successful applicants then have their permits issued by appointment.

- 2.4 The provision of free bus travel and expanding the coverage of the scheme from 1 April 2006 has resulted in a significant increase in the number of applications for travel concession permits. This has created additional demands on GPs where a person is applying for a travel permit under the 'disabled' criteria.
- 2.5 To simplify the application procedure for a disabled person who is in receipt of DLA mobility component at the higher rate, it is proposed to amend the eligibility criteria to provide automatic qualification for a travel concession permit. Applicants would need to provide proof that they are receiving DLA mobility component at the higher rate to be eligible.
- 2.6 People can qualify for DLA mobility component at the higher rate if:
- they can not walk at all;
 - they can only walk a short distance before you feel severe discomfort;
 - the effort of walking could threaten their life;
 - they have had both legs amputated above the ankle or at the ankle, or they were born without legs or feet;
 - they are both deaf and blind and need someone with them when they are outdoors; and
 - they are severely mentally impaired and have severe behavioural problems and need help with personal care.

3. CONSULTATION

- 3.1 No consultation was deemed to be necessary on this issue.

4. FINANCIAL IMPLICATIONS

- 4.1 There is no financial implication for 2006/07 as a fixed payment method was negotiated with bus operators for the first year of the free concessionary travel scheme. Evidence gathered from reviews, particularly in relation to usage, will help to form the basis for agreements in 2007/08 and beyond.

5. RECOMMENDATION

- 5.1 That the Portfolio Holder approves the amendment to the existing eligibility criteria to include "Those in receipt of Disability Living Allowance (DLA) mobility component at the higher rate".

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: BUSINESS PARKING BAYS – TANKERVILLE
STREET

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To consider relocating business permit parking bays in Tankerville Street to accommodate access demands.

2. SUMMARY OF CONTENTS

- 2.1 The report outlines the background and considers the consequences of the request.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 The Portfolio Holder has responsibility for traffic and transportation issues.

4. TYPE OF DECISION

- 4.1 This is a 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 refuse the request to remove/relocate business permit bays.

Report of: Head of Technical Services

Subject: BUSINESS PARKING BAYS – TANKERVILLE STREET

1. PURPOSE OF REPORT

- 1.1 To consider removing business permit parking bays in Tankerville Street to allow easier access to garage units at the rear Grange Road.

2. BACKGROUND

- 2.1 As part of the on going safer streets programme, alley gates were recently installed to protect properties backing onto the back alley behind Grange Road. Although being generally well supported by residents, officers have recently received a complaint that the gates were now causing access difficulties to one particular garage unit and as a result, the resident now struggles to manoeuvre his vehicle in and out of the garage.
- 2.2 This manoeuvre is further hindered by the location of a block of business parking bays on Tankerville Street at its junction with the alley. Consequently access to the garage unit is difficult from Tankerville Street particularly if the parking bay is occupied at the time, and the resident has requested that the bays be relocated and set back from the junction.
- 2.3 Investigations have been carried out with the manufacturers of the alley gates and they have advised that it will not be possible to re-site the gates from their existing location without excluding properties from the scheme
- 2.4 The parking bays have been in place for several years and during the hours of Monday-Friday 8am – 6pm are contracted to business users on a 12 month basis. The current holders have nine months of the remaining term to run. Outside of the prescribed hours residents from Grange Road predominantly use the bays.

3. CONSIDERATION OF ISSUES

- 3.1 The signs and lines directive issued by the Department of Transport ensures that all bay markings on a public highway must meet prescribed standards and stipulates the permissible sizes of parking bays.

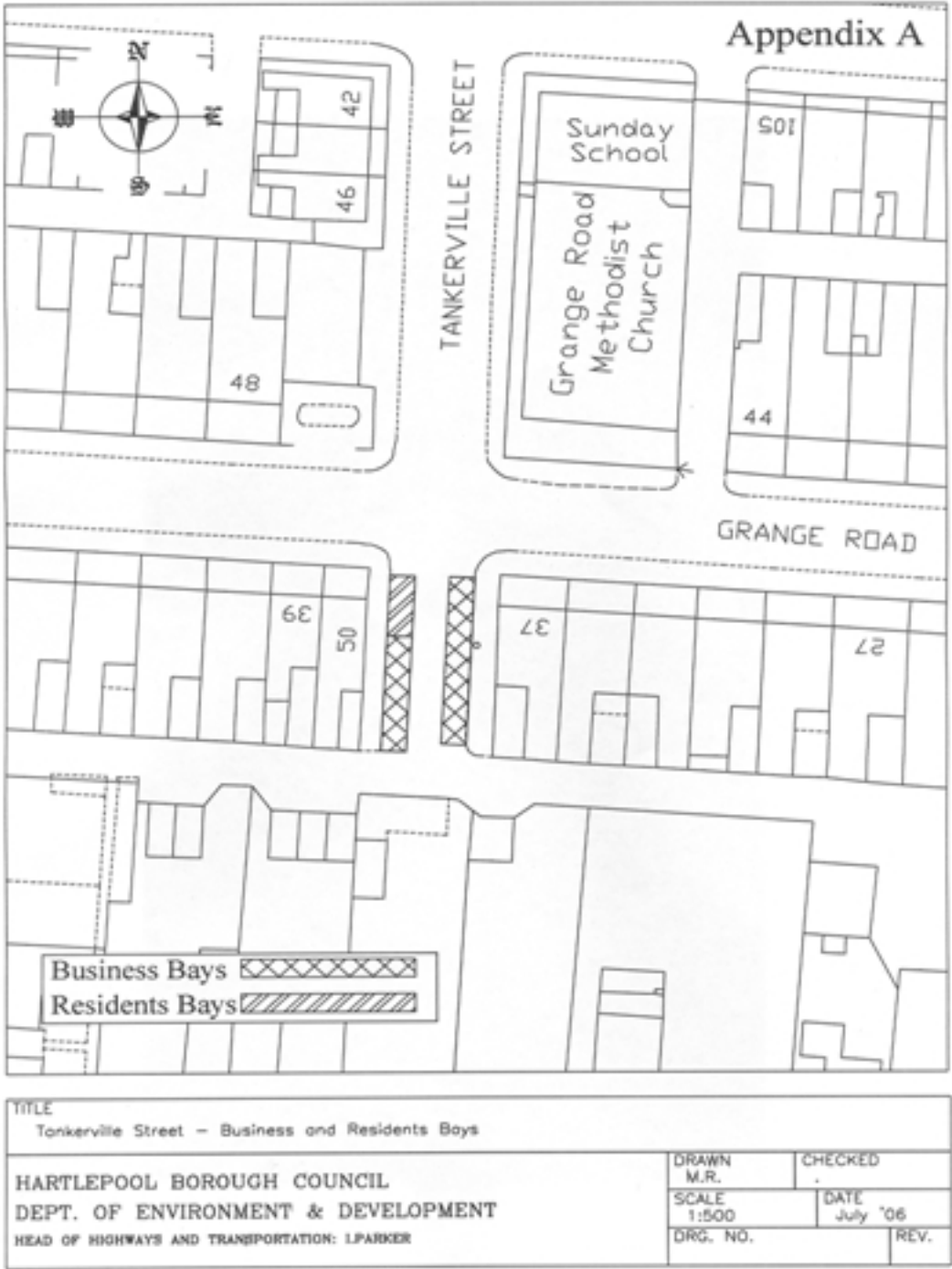
- 3.2 **Appendix A** shows the location of the parking bays in relation to the alley gates and garage unit. The resident has requested the bays be re-sited approx 2 metres back from its current location to remove the access difficulties. This would however shorten the block of parking bays on the northern side of Tankerville Street and would ultimately result in the vehicle capacity being reduced by one from the current maximum of eight.
- 3.3 Although it is not feasible to re-site the alley gates, it is possible for the resident to manoeuvre the vehicle if the gates are fully opened. Although somewhat cumbersome and time consuming, this option allows the resident to work in the same space as was available prior to the gates being installed. To this extent a key has been offered to the resident even though the property is effectively outside of the curtilage of the gates.

4. FINANCIAL IMPLICATIONS

- 4.1 The removal of the parking bay would result in the permanent loss of a parking space. The annual cost of a business permit is currently £250.

5. RECOMMENDATIONS

- 5.1 The Portfolio Holder refuses the request for the following reasons:
- (a) the proposal would see a permanent reduction in the number parking bays available to permit holders and residents;
 - (b) the bays are currently contracted to permit holders and have a further nine months of the term to run;
 - (c) the loss of the bays would result in a financial deficit to the Parking Service of £250 per annum.



CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: PROPOSED RESIDENTS ONLY PARKING
SCHEME- 8 – 11 THE FRONT, SEATON
CAREW

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To consider introducing residents only permit parking controls at 8-11 The Front Seaton Carew .

2. SUMMARY OF CONTENTS

- 2.1 The report outlines the background and considers the results of a consultation exercise, which has taken place with residents.

3. RELEVANCE TO PORTFOLIO HOLDER

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

4. TYPE OF DECISION

- 4.1 This is a 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 request to introduce residents only parking permit controls.

Report of: Head of Technical Services

Subject: PROPOSED RESIDENTS ONLY PARKING
SCHEME- 8 – 11 THE FRONT, SEATON
CAREW

1. PURPOSE OF REPORT

- 1.1 To consider introducing residents only parking permit controls at 8 – 11 The Front, Seaton Carew.

2. BACKGROUND

- 2.1 This residential area is on the fringe of the existing permit zone, The zone was created in 2001, primarily to manage traffic demand from visitor parking near to The Sea Front, although at the time the three properties were not considered to have been sufficiently affected to have warranted inclusion in the scheme.
- 2.2 **Appendix A** shows the location of the proposed new controlled zone.
- 2.3 Several requests have been received from residents asking for a permit controlled zone in order to ease traffic congestion and provide parking availability close to the residential properties. Since July 2005 the introduction of Decriminalised Parking Enforcement (DPE) within the district has allowed further opportunities to consider potential extensions to the current permit zones. Residents directly affected by this proposal have therefore been consulted.
- 2.4 The area has several factors that contribute to its parking demand. The properties are located between several food premises, a hotel and amusement arcades. As a result, the area directly outside of the residential properties currently has a limited waiting parking restriction to encourage short stay parking and predominantly serve the businesses concerned.
- 2.5 Although this meets the immediate demands of the businesses and their customers, it does penalise the residents concerned, particularly in the summer months when both parking availability and close access to their properties is limited.

- 2.6 This proposal looks to restrict the area outside of the residential properties to permit holders, and create a compatible limited waiting parking restriction on the east of the road to serve the needs of the existing business users and their customers, replacing the parking restriction currently in place.

3. CONSIDERATION OF ISSUES

- 3.1 Consultation has taken place with residents in this area to determine the level of support or otherwise for the proposal. The table below shows the response from residents by the location.

	Number of Properties Consulted	Number In favour	Number Against	% return	% in favour	% Against
The Front	3	3	0	100	100	00

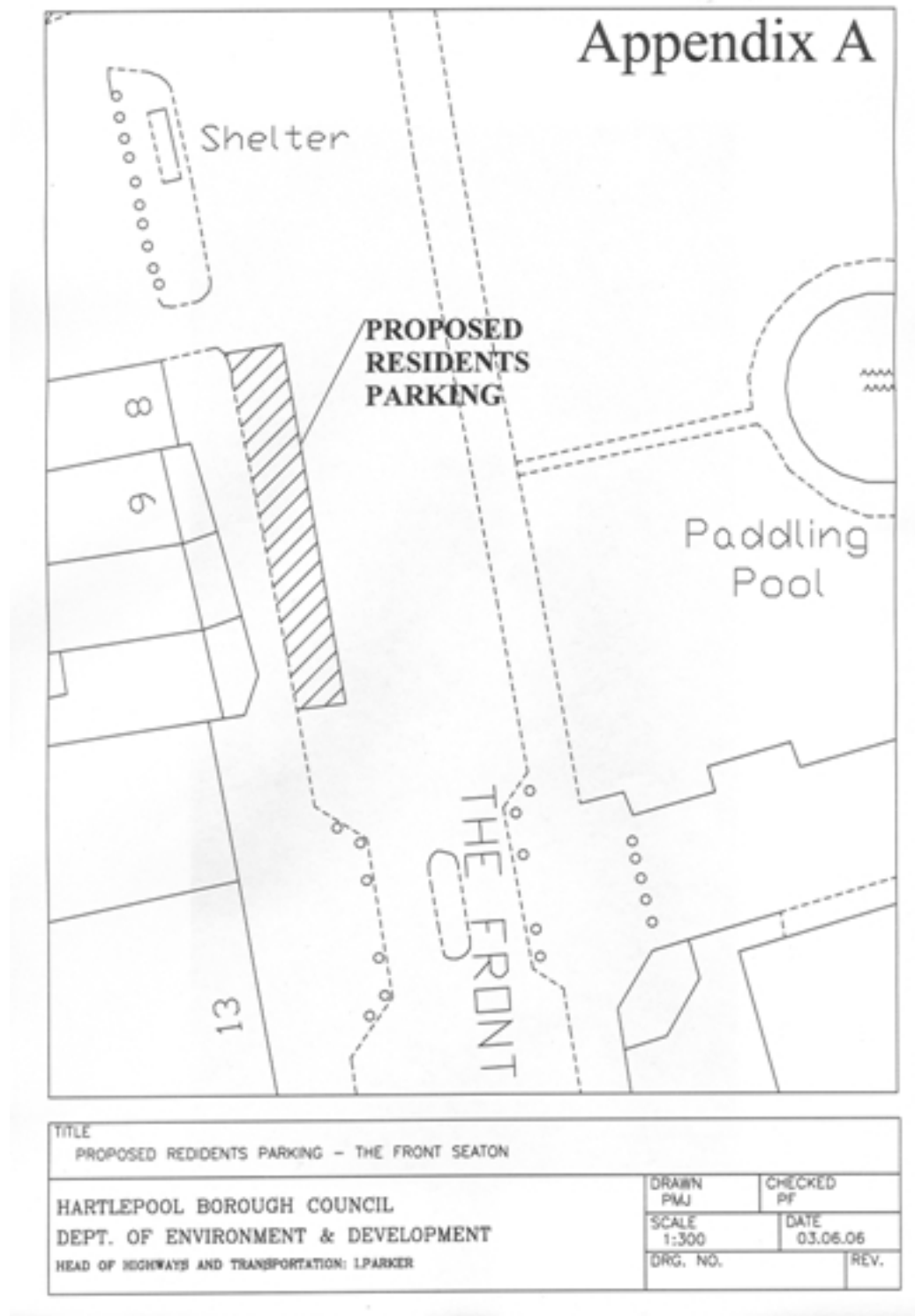
- 3.2 Although this is a relatively small scheme all the residents directly affected by the proposal were in favour of the introduction of permit controls.

4. FINANCIAL IMPLICATIONS

- 4.1 Permits are currently available to residents at a cost of £1. This does not cover the entire cost of the service and any additional cost would be supplemented from the Parking Services budget. The cost of permits is currently the subject of scrutiny by the Permit Users Group, although any change to the price of permits would require further approval.
- 4.2 Patrol Officers do however already enforce parking restrictions in the area and the inclusion of the additional properties would have a minimal cost implication to the enforcement costs.

5. RECOMMENDATIONS

- 5.1 The Portfolio Holder approve the request to create a resident's only permit parking zone at 8 – 11 The Front, Seaton Carew
- 5.2 That the approval should include the creation of a restricted parking area on the East side of The Front, to serve the customer needs of the nearby businesses and replace the limited waiting restriction currently outside 8 – 11 The Front.



CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: MURRAY STREET HIGHWAY IMPROVEMENT
SCHEME – ZEBRA CROSSING

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To inform the Portfolio Holder of the results of an investigation into the enhancement of the existing school crossing patrol site following the objection to the introduction of a Zebra Crossing on Murray Street.

2. SUMMARY OF CONTENTS

- 2.1 The report details the benefits and disadvantages of each proposal.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 The Portfolio Holder has responsibility for traffic and transportation issues.

4. TYPE OF DECISION

- 4.1 This is a 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 Portfolio Holder approves the replacement of the proposed zebra crossing with the alternative safety measures identified.

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 the results of an investigation into the enhancement of the existing school crossing patrol site following the objection to the introduction of a zebra crossing on Murray 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 as reported to the Portfolio Holder on the 20 June 2006 an objection was received from the proprietor of the upholstery/furniture business located adjacent to the proposed crossing. The objection was on the grounds that loading/unloading either side of the crossing would be prohibited and this would have severe implications to the business. Parking for loading/unloading is available a short distance away in either Mary Street or Bentick Street.
- 2.3 The existing school crossing patrol located north of Bentick Street was to be relocated to the new crossing.
- 2.4 The Portfolio Holder requested that investigations be undertaken to look at possible enhancements to the existing school crossing patrol site as an alternative to the zebra crossing.

3. OPTIONS CONSIDERED

- 3.1 Enhancing the current school crossing patrol site could be achieved by reducing the carriageway width (see **Appendix 1**). This would be done by paving over a section of the parking bay outside No.23 Murray Street, which would result in the loss of approximately 1 parking space. Dropped crossings and tactile paving would be included which would aid the disabled and the visually handicapped.

- 3.2 Slow markings mounted on red surfacing could be used either side of the crossing to highlight the presence of the School Crossing Patrol.
- 3.3 New children warning signs mounted on a yellow high visibility backing board would further highlight the school crossing patrol.

4 CONSIDERATION OF ISSUES

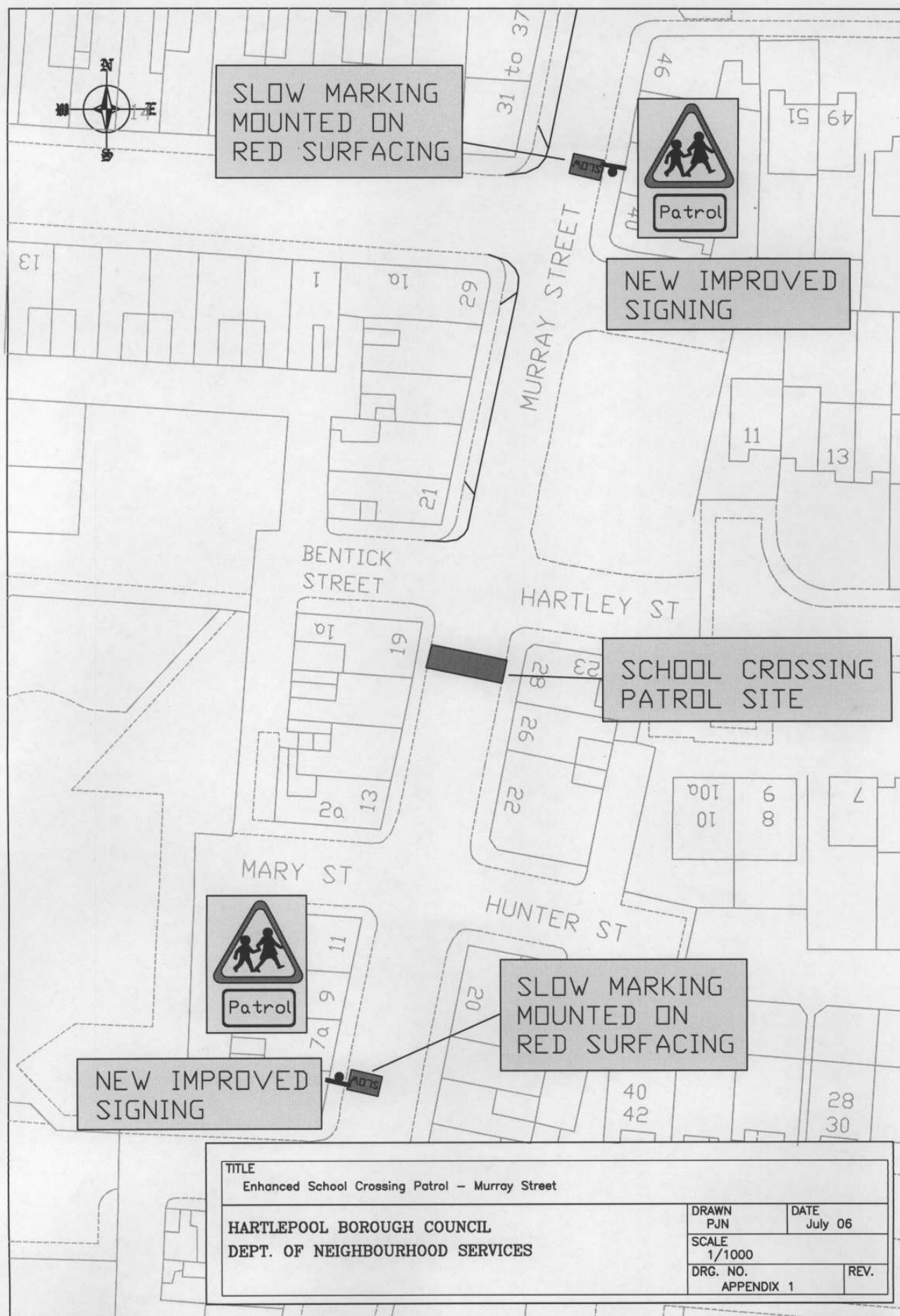
- 4.1 The provision of a zebra crossing would benefit pedestrians immensely. Murray Street is heavily trafficked and can be difficult for pedestrians to cross, particularly the young and elderly.
- 4.2 The zebra crossing is ideally situated sited near to the school and would be utilised by the school crossing patrol. As well as providing a safe crossing point for school children it would also be used by the general public as the new car park is situated nearby.
- 4.3 The enhancement of the existing school crossing patrol site would have only a minimal benefit to road safety compared to the introduction of a zebra crossing. Particularly for the general public who would not have the benefit of a school crossing patrol outside of the patrols operational hours.
- 4.4 The Portfolio Holder should consider the balance between the public's need for a safe crossing on Murray Street against the need of the Upholstery shops requirements to be unable to load / unload goods directly outside of the business premises.

5 FINANCIAL IMPLICATIONS

- 5.1 The zebra crossing element of the scheme would cost £12,000, compared to approximately £4000 for the enhancements to the School crossing patrol site, both options can be funded through the existing scheme budget.

6. RECOMMENDATION

- 6.1 That Portfolio Holder approves the replacement of the proposed zebra crossing with the alternative safety measures identified in **Appendix 1**.



CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder

Date



Report of: Head of Technical Services

Subject: HOLDFORTH ROAD – PETITION FOR
PEDESTRIAN CROSSING FACILITY

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To advise on the submission of a petition requesting that some form of pedestrian crossing facility be provided on Holdforth Road.

2. SUMMARY OF CONTENTS

- 2.1 The report details the investigations which have taken place into the request and the proposed course of action.

3. RELEVANCE TO PORTFOLIO HOLDER

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

4. TYPE OF DECISION

- 4.1 This is a 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 petition be noted and the scheme be added to the list of potential safety schemes at position 19.

Report of: Head of Technical Services

Subject: HOLDFORTH ROAD – PETITION FOR
PEDESTRIAN CROSSING FACILITY

1. PURPOSE OF REPORT

- 1.1 To report the submission of a petition requesting that some form of pedestrian crossing facility be provided on Holdforth Road.

2. BACKGROUND

- 2.1 A petition of around 170 names, (to be made available at the meeting), was submitted earlier this year, asking that some form of crossing be installed on Holdforth Road, outside of the University Hospital of Hartlepool.
- 2.2 The petition states that elderly residents of the flats on the south side of Holdforth Road regularly cross the road going to and from the hospital, along with visitors arriving by buses stopping in both Holdforth Road and Easington Road.

3. CONSIDERATION OF ISSUES

- 3.1 An investigation has taken place into the request which determined the following information:
- there have been no accidents in the last 5 years on Holdforth Road;
 - speed surveys have shown an 85th percentile speed of 34mph;
 - traffic surveys have shown an average of 5700 vehicles use the road every day;
 - pedestrian counts recorded 36 people crossing in one hour during afternoon visiting time, and 21 people crossing in one hour during evening visiting time.
- 3.2 The above information, particularly the speed of traffic and the fact that significant numbers of people do cross at this location, indicates that some form of crossing, probably a zebra, would be justified.

- 3.3 However, due to the lack of accidents and the speeds recorded not being excessive, it would be difficult to justify a scheme for Holdforth Road ahead of the vast majority of schemes currently on the list of approved local safety schemes. In accordance with the criteria agreed at a previous Portfolio meeting, schemes are assessed on the basis of number of accidents recorded, followed by the level of speeding taking place.
- 3.4 Based on these criteria, Holdforth Road would be slotted into the list of potential safety schemes at position 19. (Full list attached as **Appendix 1**)

4 FINANCIAL IMPLICATIONS

- 4.1 Due to the relatively low position of Holdforth Road, it is unlikely that the scheme would be funded from the Local Transport Plan for a number of years, so would not be implemented unless an alternative source of funding were to be forthcoming.

5. RECOMMENDATION

- 5.1 That the request for a pedestrian crossing facility on Holdforth Road be added to the list of potential safety schemes at position 19.

LOCATION	No. OF _x ACCIDENTS	SPEEDS* RECORDED	SPECIAL CIRCUMSTANCES	PRIORITY
Newburn Bridge	1 fatal 1 serious 5 slight	35mph		1
Victoria Road (York Rd – A689)	1 serious 8 slight	N/A	High pedestrian usage.	2
Marlowe Road	1 serious 5 slight	35.6mph		3
King Oswy Drive (shops area)	1 serious 2 slight	34.6mph	All pedestrian accidents.	4
Hart Lane (Outside Sacred Heart School)	1 serious 1 slight	32.4mph	Request for controlled crossing outside school.	5
Park Avenue (The Parade – Cresswell Rd)	3 slight	36.8mph	Children crossing to and from the park.	6
Westbrooke Avenue	1 serious	37.7mph		7
Easington Road (West View Rd – King Oswy Drive)	2 slight	49mph. See note 1	Safety Camera Partnership complaint site.	8
Clavering area (Westwood Way, Bamburgh Rd, Clavering Rd, Woodstock Way).	2 slight	39.2, 35.5, 36, 34mph Av. 36.2mph	School on Clavering Road.	9
Eskdale Road	1 slight	35.8mph	School.	10
Park Avenue (Elwick Rd – The Parade)	0	40mph	Children crossing to and from the park.	11
Cleveland Road	1 slight	37mph	Request for pedestrian island.	12
Chester Road (Jesmond Rd – Thornhill Gdns)	1 slight	37mph		13
Front Street, Greatham	1 slight	32.4mph		14
Caledonian Road	1 slight	32.2mph		15
Elwick Village	0	37mph		16

LOCATION	No. OF ^x ACCIDENTS	SPEEDS* RECORDED	SPECIAL CIRCUMSTANCES	PRIORITY
Clifton Avenue	0	35.8mph		17
Burn Road (adjacent to Vicarage Court)	1 slight	24.5mph	Request for pedestrian island. Above average numbers of elderly residents crossing from nearby sheltered housing.	18
Pedestrian crossing facility Holdforth Road	0	34.0mph	Petition received	19
Owton Manor Lane (Kintra Rd – Kirriemuir Rd)	0	33mph		20

^x Accidents over the previous 3 years.

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

Note 1 – Posted limit of 40mph. Recorded speed 22.5% above limit. Clavering area 20.7% above limit.

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: HIGHWAY MAINTENANCE SURFACE
DRESSING PROGRAMME 2006-2007 -
ADDITIONAL FUNDING

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To confirm additional works added to the 2006-2007 highway maintenance programme funded by additional monies approved by Cabinet at the meeting on 19 June 2006

2. SUMMARY OF CONTENTS

- 2.1 Details of additional funding and how this will be utilised in the highway maintenance programme for 2006-2007

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 It is the responsibility of the Portfolio Holder.

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

- 5.1 Funding approved by Cabinet on 19 June 2006

6. DECISION(S) REQUIRED

- 6.1 That the Portfolio Holder notes the additional works to the surface-dressing programme.

Report of: Head of Technical Services

Subject: HIGHWAY MAINTENANCE SURFACE
DRESSING PROGRAMME 2006-2007 -
ADDITIONAL FUNDING

1. PURPOSE OF REPORT

- 1.1 To confirm additional works added to the 2006-2007 highway maintenance programme funded by additional monies approved by Cabinet at the meeting on 19 June 2006

2. BACKGROUND

- 2.1 At Cabinet on 19 June 2006, additional funding for the 2006/07 highway maintenance programme was approved.
- 2.2 This consisted of £135,000 from LPSA capital reward grant for an emergency surface-dressing programme that was to be added to the 2006/07 capital programme.
- 2.3 The list of the additional works are:
- St Andrew s Grove
Sandwich Grove
Crowlands Road
Spalding Road
Eskdale Road
Rossmere Way
Stephen Street
- 2.4 These works have been identified, by way of condition survey results, rating assessments and Highway Inspector reports.
- 2.5 Because of the fact that the contractors had been previously booked it was not possible to commit the full £135,000 worth of works within the period of their availability. Any remaining monies will be utilised in other forms of highway maintenance such as resurfacing and footpath repairs.

- 2.6 At the same meeting Cabinet considered the possibility of further additional funding towards this years programme. This was deferred until the submission of the first quarters 2006/07 budget monitoring report to enable Members to consider these issues in the context of the Council's overall financial position. A further report will be submitted once further details are available.

3. CONSIDERATION OF ISSUES

- 3.1 Surface dressing works can only be undertaken during the summer months, (June-August), as they require warm, dry weather conditions, and are undertaken by specialist contractors. This year's programme was due to commence on 10 July 2006.

4. FINANCIAL IMPLICATIONS

- 4.1 The cost of the additional works will be covered by the £135,000 approved by Cabinet. Any remaining monies will be utilised for other highway maintenance works previously identified and reported to a future meeting for approval.

5. RECOMMENDATIONS

- 5.1 That the Portfolio Holder notes the additional works to the surface-dressing programme as detailed above and that any under spend be used for other highway maintenance schemes, subject to future approval.

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: PROPOSED RELOCATION OF BUS STOPS IN
BRENDA ROAD

SUMMARY

1. PURPOSE OF REPORT

1.1 To consider and approve the proposed relocation of two of the service 1 bus stops in Brenda Road at the locations described below:

- junction of Brenda Road and Sydenham Road;
- junction of Brenda Road and Windermere Road.

2. SUMMARY OF CONTENTS

2.1 Background information on the reasons for the proposed relocation of the bus stops in Brenda Road.

3. RELEVANCE TO PORTFOLIO MEMBER

3.1 It is the responsibility of the Portfolio Holder.

4. TYPE OF DECISION

4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

5.1 This is an executive decision of the Portfolio Holder.

6. DECISION (S) REQUIRED

6.1 Approval for the relocation of the service 1 bus stops in Brenda Road located at the junction of Sydenham Road and the junction of Windermere Road.

Report of: Head of Technical Services

Subject: PROPOSED RELOCATION OF BUS STOPS IN
BRENDA ROAD

1. PURPOSE OF REPORT

- 1.1 To consider and approve the proposed relocation of the service 1 bus stops in Brenda Road located at the junction of Sydenham Road and the junction of Windermere Road.

2. BACKGROUND

- 2.1 The Council's Transportation Section has recently embarked upon a programme of works to renew all bus stop infrastructure in Hartlepool. Prior to the commencement of any work on site it was necessary to compile an inventory of the current condition of the bus stops and to highlight any potential problems. This has highlighted an anomaly at two locations in Brenda Road; the first at the junction of Brenda Road and Sydenham Road and the second at the junction at Brenda Road and Windermere Road.
- 2.2 The situation at the junction of Brenda Road and Sydenham Road is that the bus stop is contained within the zigzag lines of a pelican crossing. Local Transport Note 2/95 – The Design of Pedestrian Crossings states that there should be no less than 65 metres of unobstructed visibility with an absolute minimum distance of 50 metres if circumstances are difficult. The problem of not providing the required distances is that pedestrians cannot see far enough down the road and drivers have a very limited time to be aware of the crossing. It is therefore recommended that this bus stop be relocated to distance 50 metres to the south of its current location. (**Appendix 1**)
- 2.3 The situation at the Windermere Road junction is slightly different in so much as this junction is a traffic light junction and the existing bus stop is located approximately 16 metres to the south. The Local Transport Note 2/95 recommends 65 metres of unobstructed visibility with an absolute minimum distance of 50 metres if circumstances are difficult. As the bus stop is only 16 metres from the traffic lights it does not meet the above guidelines and it is therefore recommended that the bus stop be relocated to distance 34 metres to the south of its current location. (**Appendix 2**)

- 2.5 The current location of the bus stops are historic having been in place in excess of 40 years, but changes to the junction lay out, with the instillation of a pelican crossing (Sydenham Road) and traffic lights (Windermere Road) now means that the crossing points do not meet the Guidelines contained within the Local Transport Note 2/95.

Traffic Liaison Group

- 2.6 The proposed relocation of the bus stops was discussed at this Group, which includes Police, Fire, Ambulance, Bus, Company and Parking Wardens. The group agreed to the relocation of the bus stops providing that a suitable new location could be found for them.

3. CONSIDERATION OF ISSUES

- 3.1 Consultation has been carried out with the Manager of Stagecoach Hartlepool about the proposed relocation of the bus stops and he agrees to the stops being relocated and has also confirmed that the bus stops in question are well used. Residents and businesses that would be affected by any relocation have also been consulted.
- 3.2 Brenda Road/Sydenham Road: 23 letters and questionnaires were issued to the following locations 1a, 1b, 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37 Brenda Road, Paul Burry Glazing and Cleveland Wholesale Stationers. 14 responses were received, which show that there are 2 for and 12 against moving the bus stop. Comments received are contained in **Appendix 3**.
- 3.3 Brenda Road/Windermere Road: 7 letters and questionnaires were issued to the following locations 111, 113, 115, 117, 119, 121 and 123 Brenda Road. 6 responses were received, which show that there are 3 for, and 3 against moving the bus stop. Comments received are contained in **Appendix 4**

4. ACCIDENT DATA

- 4.1 The accident data for the above areas show that between, 2003 and 2005 there are no reported accidents at either of the existing bus stop locations. However there has been one recorded accident. This accident occurred in Stockton Road between Coleridge Avenue and Sydenham Road and was reported as "slight".

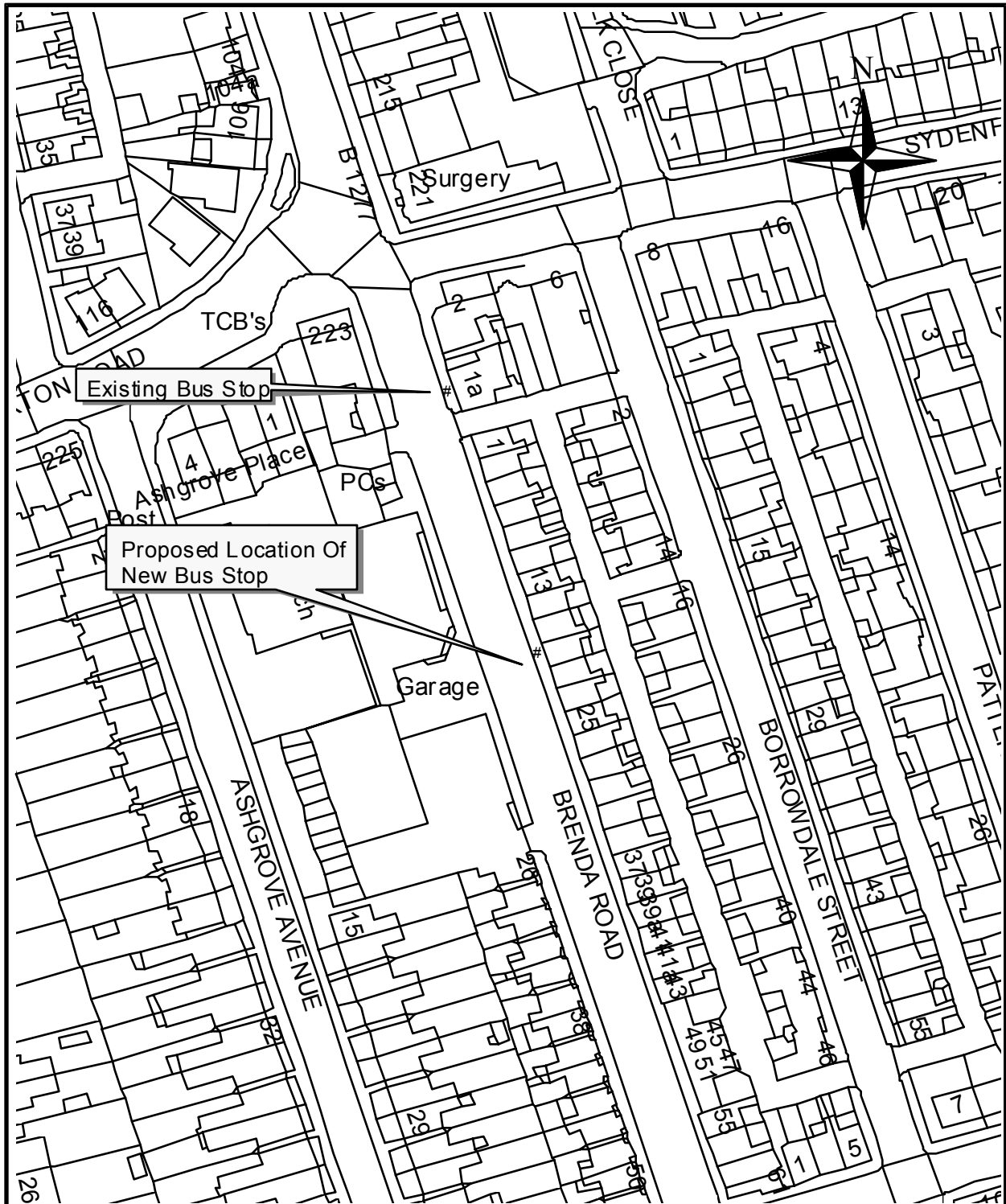
5. FINANCIAL IMPLICATIONS

- 5.1 The relocation of the bus stops to be funded from the LTP capital budget 2006/2007.

6. RECOMMENDATION

- 6.1 That the Portfolio Holder approves the re-location of the bus stops currently located at the junction of Brenda Road/Sydenham Road and Brenda Road/Windermere Road based upon the recommendations contained within Local Transport Note 2/95.

Appendix 1



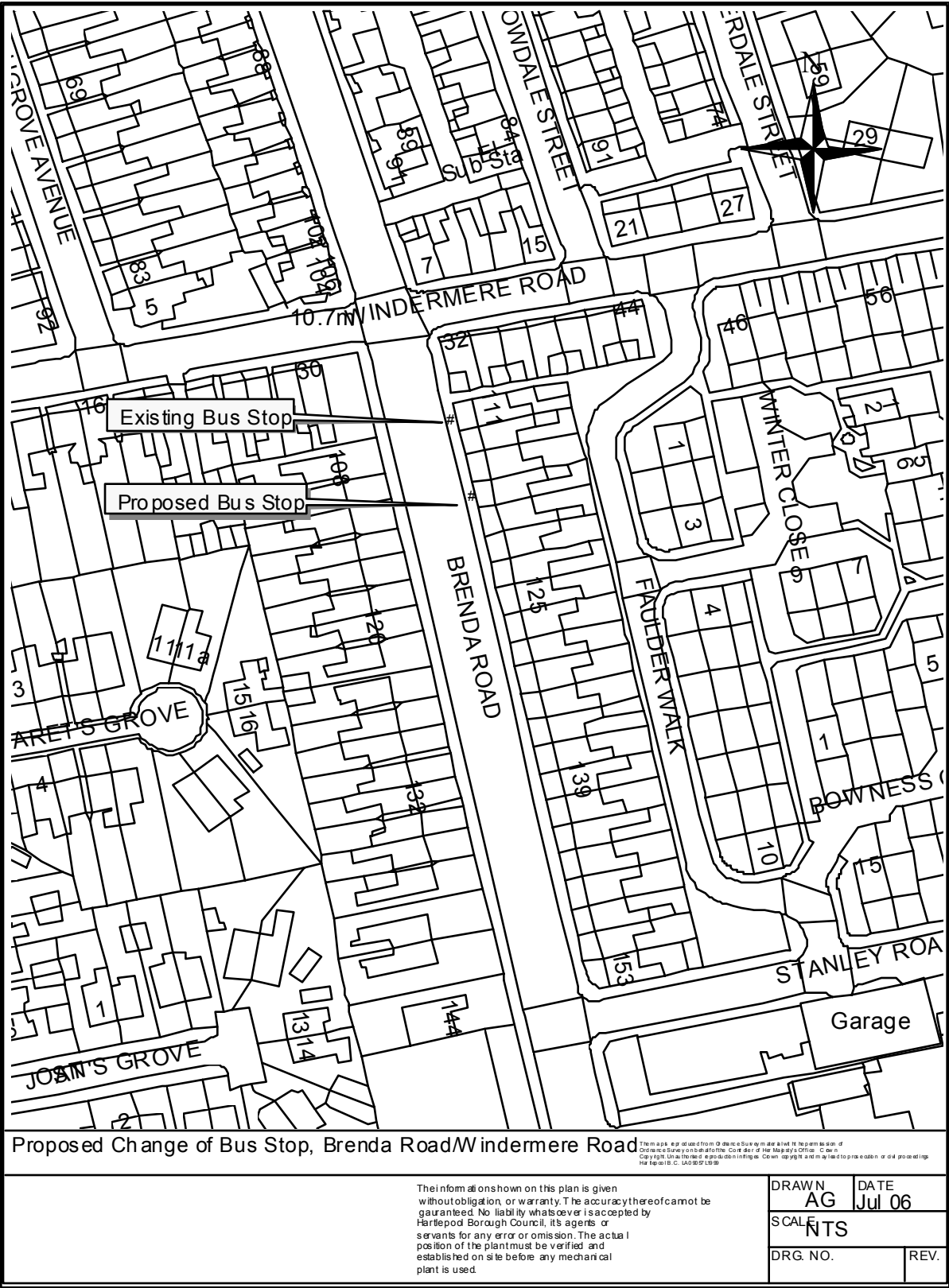
Proposed Change of Bus Stop, Brenda Road/Sydenham Road

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DRAWN	AG	DATE	Jul 06
SCALE	NTS		
DRG. NO.	REV.		

Appendix 2



Appendix 3

Sydenham Road: - Comments received

23 letters/questionnaires issued, 14 responses received. 2 for and 12 against moving the bus stop.

Comments for the moving the bus stop:

No comments received

Comments against the moving the bus stop:

Moving the bus stop will cause more congestion

There is no need for a bus stop

There is no need to move the bus stop; leave it where it is

It is a stupid idea to place a bus stop in the centre of a row of Terrace Houses.

This will be an invasion of residents privacy

The bus stop has been in its current location for over 40 years and has never been a problem to me or the other residents.

There are already traffic/access problems in this area. I cannot see how adding to this congestion with busses will help.

The proposed new site (for the bus stop) is directly opposite our entrance and will obstruct deliveries.

By relocating the bus stop opposite our entrance would create a traffic hazard as we have dozens of delivery vehicles using our entrance every day.

Appendix 4

Windermere Road: - Comments received

Seven letters/questionnaires issued, 6 responses received. 3 for and 3 against moving the bus stop.

Comments for the moving the bus stop:

I hope the residents and those involved agree, seems common sense and would be safer for pedestrians (Ward Councillor).

I agree totally with having the bus stop moved

I have had more than enough near misses as a driver because the buses overhang the junction

Having this bus stop moved cannot happen soon enough.

Comments against the moving the bus stop:

I do not want the bus stop outside my house and have all the problems that go with it.

The bus stop has been in the vicinity of Windermere Road and the Traffic lights all the years I have lived here and should be left where it is.

Parking outside my house is a problem now and would only get worse with a bus stop next door.

There would be an increase in noise levels with people waiting for the bus.

People would be tempted to sit on my garden wall

If the bus stop is moved it will devalue my property

This will be an invasion of my privacy

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: PROPOSED RESIDENTS ONLY PARKING
SCHEME - LINDEN GROVE/WILTON AVENUE/
WILTON ROAD

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To consider introducing residents only permit parking controls on Linden Grove, Wilton Avenue and Wilton Road.

2. SUMMARY OF CONTENTS

- 2.1 The report outlines the background and considers the results of a consultation exercise, which has taken place with residents.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 The Portfolio Holder has responsibility for traffic and transportation issues.

4. TYPE OF DECISION

- 4.1 This is a 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 approve the request to introduce residents only parking permit controls.

Report of: Head of Technical Services

Subject: PROPOSED RESIDENTS ONLY PARKING
SCHEME - LINDEN GROVE/WILTON AVENUE/
WILTON ROAD

1. PURPOSE OF REPORT

- 1.1 To consider introducing residents only parking permit controls on Linden Grove, Wilton Avenue and Wilton Road.

2. BACKGROUND

- 2.1 This residential area is on the fringe of the town centre existing permit zone.
- 2.2 **Appendix A** shows the location of the proposed new controlled zone.
- 2.3 Several requests have been received from residents asking for a permit controlled zone to be established in order to ease traffic congestion and provide parking availability close to the residential properties. Since July 2005 the introduction of Decriminalised Parking Enforcement (DPE) within the district has allowed further opportunities to consider potential extensions to the current permit zones. Residents directly affected by this proposal have therefore been consulted.
- 2.4 The area has several factors that contribute to its parking demand. In the case of Wilton Road and Wilton Avenue, the areas to its south and east are already subject to resident permit orders. Since the permit zone was last extended to include Clifton Avenue, this has displaced some of the commuter parking problems onto Wilton Road and Wilton Avenue,
- 2.5 In the case of Linden Grove, most of the parking congestion problems exist at the northern end at its junction with Grange Road. The Children's Nursery that operates on Grange Road can contribute to additional demands for parking space from both staff and parents. Although residents accept that there will be inevitable disruption whilst parents drop off and collect children from the Nursery the journeys are relatively short stay and exist at limited periods in the day. The additional long stay parking is however congregating at the Northern point of Linden Grove causing access difficulties, obstructed driveways and creating traffic congestion close to a busy junction.

Residents closest to the daily inconvenience have requested the introduction of permit controls.

- 2.6 During the consultation period, officers received a petition signed by eleven residents on Linden Grove (between Park Road and Clifton Avenue), (copy to be made available at the meeting), who had been excluded from the consultation process as it was perceived that the parking difficulties did not extend this far. The residents asked for assurances that if Linden Road was included as a permit zone all of Linden Grove should be included in order not to merely displace the congestion further down the road.

3. CONSIDERATION OF ISSUES

- 3.1 Consultation has taken place with residents in this area over a five-week period to determine the level of support or otherwise for the proposal. The table below shows the response from residents by the location.

	Number of Properties Consulted	Number In favour	Number Against	% return	% in favour	% against
Linden Grove	42	12	10	52	55	45
Wilton Avenue	41	22	6	68	79	21
Wilton Road	6	4	0	67	100	0

- 3.2 In the case of Wilton Avenue and Wilton Road, the response rate was quite high with the majority of residents favouring the introduction of permit controls with many stating the additional increase of commuter traffic as reason for their support.
- 3.4 In Linden Grove the response was much more mixed with those supporting the proposal concentrated close to Grange Road, whilst residents living further away opposed the proposals, stating no apparent need to introduce controls as they were unaffected by any current traffic problems.
- 3.5 The inclusion of any part of Linden Grove into a controlled zone would however have a displacement effect on the traffic congestion, and omitting parts of the Grove from restrictions may serve only to move the problem further towards Clifton Avenue to areas that currently have no traffic concerns.

- 3.6 This point has been noted by residents originally excluded from the scheme who submitted a petition requesting either all or none of Linden Grove be included as a controlled zone to avoid leaving parts of the Grove unrestricted and subject to a likely increase in vehicle displacement.

4. FINANCIAL IMPLICATIONS

- 4.1 Permits are currently available to residents at a cost of £1. This does not cover the entire cost of the service and any additional cost would be supplemented from the Parking Services budget. The cost of permits is currently the subject of scrutiny by the Permit Users Group, although any change to the price of permits would require further approval.
- 4.2 Patrol Officers do however already enforce controlled zones in the area and the inclusion of the additional properties would be an extension to the current zone, which would be met by the Parking Services budget.

5. RECOMMENDATIONS

- 5.1 That the Portfolio Holder approves the request to create a resident's only permit parking zone for Wilton Road, Wilton Avenue and Linden Grove.
- 5.2 That the zone be extended to include properties between 33-45 (odd) and 54 -68 (even) on Linden Grove (as per the submitted petition) to protect residents from further displaced traffic.



TITLE PROPOSED RESIDENTS PERMIT SCHEME - LINDEN GROVE - WILTON ROAD - WILTON AVENUE		
HARTLEPOOL BOROUGH COUNCIL DEPT. OF ENVIRONMENT & DEVELOPMENT HEAD OF HIGHWAYS AND TRANSPORTATION: L.PARKER		DRAWN PMJ SCALE NTS DRG. NO.
		CHECKED PH DATE 27.04.06 REV.

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: PROPOSED RESIDENTS ONLY PARKING
SCHEME - ALLENDALE STREET/BERWICK
STREET/CARLISLE STREET/FARNDALE
ROAD, SEATON CAREW

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To consider introducing residents only permit parking controls on Allendale Street, Berwick Street, Carlisle Street, Farndale Road, Seaton Carew.

2. SUMMARY OF CONTENTS

- 2.1 The report outlines the background and considers the results of a consultation exercise, which has taken place with residents.

3. RELEVANCE TO PORTFOLIO HOLDER

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

4. TYPE OF DECISION

- 4.1 This is a 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 refuse the request to introduce residents only parking permit controls.

Report of: Head of Technical Services

Subject: PROPOSED RESIDENTS ONLY PARKING
SCHEME - ALLENDALE STREET/BERWICK
STREET/CARLISLE STREET/FARNDALE
ROAD, SEATON CAREW

1. PURPOSE OF REPORT

- 1.1 To consider introducing residents only parking permit controls on Allendale Street, Berwick Street, Carlisle Street, and Farndale Road, Seaton Carew.

2. BACKGROUND

- 2.1 This residential area is on the fringe of the existing permit zone, which currently applies on Station Lane. This controlled zone was established as part of the Seaton Carew Permit scheme in 2001, primarily to manage traffic demand from visitor parking near to The Sea Front.
- 2.2 **Appendix A** shows the location of the proposed new controlled zone.
- 2.3 Several requests have been received from residents asking for a permit controlled zone in order to ease traffic congestion and provide parking availability close to the residential properties. Since July 2005 the introduction of Decriminalised Parking Enforcement (DPE) within the district has allowed further opportunities to consider potential extensions to the current permit zones. Residents directly affected by this proposal have therefore been consulted.
- 2.4 The area has several factors that contribute to its parking demand. The streets (particularly Farndale) are narrow, making access difficult. Residents were advised that as part of the process parking bays would have to be marked and although this would potentially alleviate some of the access difficulties it may ultimately reduce vehicle capacity.
- 2.5 The nearby bowls club attracts additional parking and despite having dedicated car parking provision of its own, members choose to park in the residential streets for convenience. In the summer months this can lead to particular excess demand for space and residents returning home from work can experience difficulties finding a parking space close to their homes.

- 2.6 The library on Allendale Road also attracts adhoc visitor parking, which sometimes for convenience opts to park on street rather than in the small dedicated car park, although most of the journeys do appear to be short stay.
- 2.7 The Methodist church on Farndale Road can also contribute to the excess demand for parking spaces

3. CONSIDERATION OF ISSUES

- 3.1 Consultation has taken place with residents in this area over a five-week period to determine the level of support or otherwise for the proposal. The table below shows the response from residents by the location.

	Number of Properties Consulted	Number In favour	Number Against	% return	% in favour	% against
Allendale Street	22	5	5	45	50	50
Berwick Street	39	7	8	38	47	53
Carlisle Street	40	8	12	50	40	60
Farndale Road	45	13	4	28	76	24

- 3.2 With the exception of residents in Farndale Road who favoured the proposal, the majority of residents who returned the consultations expressed that permit controls should not be introduced. Most residents felt that main problem times were outside of the parameter of the scheme and considered that the controls would do little to manage demand outside of the enforcement period.
- 3.3 The current hours of residents parking enforcement only cover Monday- Saturday 8am – 6pm and the majority of the parking concerns of the residents who returned the consultation forms felt that the parking problems still existed outside of these hours. It is recommended that such concerns should be referred to the permit users group for consideration.

- 3.4 Other residents felt that any charge to park outside their own house was unreasonable and there were concerns that the number of permits should be limited per household in order to reduce vehicle capacity. Such changes to the permit scheme would affect all controlled zones in the district and should not be considered in isolation, however the concerns of the residents should be referred to permit users group for consideration.

4. FINANCIAL IMPLICATIONS

- 4.1 Permits are currently available to residents at a cost of £1. This does not cover the entire cost of the service and any additional cost would be supplemented from the Parking Services budget. The cost of permits is currently the subject of scrutiny by the permit users group, although any change to the price of permits would require further approval.
- 4.2 Patrol Officers do however already enforce controlled zones in the area and the inclusion of the additional properties would be an extension to the current zone at a minimal cost increase to the service.

5. RECOMMENDATIONS

- 5.1 The Portfolio Holder rejects the request to create a resident's only permit parking zone for Allendale Street, Berwick Street, Carlisle Street and Farndale Road. For the following reasons:
- (a) insufficient residents support the proposal;
 - (b) residents consider the parking problems exist outside of the core enforcement hours;
 - (c) the one street with support for the proposal (Farndale Street) cannot be considered in isolation.
- 5.2 However the concerns of the residents in relation to out of hour enforcement and limited allocation of permits per household be noted and referred to the Permit User Group for consideration. Should future changes be made to enforcement hours, this decision should be reconsidered as the likely level of residents support would increase substantially.

Appendix A



TITLE

PROPOSED RESIDENTS ONLY PARKING ZONE

HARTLEPOOL BOROUGH COUNCIL
 DEPT. OF ENVIRONMENT & DEVELOPMENT
 HEAD OF HIGHWAYS AND TRANSPORTATION: L.PARKER

DRAWN
 PMJ

CHECKED
 PH

SCALE
 1:1200

DATE
 03.06.06

DRG. NO.

REV.

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: PROPOSED RESIDENTS ONLY PARKING
SCHEME - HOLDFORTH ROAD/HOWBECK
LANE/WARREN CLOSE

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To consider introducing residents only permit parking controls on Howbeck Lane, Warren Close and part of Holdforth Road.

2. SUMMARY OF CONTENTS

- 2.1 The report outlines the background and considers the results of a consultation exercise, which has taken place with residents.

3. RELEVANCE TO PORTFOLIO HOLDER

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

4. TYPE OF DECISION

- 4.1 This is a 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 approve the introduction of residents only parking permit controls.

Report of: Head of Technical Services

Subject: PROPOSED RESIDENTS ONLY PARKING
SCHEME - HOLDFORTH ROAD/HOWBECK
LANE/WARREN CLOSE

1. PURPOSE OF REPORT

- 1.1 To consider introducing residents only parking permit on Howbeck Lane, Warren Close and part of Holdforth Road.

2. BACKGROUND

- 2.1 This residential area suffers from parking difficulties as it is situated in close proximity to the Hospital. The area is close enough to the site to be seen as an attractive safe environment for visitors and staff and is a free alternative to the pay and display car parks provided by the hospital. The demand for on street parking availability has however escalated in recent years and this has led to requests from residents for the introduction of parking controls.
- 2.2 Previous requests to provide an enforcement service in areas outside of the town centre have always been dismissed primarily on the grounds that the patrol officers were unable to provide an effective enforcement service without detrimentally effecting the provision given to the current existing zones. However, following the introduction of Decriminalised Parking Enforcement (DPE) within the Borough, and the recruitment of additional patrol officers as part of the process, new zones and extensions to the current permit zones can now be considered.
- 2.3 **Appendix A** shows the location of the proposed residential controls.
- 2.4 In the case of Warren Close, the Housing Association has recruited a privately operated parking enforcement company to act on the behalf of residents of Holdforth and Warren Court. As a result residents have already been issued with the permits to park in private residents parking bays at the rear of the site. They have however been included within this consultation as any changes to the on street adopted highway on Warren Road are the responsibility of the local authority, and are outside the jurisdiction of the private operator.

3. CONSIDERATION OF ISSUES

- 3.1 Consultation has taken place with residents in this area over a five-week period to determine the level of support or otherwise for the proposal. The table below shows the response from residents by the location.

	Number of Properties Consulted	Number In favour	Number Against	% return	% in favour	% against
Howbeck Lane	16	11	1	75	69	6
Warren Close	28	7	2	32	25	7
Holdforth Court	20	8	0	40	40	0
Holdforth Road	12	6	1	58	50	8

- 3.2 Although in general the majority of residents favoured the scheme some were concerned that the current hours of enforcement only covered Monday- Saturday 8am – 6pm and that many of the parking problems still existed outside of these hours. It is recommended that such concerns should be referred to the Permit Users Group for consideration.
- 3.3 The proposed residential scheme covers the area where parking congestion is most prevalent. Should the scheme be approved the existing traffic could be displaced into the surrounding areas. This will have to be monitored to determine whether further permit enforcement areas will be needed.
- 3.4 In Holdforth Road, work has already taken place to provide additional parking by creating verge parking for residents. However without restrictions, non-residents also park on the verges, obstructing driveways and taking up spaces intended to ease the residents parking demands. There may be some provision on Holdforth Road to accommodate some non residential parking, which would serve both needs and it may be a viable option to provide pay and display on street parking to meet this requirement.

4. FINANCIAL IMPLICATIONS

- 4.1 Permits are currently available to residents at a cost of £1. This does not cover the entire cost of the service and any additional cost would be supplemented from the Parking Services budget. The cost of permits is currently the subject of scrutiny by the Permit Users Group, although any change to the price of permits would require further approval.
- 4.2 The introduction of some limited pay and display parking would however supplement some of the additional enforcement costs.

5. RECOMMENDATIONS

- 5.1 The Portfolio Holder approves the creation of a resident's only permit zone for Howbeck Lane, Warren Close and part of Holdforth Road.
- 5.2 The necessary legal orders be advertised.
- 5.3 The effect of traffic displacement into surrounding areas be monitored
- 5.4 Officers investigate the feasibility of including some on street pay and display parking on Holdforth Road.



CultTrans -06.07.18 - App A- Proposed Residents Only Parking Scheme -Hold forth Road-Howbeck Lane- Warren Close

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: CLAVERING AREA – OBJECTION TO
PARKING RESTRICTIONS

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To seek approval for the traffic regulation order following an objection to the No Waiting at any Time restrictions proposed at various junctions in the Clavering area.

2. SUMMARY OF CONTENTS

- 2.1 This report details the background to the various orders and the investigations into the objections submitted.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 The Portfolio Holder has responsibility for traffic and transportation issues.

4. TYPE OF DECISION

- 4.1 This is a 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 objections are noted and the traffic regulation orders outlined in the report be approved.

Report of: Head of Technical Services

Subject: CLAVERING AREA – OBJECTION TO
PARKING RESTRICTIONS

1. PURPOSE OF REPORT

- 1.1 To seek approval for the traffic regulation orders following an objection to the No Waiting at any Time restrictions proposed at various junctions in the Clavering area.

2. BACKGROUND

- 2.1 Following a site meeting with Ward Councillors it was agreed to introduce No waiting at any time parking restrictions on all the junctions leading onto Westwood Way, Clavering Road, Bamburgh Road and Woodstock Way. It was felt necessary to introduce restrictions at these locations because of persistent parking close to junctions, which restricts visibility when exiting the junction.
- 2.2 The Association of British Drivers (ABD) have objected to the proposals (see **Appendix 1**). The objection concerns the philosophy, technical content and the effectiveness of the proposals.

3 CONSIDERATION OF ISSUES

- 3.1 It is claimed that the locations of the proposed restrictions far exceed the area normally linked with the introduction of a Schools 20mph Zone. These restrictions are not solely designed to combat school time traffic. Approximately two thirds of road traffic accidents in the Hartlepool area occur at junctions and these restrictions are part of an ongoing mass action to improve visibility at give way junctions.
- 3.2 The ABD claim that the descriptions in the Legal Order are inaccurate and misleading. Some changes were made to the original Order and re-advertised. Although the ABD still claim that some of the descriptions are inaccurate the Legal Section are satisfied of their accuracy.

4. RECOMMENDATION

- 4.1 That the Traffic Regulation Orders outlined in the report are approved for the above reasons.

June 17th, 2006.

For the Attention of:
Mr. J. A. Brown,
Chief Solicitor,
Hartlepool Borough Council,
Victoria Road,
Hartlepool, TS24 8AY.

PUBLIC NOTICE - Clavering Road Area
(Prohibition of Waiting) Order 2006
Ref: UN 5464

Dear Sir,

I refer to the Public Notice in the Hartlepool Mail of Saturday, June 17th, 2006.

I wish to register my Objections & Concerns over the proposed implementation of the above Order, both in its Philosophy, its technical content, and its effectiveness, in the geographical location of Clavering, Hartlepool.

I am aware that Hartlepool Borough Council is required to implement Government Policies, through Traffic Controls around the town, in the vicinity of local schools, with the explicit intention to deter parents from driving their children to from both Primary & Secondary schools, through the systematic introduction of 20mph Speed Limits, and other wide ranging restrictions, of which the above is a part.

The locations of junctions mentioned in this Public Notice far exceeds the usual close proximity of junctions which are usually identified as being an integral part of the measures expected to enhance the Road Safety measures contemplated with the Council's 20 mph Schools Speed Limit Scheme, for Hartlepool.

I have already registered letters with the Council (Neighbourhood Services; Scrutiny, and Highways Departments) as to the initial & entire programme, and the lack of proper & considered selection, rather than a random choice of schools, to create 20 mph limits outside every school, with scant regard to geographical / community variations.

Indeed there have been some belated retractions, and amendments, by various Chairs & Portfolio Holders, when it was realised that such high aspirations are largely unachievable due to the fact that Hartlepool is a Victorian Town with totally unsuitable street designs.

Certain proposals in earlier discussions and correspondences with the Council have advocated the introduction of Bus Lay-bys to reduce congestion on residential estate roads, as well as giving pedestrians better view of traffic, as well as giving car drivers a better view of pedestrians / children, on their way to / from school, etc. In one instance in Clavering, I particularly referred to the Bus Stop opposite the Gillen's Car Park entrance, adjacent to Wentworth Grove, which is covered in this Public Notice.

I would suggest that, as a general principle, and as a starting point for increasing general road safety, that if buses were to be moved off the narrow(est) estate roads, at their termini, or where a road bends near to the Bus stops, then drivers, passengers, pedestrians would be able to see, and be seen by other road users. I use the fatal death of an elderly lady at the Southbound Bus stop, at the Dunston Road / Tarnston Road T-junction as a prime example to make my point

I am still of the opinion that it is the intention of the Council to inflict the minimal (cost?) road traffic measures, around Clavering, (or anywhere else in Hartlepool) to create even more congestion, and the likelihood of an accident happening, without any regard for topographical variations, which can be resolved by a “holistic” approach to any proposed scheme.

By simply throwing a tin of yellow paint around the estate is NOT “good engineering practice”. It is short sighted at least, or in industrial terminology, it is a “fix” not a “solution” to the problem! Perhaps it is time to stop “fixing” problems, in the short term, and “solving” them, in the long term!

I affirm that I will continue to bring (alternative) proposals to the highest political & technical authority in the Council, in order that some credence is given to the concerns of residents / ratepayers of Hartlepool.

On a more complementary note, I am indeed pleased that my recent letter (of objection), of June 5th, 2006, has been received, and as a result, almost the entire Public Notice has been re-advertised, with most of the initial errors rectified.

In this regard, I offer my appreciation to the Officer of the Council’s Legal Department, and of the Line Management of the Technical Services Department for their eventual intervention. It is mildly reassuring to know that someone is slowly beginning to realise that bona fide members of the public have a fundamental & democratic right to make their own contribution in the preparation & scrutiny of Bye-Laws, etc.

Having said this, I resent incorrect accusations against members of the public, being publicly issued to the media, to hide clerical, and technical, mistakes made by Council Officers.

I refer to the most recent article in the Hartlepool Mail, on Thursday, June 15th, 2006, when a report was published of an accident involving a school child, from Clavering School, being knocked over by a car.

The “spokesman” for Hartlepool Borough Council said “...However due to an objection from a member of the public the signs and extra road markings around (clavering?) aren’t yet in place. The objection has to go before the relevant Portfolio Holder for consideration on June 20th”.

I assume that because there was only ONE objection, that his statement was aimed at myself, and if I take his accusation one step further, he could have even blamed me for being the prime cause of the accident, too!

The spokesman’s attitude also suggests (to me at least!) that had it not been for that (one) objection, then the 20mph Speed Limit, and its widely incorrect & inaccurate / illegal Road Traffic Order restrictions around Clavering would now be in place!

I also now assume that the so called submission before the “relevant” Portfolio Holder will now be revoked, as the Public Notice is in its entirety has now been revamped, (Saturday June 17th, 2006). However, I would like the Portfolio Holder to be made fully aware of the facts of the matter, so that it can be recorded that the original Traffic Order has now been found defective, and a new Public Notice (UN 5464) has been re-advertised.

PUBLIC NOTICE: UN 5464

1. I am at a loss to understand why the words “Prohibition of Waiting” should appear in the Order, and in the next paragraph, provide “exemptions” for the (express) purpose of “picking-up & setting-down of passengers”? After all, school children are “passengers”!
2. If the Order was to state (categorically) “fare-paying” passengers, then I could better understand the philosophy of the Order!??

SCHEDULE:

I have (again) worked through the schedule, and wish to raise the following points, which I trust will be investigated promptly.

In the recent past, I have raised the question of orientation to ensure that residents know which junction is being identified.

Sadly, I see that in this Public Notice, there are still errors of this kind being made, as well as more ambiguous, and incorrect descriptions, etc.

I have relied on my initial visit to each location, in order to review if the wording and description is correct, as far as I can deduce from my knowledge of the area.

I do admit that in one (or two) instances, I also made an error, in the first letter (of objection), but I am not getting paid for correcting the “mistakes” of professional Highways Officers, and Engineers!

1. Tintagel Close(south side)

NOTE: It would be helpful to create a Yellow Box area for the BUS STOP on the East side of this T-junction!

2. Talland Close (south side)

NOTE: incorporates a Bus stop within the designated measurements, which has not been given any consideration.

3. Tavistock Close (south side) : Should read “East Side!”...in a southerly direction
4. Tavistock Close (north side) should read “West side!”... in a northerly direction!
5. Thornbury Close (south side)
6. Woodstock Way (west side): O.K.

NOTE: A distance of 25 metres would be more acceptable, due to the fact that a “residents” car park / Lay-by has been recently installed, but the road can be severely congested, and the additional restriction on this section of Woodstock Way would be heralded as sound Road safety sense!

7. Birkdale Close (south side)...this wording does not still make sense!!!

NOTE: incorporates a Bus stop within the designated measurements, which has not been given any consideration.

NOTE: the 4-metre measurement is incorrect. It is 12 metres north of the junction, leaving 4 metres around the junction, which leaves the Bus Stop outside of the designated measurements!!

8. Formby Close (north side) should read ...8 metresin a northerly direction

Rafton Drive (north side): ... should read “ from a point 15 metres east of its junction with Clavering road in a westerly direction a total of 23 metres!”

NOTE: You do not give precise information as to which junction is identified in this Public Notice, eg: to the north of No. 1 Wentworth Grove!!

NOTE: There are two junctions of Rafton Drive with Clavering Road...this one (near Gillens precinct), and the one leading to the Clavering Play Area, leading to the Saxon Pub /Coast Road, where the other child was injured recently, when crossing the A1086 after school!

Incidentally, it would appear that this second T-junction is more “prone” to vehicle collisions, as I was in attendance at an accident some time ago, when a car was unable to see clearly as the driver tried to turn into Clavering Road from Rafton Drive, due to inconsiderate parking, etc., and had a collision-Police in attendance!! Despite the introduction of a series of residents lay-by’s some residents still prefer / insist on parking on the radii of the junction, which creates an obstruction, for other drivers to see clearly when negotiating the junction. Perhaps I could use this letter as a request for Council (Enforcement) Officers to address / eradicate this problem, at the earliest opportunity!

Perhaps in this special instance it may be prudent to throw that tin of paint over this junction too, or at a later occasion, unless another accident takes place in the meanwhile!

NOTE: You do not give precise information as to which junction is identified in this Public Notice.

9. Clavering Road (west side “1”): ... in a northerly direction...!
10. Clavering Road (west side “2”): ...in a southerly direction...!
11. Wentworth Grove (south side):

NOTE: incorporates a Bus Stop within the designated measurements, which has not been given any consideration.

12. Gillens Arms Car Park(south side):

NOTE: incorporates a recognised vehicle stopping point, within the designated measurements, for the local domestic Waste Recycling Centre.

NOTE: A shorter distance of 16 metres would be a more appropriate measurement!

If the wording of the Order now creates an (implied) exemption, to permit the “off-loading of goods” at the waste recycling centre”, why should the Order be so “secretive” so as to deter any vehicles from stopping at all! Is this action likely to create ill feelings, for genuine environmentally minded folks, and lead to increased “fly tipping” across the area?

13. Sunningdale Grove has a “pedestrianised” frontage! It does not have a vehicular entrance to the frontages of residents’ homes. This item is therefore inappropriate!

NOTE: Too much emphasis is still being paid to drawings, rather than getting out and seeing the real picture!

14. Bamburgh Court (south access – south side):

NOTE: incorporates a Bus Stop within the designated measurements, which has not been given any consideration. Because this Bus Stop is on a bend, as well as a T-junction, why not move the Bus stop, or try to create a half – Lay-by, to give passing traffic more safety, when passing the buses?

I have tried to be frank with my comments, and have identified 15 items which merit further scrutiny! However, as this is now the second time I am submitting concerns, (for the same Order),

I very much regret that I am unable to visit the Civic Centre, without loss of pay from my contracted employment, to scrutinise the official plans for each road. After all, the wording of the Order should be simple enough for average residents to comprehend!

My opening statements refer to the main objections to the Notice, that in Hartlepool, there are too many restrictions that are being meted out onto bona fide / tax paying residents / drivers, who need cars to work, and still spare valuable free time to play an active part in the voluntary sector activities in the communal life of this wonderful town, but are being dealt yet another blow to their freedom to go about their professional, domestic, and leisure time movements, around town, on a daily basis, by the Council / Government, by stealth, or by blatant & restricting their ability to use their vehicles legally – as they wish!

I have previously taken the matter up over earlier mistakes in Public Notices only recently, with Mr. C. Walker, who has informed me that the issues are now waiting to be re-presented to the relevant Portfolio Holder, etc.

Such errors not only confuse the ratepayers of Hartlepool, as well as give “professional” Officers, both in the Legal Department, as well as the responsible Engineering Departments, a bad image, but also give the whole Council an even worse image, in the eyes of the general public.

Is it any wonder why so few people turn out to vote, when they see such shoddy publications!

If mistakes were made of this magnitude in Industry, then there would be sackings, for incompetence!

Where is the Quality Control in your systems?

Thank You,

CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: NEIGHBOURHOOD SERVICES
DEPARTMENTAL PLAN 2006/7

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To agree the Neighbourhood Services Departmental plan for 2006/2007.

2. SUMMARY OF CONTENTS

- 2.1 The Neighbourhood Services Departmental Plan 2006/7 details the actions and associated performance indicators planned to be carried out by the department over the coming twelve months.

3. RELEVANCE TO PORTFOLIO MEMBER

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

4. TYPE OF DECISION

- 4.1 This is a non-key decision.

5. DECISION MAKING ROUTE

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

6. DECISION(S) REQUIRED

- 6.1 Approval of the Departmental Plan.

Report of: Head of Technical Services

Subject: NEIGHBOURHOOD SERVICES
DEPARTMENTAL PLAN 2006/7

1. PURPOSE OF REPORT

- 1.1 To agree the Neighbourhood Services Departmental plan for 2006/2007.

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.
- 2.2 This Departmental Plan sets out the department's aims and objectives and details the actions to be taken over the coming twelve months toward achieving these. The plan also includes performance indicators associated with these actions together with a range of key national and local indicators.
- 2.3 A copy of the plan is attached at **Appendix A**.

3. RECOMMENDATIONS

- 3.1 It is recommended that the plan be approved.



**Departmental
Plan
2006 - 2007**

Contents

1. Introduction to this plan
 2. Neighbourhood Services
 - a. Introduction to Neighbourhood Services
 - b. Vision
 - c. What is a Neighbourhood
 3. Management Structure
 4. Aims & Objectives
 5. Values & Culture
 6. Monitoring & Reporting
 7. Portfolio
 8. Medium Term Priorities
 9. Action Plan
 10. Performance Indicators
- Appendix 1 Neighbourhood Services – Service Plans
- Appendix 2 Neighbourhood Services Department Structure

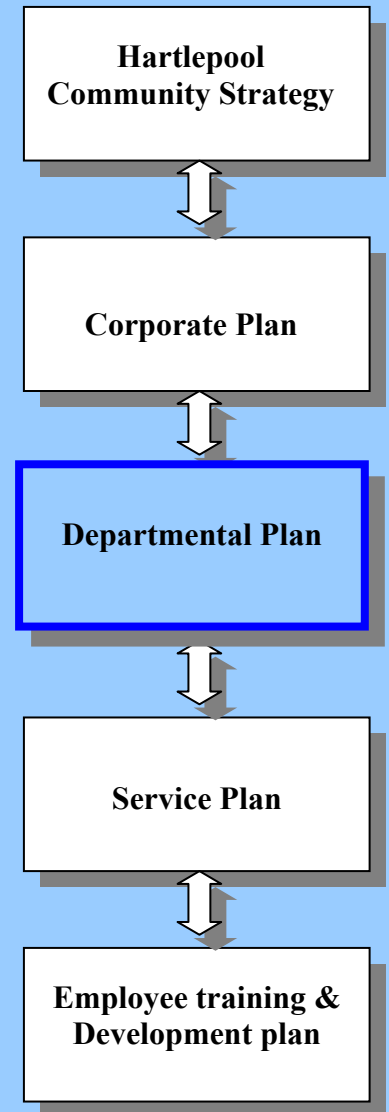
This document is the Neighbourhood Services Departmental Plan for 2006/7 and forms part of the Council's overall service planning arrangements. The plan details the key priorities and issues facing the department over the coming year, along with detailed action plans for the next 12 months. This plan will be reviewed on an annual basis, which will allow for any emerging priorities to be addressed.

The plan details how the department will meet the Council's key priorities as stated in the Corporate Plan.

This plan should be looked at in conjunction with both the Council's Corporate Plan and the individual Service Plans within Neighbourhood Services, that together form part of the Council's overall service planning arrangements. The diagram adjacent demonstrates how the plans are linked and a description of each of these plans is detailed below.

Corporate Plan	This plan details the Key, Council-wide, strategic objectives identified as being a priority over the next year. Also included are key actions associated with each objective.
Departmental Plan	This plan details the key issues facing the Neighbourhood Services department. It also includes a detailed action plan stating how the department will deliver the relevant key actions identified within the Corporate Plan
Service Plans	These plans will be produced by each individual service within the department. They will detail the services key objectives for the forthcoming year, and how the service will meet the relevant key actions included within the Departmental Plan. A list of the Service Plans within Neighbourhood Services can be found as appendix 1 at the back of this document.

Introduction



Neighbourhood Services

Introduction to Neighbourhood Services

Vision:

to work hand in hand with communities and to provide and develop excellent services that will improve the quality of life for people living in Hartlepool neighbourhoods

This statement will guide us in the delivery of services through the departmental management structure detailed on the following pages.

Throughout the year we will be assessing our performance against the targets set in this plan and we will report progress to the members of the Council and the employees of the department. In certain circumstances it may become necessary to either remove or amend an aim/objective or specific action from this plan. This could be for a number of reasons, such as changing priorities or a delay in implementing a particular scheme through unforeseen circumstances. Any amendments to the plan will only be made with full agreement of the relevant portfolio holder(s).

The Council adopted the seven aims of the Community Strategy in 2001 and our department has a special role to play in achieving those aims and in particular Strengthening Communities and Environment and Housing by bringing together a range of services that have the greatest impact upon the day-to-day quality of life of at a neighbourhood level to the citizens of Hartlepool. These aims have been further developed to reflect the department's role in delivering these aims (see Aims & Objectives on page 8 of this document).

What is a Neighbourhood?

A neighbourhood is a flexible unit. In one sense it could be the whole of Hartlepool or it could be a few residents who live in the same street. It could be a village or an area with its own special identity; it could have a long history or could have begun yesterday.

We aim to contribute to the development of neighbourhoods in all of our activities

The Departmental Management Team (DMT) takes seriously their role in leading the Neighbourhood Services Department. We have worked to develop our vision for the department in consultation with stakeholders which will be of benefit to the citizens of Hartlepool and which will give everyone who works for the department a better understanding of their own special contribution to the town.

Departmental Management Team

As a Management Team we will work together to provide clear leadership for the Neighbourhood Services Department. We are all fully committed to the delivery of this plan so that we improve the quality of life for the people living in Hartlepool.

Emergency Planning



"Disaster or major incidents can strike suddenly, unexpectedly and anywhere. We aim to ensure that appropriate levels and standards of resilience and civil protection are in place for a wide range of emergencies"

Denis Hampson, Head of Emergency Planning

Main Services: *Emergency planning*

Finance & Business Development



"We provide seamless customer focused services, which will achieve our departmental aims, it is important to provide front line services with timely and appropriate support".

Keith Smith, Head of Finance & Business Development

Main Services: *ICT; Finance and Administration*

Neighbourhood Management



"We are committed to providing neighbourhood managed services that produce a seamless service. The involvement of our customers in the democratic processes underpins that service delivery".

Dave Stubbs, Head of Neighbourhood Management

Main Services: *Horticulture, street cleansing; highway services; environmental enforcement; school catering; waste management; building cleaning; client services*

Procurement & Property Services



"Our aim is to ensure the Council makes best use of its land and property assets in terms of service delivery, accessibility and financial return whilst developing a strategic procurement capacity to deliver value for money and achieve our community aims"

Graham Frankland, Head of Procurement & Property Services

Main Services: *Building Management and Maintenance; Building Consultancy; Land and Property Management; Procurement; Logistics*

Public Protection & Housing



"We aim to protect and enhance the well-being of Hartlepool people by effective application of Public Protection and Housing legislation, education and by maximising funding opportunities."

Ralph Harrison, Head of Public Protection & Housing

Main Services: *Environmental Health, Trading Standards, Licensing, Environmental Standards, Housing Services*

Technical Services



"We aim to ensure that highways, transportation and civil engineering services are delivered within the Borough of Hartlepool in an effective and efficient manner providing a safer and sustainable environment for everyone to benefit from".

Alastair Smith, Head of Technical Services

Main Services: *Engineering consultancy, coastal defences, watercourses' contaminated land, Local Transport Plan, social transport' vehicle repair and maintenance, Traffic & transportation*

Aims and Objectives

To create seamless local services delivered at an area level where appropriate

1. To increase the involvement of communities in the provision of local services
2. To ensure that the housing needs of the borough are met
3. To safeguard and improve the health and well being for people working, living and visiting the borough
4. To provide and develop a sustainable environment that is safe, attractive and clean
5. To maximise the benefits of the Council's land and property assets
6. To provide a safe and accessible transport system which offers equal accessibility and maximum choice
7. To provide a comprehensive and effective resilience and emergency planning service for Hartlepool and also for the former Cleveland authorities in a Lead Authority capacity

In addition to the above, Financial and support services will be provided to ensure the effective functioning of the department in order to achieve these aims.

In working to achieve these aims we will: -

- Work alongside residents, businesses and other organisations within a community
- Support people to take responsibility within their own neighbourhoods and reward those taking genuine pride
- Help people play a part in the democratic process so that they can make the best use of Council resources to improve their quality of life
- Act as a single point of contact for any issue affecting a neighbourhood
- Deliver high quality direct services and always seek to develop and improve them
- To ensure that procurement of services via in-house and other providers achieves value for money and delivers our community aims.
- Work in partnership with other organisations both within and outside of the Council who are responsible for delivering services.

It is not only our services and role that have an impact upon the community – the way we do business as an organisation and as individuals itself has an impact. The Values we strive towards are to : -

1. Treat people with respect

- Being open and honest
- Recognising and valuing diversity
- Listening to and learning from others
- Working as part of a team
- Taking responsibility for ourselves
- Letting others take responsibility for themselves

2. Be customer focused

- Putting the service users at the forefront
- Giving and obtaining value for money
- Being concerned about quality and always seeking to improve
- Being prepared to find new and innovative ways of doing things
- Always looking to “find a way”

Values and Culture

Monitoring and Reporting

A basket of indicators containing PI's in respect of key front-line services will be monitored monthly.

The Departmental Management Team will monitor the whole plan at the end of each Quarter. This performance will be reported to the Council's Corporate Management Group (CMG) and the appropriate portfolio holder.

Effective communication to those within and those outside of the department will be a vital element in the delivery of the Plan. The content of this plan will be communicated as follows:-

- To individual staff members – in annual appraisal (April – July)
- To Staff members generally through –
 - departmental briefings which
 - staff newsletter – published at least six times per year
 - core briefings from DMT cascaded through divisions
- To Service Managers – in divisional management teams and in 1-1 meetings with Heads of Service
- To Corporate Management Group (CMG) – in quarterly performance reports
- To Portfolio Holders – in quarterly performance reports.

DMT meets: -

- Informally on a weekly basis
- Formally once every four weeks

Neighbourhood Services is a wide-ranging department of Hartlepool Council. This is reflected in the fact that it undertakes services, which are covered by the executive members of the Council. A separate report, detailing relevant Performance information, is sent to each of these portfolio holders on a quarterly basis showing the progress made toward achieving the targets within this plan

Portfolio



Stuart Drummond (Mayor)
Regeneration, Liveability and
Housing Portfolio Holder

Peter Jackson
Performance Management
Portfolio Holder



Victor Tumilty
Culture, Leisure and
Transportation Portfolio
Holder

Ray Waller
Adult and Community
Services Portfolio Holder



Robbie Payne
Finance Portfolio Holder

Pamela Hargreaves
Children's Services Portfolio
Holder





Medium Term Priorities

The table below sets out the priorities for each division of the department over the next three years. Objective / action references have been included against each of these 'longer term' priorities identifying specifics to be achieved within the coming twelve months.

Description	Objective / Action References
Emergency Planning	
To develop effective response plan(s) to deal with the threat from a pandemic flu outbreak	NS72
To develop resilience plans to deal with terrorism and the threat of terrorism	NS72; NS73
To develop the role of the Local Resilience Forum, particularly in the area of risk assessment and overseeing that the requirements of the Civil Contingencies Act are met by local responders	NS74; NS75
To develop sustainable strategies to promote business continuity within the local community, particularly in respect of medium and small enterprises	NS1; NS2; NS3; NS4
To develop sustainable strategies for the provision of information to the public so that they are aware of the risks of emergencies and they can be better prepared to protect themselves.	NS76
Neighbourhood Management	
To develop a fully integrated environmental enforcement team to include wardens, Police Community Support Officers (PCSO's) and environmental enforcement officers	NS18
To develop an integrated environmental education and enforcement programme	NS20; NS36
To co-ordinate cleansing and enforcement in order to reduce overall spend on back-street cleansing	NS20; NS36
To increase the client base for client services.	NSCS1; NSCS2; NSCS3
To maintain and expand catering into other areas other than schools.	NCSA10
To maintain the viability of school catering in the light of new nutritional standards	NCSA1, NCSA5
To expand highway maintenance into non-traditional areas.	-

Medium Term Priorities

To successfully complete planned increased recycling initiatives	NS35; NS36, NSW8;
To increase funding to Neighbourhood Management	-
Procurement and Property Services	
To develop a sustainable and funded maintenance strategy.	NSAM1; NSAM7, NS30
To develop a sustainable accommodation strategy linked to service asset management plans	NS30
To develop fully integrated electronic property management information including the corporate GIS	NS87; NS28
To procure a framework agreement for the future delivery of construction, property and highway services	NS24; NS29; NS46; NS31
To review the building maintenance operation and produce sustainable and economic delivery	NSBM5
To work with partners and other organisations in the sharing of premises and property services generally	NSAM1
To successfully complete the refurbishment works to the Civic Centre	NS28
To address environmental and economic affects to climate change and energy management	NSAM21
To continue to improve the accessibility to buildings	NS55
To further improve the management of the Council's asset base by developing the asset management plan linked to the Capital Strategy.	EH5
Public Protection & Housing	
To develop a Hartlepool climate change strategy	EH9
To develop and stretch the healthy eating service provision through the delivery of the Local Public Service Agreement (LPSA II) healthy eating initiative	NS14; NS15; NS16;
To develop local action plans to deliver the Hartlepool Public Health Strategy	NS 7; NSCA1
Regenerate housing in the central areas, reduce the number of privately owned empty houses and establish future partnership working to achieve these objectives.	NS11; NS55; NS56; NS59
Develop the sub-regional housing strategy and work sub-regionally to bid for resources.	
Meet the Decent Homes Standard targets in the private sector.	NS56; NS87

Medium Term Priorities

Introduce choice based lettings with Housing Hartlepool.	NS66
Service Development	
Continue to work towards the Investors In People standard and retain the award	NS83; NS84
Technical Services	
Address issues of contaminated land eg Coronation Drive and the former Anhydrite mine site	NSEC4; NSEC5
Coastal Protection. <ul style="list-style-type: none"> Town Wall Project Shoreline Management Plan II 	NSEC1
Development of the Transport Interchange	NS41
Review of Concessionary fare payments	NSTT38
Highway Asset Management Plan (HAMP)	NS6
Implementation and delivery of the Local Transport Plan (LTP)	NS41; NSTT24
Review of the safety camera partnership	NS53
Review of parking arrangements	NSTT118, NSTT119, NSTT120

Action Plan

The following tables set out those issues that will be dealt with over the coming twelve months. The tables show the specific actions Neighbourhood Services will complete as our contribution towards achieving the objectives of the Council

The objectives Neighbourhood Services contributes toward have been set out not only at the Departmental level, but also at corporate level. Where the objectives have been set at corporate level, other providers may also have an input in achieving these.

Departmental Action Plan

Corporate Action / Department Objective	Department Actions	By When	Responsible Officer	Associated PI
Corporate Objective: To help build an enterprise society, support indigenous growth and attract inward investment				
JE4 To develop and improve the resilience of businesses in Hartlepool through the promotion of Business Continuity	NS1 Create working relationship with Tees Valley Business Link	October 2006	Denis Hampson	CEPU PI 15
	NS2 Produce information literature for dissemination to SME's	October 2006	Denis Hampson	CEPU PI 15
	NS3 Form Tees Valley Local Authority's BCM sub group	October 2006	Denis Hampson	CEPU PI 15
	NS4 Hold conference for SME's within the Tees Valley	October 2006	Denis Hampson	CEPU PI 15
Corporate Objective: To promote a positive image for the town as tourism, investment and residential location				
JE21 Continue to improve visitor attractions, facilities, and the associated public realm	NS5 Work with and develop procedures with residents, elected members and businesses in relation to regeneration and Neighbourhood Action Plans.	March 07	Karen Oliver	
Corporate Objective: Improve the vitality and viability of the town centre				
JE18 Develop proposals to improve the condition of key town centre infrastructure and seek funding	NS6 Produce a Highway Asset Management Plan	March 07	Mike Blair	
Corporate Objective: Improved health – reduce premature mortality rates and reduce inequalities in premature mortality rates between wards / neighbourhoods. (Independence, Well-being and Choice outcome)				
HC2 Complete and launch the Hartlepool public health strategy in partnership with the Director of Public Health	NS7 To work in partnership to develop and implement a public health strategy action plan for 2006/7	March 07	Sylvia Tempest	

Departmental Action Plan

Corporate Action / Department Objective	Department Actions	By When	Responsible Officer	Associated PI
Corporate Objective: Access to Services – To support easier access to services which are integrated and tailored to individual need				
HC15 To work with the community in Owton to design and implement a Connected Care Scheme	NS8 Represent Neighbourhood Services on the steering group.	Mar 07	David Frame	
Corporate Objective: To safeguard and improve health and well-being for people working, living and visiting the borough				
HC1 Develop pro-active approaches to prevention of ill health	NS9 To deliver healthy eating training in the community	March 07	Helen Beaman	PH221
HC21 To carry out enforcement duties and deliver high quality services through the efficient and effective use of resources	NS10 To assess Strategic Housing services against inspection and other criteria, making improvements where appropriate towards providing an 'excellent' service(Strategic Housing Ref SHO18)	March 07	Penny Garner Carpenter	PH281 PH282
	NS11 To produce and implement a fit for purpose Housing Strategy (Strategic Housing Ref SHO19)	March 07	Penny Garner Carpenter	
	NS12 To produce and implement the supporting people strategy (Strategic Housing Ref SHO20)	March 07	Penny Garner Carpenter	
	NS13 Supplementing our enforcement role by providing targeted education and advice	March 07	Sylvia Pinkney	BV166 PH304 PH306 PH308 PH309

Departmental Action Plan

Corporate Action / Department Objective	Department Actions	By When	Responsible Officer	Associated PI
Corporate Objective: To safeguard and improve health and well-being for people working, living and visiting the borough				
HC22 To deliver an effective health development service	NS16 Develop and implement the new Local Area Agreement health food initiative	June 07	Sylvia Tempest	LAA10.6
HC23 To maintain and improve public health and safety through the enforcement of housing and nuisance legislation	NS17 To provide an effective and efficient service to residents to investigate, advise and take action where appropriate both formal and informal, to resolve complaints relating to housing and public health.	March 2007	Penny Garner-Carpenter	
Corporate Objective : To improve neighbourhood safety and increase public reassurance, leading to reduced fear of crime and anti-social behaviour				
CS7 Develop the new environmental enforcement scheme and other environmental services so they contribute to reducing fear of crime.	NS18 Obtain additional powers for Community Wardens.	April 06	Craig Thelwell	EM04 EM05
	NS19 Establish Covert Surveillance Unit	May 06	Craig Thelwell	
	NS20 Introduce back street enforcement initiative to reduce the number of domestic waste infringements, arson related incidents and burglaries.	June 06	Craig Thelwell	
	NS21 New Dog Control Orders to be introduced, replacing dated legislation, offering greater control over dogs within communities.	Mar 07	Craig Thelwell	EM04
	NS22 Fully implement powers associated with Clean Neighbourhoods & Environment act 2005 (exc. Dog Control Order) to reduce key environmental crimes within communities.	Sept 06	Craig Thelwell	

Departmental Action Plan

Corporate Action / Department Objective	Department Actions	By When	Responsible Officer	Associated PI
Corporate Objective : To improve neighbourhood safety and increase public reassurance, leading to reduced fear of crime and anti-social behaviour				
CS7 Develop the new environmental enforcement scheme and other environmental services so they contribute to reducing fear of crime.	NS23 Ensure safety of members of the public at night time through appropriate illumination	On-going	Bob Golightly	BV215a TE55
	NS24 Improve illumination in residential areas to reduce fear of crime.	March 07	Bob Golightly	
Corporate Objective: To protect and enhance the countryside and natural environment, the build environment and the historic environment and have cleaner, greener and safer public spaces				
EH5 Develop an integrated capital and asset strategy to maintain and develop buildings land highways and coastal structures.	NS25 Produce an integrated asset management plan / capital strategy for Cabinet approval.	June 2006	Keith Lucas	
	NS26 Complete maintenance strategy for Council property for Cabinet approval.	October 2006	Albert Williams	
	NS27 Review asset management plan / capital strategy document	March 2007	Keith Lucas	
	NS28 Appraise requirements of web-based solution for Corporate Property Database and Land Terrier records	Nov 2006	Keith Lucas	
	NS29 Implement new five year rolling programme for capital asset valuations	March 2007	Keith Lucas	PL102
	NS30 Successfully deliver the Accommodation Logistics Workstream of the Civic Centre Capital Maintenance Programme	June 2009	Keith Lucas	
	NS31 Improve the town's environment in specific work areas including Coast Protection, Contaminated Land, Land Drainage and Closed Landfill sites	March 07	Alan Coulson	

Departmental Action Plan

Corporate Action / Department Objective	Department Actions	By When	Responsible Officer	Associated PI
Corporate Objective (CO42): To protect and enhance the countryside and natural environment, the built environment and the historic environment and have cleaner, greener and safer public spaces				
EH5 Develop an integrated capital and asset strategy to maintain and develop buildings land highways and coastal structures.	NS32 Ensure the continued integrity of all Council owned highway structures.	April 06 and Oct 06	Richard Dumbleton	
Corporate Objective: To promote and develop a sustainable environment that is safe, attractive and clean				
EH9 To increase community and corporate knowledge and action on environmental sustainability issues	NS33 To co-ordinate the development and delivery of environmental strategy	Mar 07	Sylvia Tempest	
	NS34 Provide a sustainable waste management service through kerbside recycling and bring centres	May 07	Colin Ogden	BVPI 82 BVPI 84 BVPI 86 BVPI 87 BVPI 91
	NS35 Increase recycling participation through raising awareness and education.	Mar 07	Colin Ogden	BVPI 82
	NS36 Formulate and introduce enforcement initiatives to aid Alternate Weekly Collection (AWC) and recycling services.	June 06	Craig Thelwell	BV82
	NS37 Encourage innovative design solutions that are cost effective, that meet the needs of clients and that are compatible with the principals of sustainable development and whole life costing.	Jan 07	Colin Bolton	
EH10 To give advice on the issues concerning the natural and built environment and to enforce environmental legislation when appropriate	NS38 To deliver an effective noise, air pollution and pest control service	Mar 07	Sylvia Tempest	BVPI 217

Departmental Action Plan

Corporate Action / Department Objective	Department Actions	By When	Responsible Officer	Associated PI
Corporate Objective: To reduce total crime and narrow gaps between the Neighbourhood Renewal area and Hartlepool				
CS1 Ensure all Council departments understand and deliver their responsibilities to prevent and reduce crime and disorder when delivering their services.	NS39 Ensure all sections of the department understand and deliver their responsibilities to prevent and reduce crime and disorder when delivering their services. (section 17)	June 2006	Dave Stubbs	
	NS40 Complete self assessment forms	June 2006	Carol Davis	
Corporate Objective: To provide a safe and effective integrated transport system and improved accessibility.				
EH12 Adopt and implement the Local Transport Plan	NS41 Hartlepool Local Transport Plan 1 Annual Progress Report and 5 year progress report	July 06	Mike Blair	
	NS42 Produce Cycling Action Plan	Dec 06	Mike Blair	
	NS43 Improved utilisation of the Council fleet and greater efficiencies in transport provision	June 06	Alastair Smith	
	NS44 Provide an integrated transport strategy for the delivery of community transport services.	March 07	Alastair Smith	TE95 TE96
	NS45 To co-ordinate the delivery of the Councils Dial a Ride service in conjunction with the Councils Community transport services, providing greater efficiencies in vehicle utilisation and an enhanced Dial a Ride service.	July 06	Alastair Smith	TE92 TE68 TE94

Departmental Action Plan

Corporate Action / Department Objective	Department Actions	By When	Responsible Officer	Associated PI
Corporate Objective: To provide a safe and effective integrated transport system and improved accessibility.				
EH13 Improve access by public transport to key facilities through the core routes and interchange strategy, complemented by improvements to other services	NS46 Publish Public Transport Guide	August 2006	Ian Jopling	
EH14 Develop a revised approach to procuring socially necessary bus services.	NS47 Instigate Local Transport Plan (LTP) bus strategy including 'Dial a ride'	Jan 07	Mike Blair	
EH15 Reduce road casualties in line with the 2010 target	NS48 To actively target the Council's 2010 casualty targets by the introduction of local safety schemes.	February 2007	Mike Blair	BVPI 99
	NS49 Introduce and discharge Network Management duties conferred on the Authority by the Traffic Management Act 2004	Feb 07	Alan Shield	
	NS50 Provide children and parents with a safer environment by enforcing school keep clear zones	June 06	Phil Hepburn	BVPI 99
EH15 Reduce road casualties in line with the 2010 target	NS51 Establish a plan to facilitate the delivery of road safety education, training and publicity for the Hartlepool area based on the Governments 2010 strategy.	Sept 06	Paul Watson	
	NS52 Provide training for primary school pupils in all aspects of road safety	March 07	Paul Watson	
	NS53 Reduce speeding by successful management of the Cleveland Safety Camera Partnership.	June 06	Chris Cole	BVPI 99

Departmental Action Plan

Corporate Action / Department Objective	Department Actions	By When	Responsible Officer	Associated PI
Corporate Objective: To rebalance the supply and demand for housing and address housing market renewal and improvement of existing stock				
EH17 Pursue a programme of strategic housing market renewal in partnership with Tees Valley Living, Housing Hartlepool and Hartlepool Revival, the private sector and external funding agencies	NS54 Prepare for compulsory Purchase Order on the North Central Hartlepool Regeneration Scheme	September 2006	Emma Dixon	
EH19 To achieve national decent homes standard by 2010: social housing 100%, private sector 70%	NS55 To improve the % of vulnerable households living in private housing meeting the Decent Homes Standard from 64.85% to 66.46%, in order to achieve the government's targets of 70% by 2010 and 75% by 2016 (strategic housing ref sho2)	March 2007	Penny Garner-Carpenter	LAA 24.2 LPI NS10 PH228
EH20 To improve the quality, energy efficiency and attractiveness of existing housing, and reduce the number of vulnerable households experiencing fuel poverty.	NS56 To improve the condition of private rented properties through informal and formal action, in particular, to take action on hazards identified using Health and safety rating system introduced in the housing act 2004.	March 2007	Penny Garner-Carpenter	LAA 24.2 LPI NS10 PH226 PH227
	NS57 To improve the percentage of vulnerable households living in private housing meeting the decent homes standard from 64.85% to 66.46%.	March 2007	Penny Garner-Carpenter	PH228

Departmental Action Plan

Corporate Action / Department Objective	Department Actions	By When	Responsible Officer	Associated PI
Corporate Objective: To rebalance the supply and demand for housing and address housing market renewal and improvement of existing stock				
EH20 To improve the quality, energy efficiency and attractiveness of existing housing, and reduce the number of vulnerable households experiencing fuel poverty.	NS58 To utilise internal and external funding to improve the SAP rating for private houses	March 2007	Penny Garner-Carpenter	LPI NS11 PH235 PH236 PH237 PH238 PH233 PH234
EH21 To enhance the standard of management of private rented housing	NS59 To improve the condition and management of private rented houses through the Landlord Registration Scheme and selective licensing scheme (if accepted)	March 2007	Penny Garner-Carpenter	PH239 PH240 PH241 PH242 PH243 PH244 PH245
Corporate Objective: To rebalance the supply and demand for housing and address housing market renewal and improvement of existing stock				
EH21 To enhance the standard of management of private rented housing	NS60 To licence those Houses in Multiple Occupation (HMOs) subject to mandatory licensing in accordance with the Housing Act 2004 and government guidelines	March 2007	Penny Garner-Carpenter	PH246 PH247 PH248 PH249 PH251 PH250

Departmental Action Plan

Corporate Action / Department Objective	Department Actions	By When	Responsible Officer	Associated PI
Corporate Objective: To rebalance the supply and demand for housing and address housing market renewal and improvement of existing stock				
EH22 To tackle housing market imbalance and the problems caused by low and changing demand	NS61 To reduce the number of empty private houses:(a) overall (b)those empty for over 6 months as a % of the total private sector stock, towards a target of 0.71% which is the 2005 CPA Lower Quartile Threshold for the North East Region – CPA PI Ref H18	March 2007	Penny Garner-Carpenter	BVPI 64 LPI NS10 HSSA A1 & 6 LPINS9 PH252 PH253 PH254
Corporate Objective: To meet housing needs and provide opportunities for vulnerable residents to live independently				
EH24 To provide accommodation and services for vulnerable people (including the homeless, disabled and mentally ill), and to increase the opportunities for residents to live independently in the community	NS62 Develop extra care housing by 120 units in the next 10 years	March 2007	Penny Garner-Carpenter	LPI NS12a
	NS63 Develop commissioning strategy for Supporting People services	March 2007	Penny Garner-Carpenter	LPI NS12a PH264 PH265
	NS64 To ensure tenancy sustainability for those receiving support from the Housing Aid team	March 2007	Penny Garner-Carpenter	LAA 26.2 PH271 PH272
	NS65 To minimise homelessness	March 2007	Penny Garner-Carpenter	BVPI 183; 202; 213; 214 PH273 PH274 PH275

Departmental Action Plan

Corporate Action / Department Objective	Department Actions	By When	Responsible Officer	Associated PI
Corporate Objective: To meet housing needs and provide opportunities for vulnerable residents to live independently				
EH25 To ensure there is access to a choice of good quality housing to buy or rent, to meet the aspirations of residents and encourage investment.	NS66 To enable Registered Social Landlords (RSLs) to develop types of housing identified as a priority need in Housing Strategy	March 2007	Penny Garner-Carpenter	PH276 PH277 PH276 PH277
Corporate Objectives: To empower local people to have a greater voice and influence over local decision making and the delivery of services. Increase opportunities for everyone to participate in consultation, especially hard to reach groups and young people and enable people and communities to make a positive contribution. Enhance partnership and consultative structures and community involvement.				
SC6 Promoting Hartlepool as a fair trade town	NS67 Promote the use of Fair Trade products as an alternative for retail and catering premises.	March 2007	Sylvia Tempest	LAA 36.1 LAA 36.2
SC1 Work with Hartlepool Participation Network to ensure that children and young people are central to the development of a participation strategy that sets standards and includes involvement in democratic processes	NS68 Work alongside officers in Children's and Adult and Community Services to develop and encourage participation of young people in their community.	March 2007	Karen Oliver	
Corporate Objective: Improve quality of life for most disadvantaged neighbourhoods and ensure service providers are more responsive				
SC8 Continue a programme of Neighbourhood Action Plan (NAP) preparation, implementation monitoring and review in the context of the NRS	NS69 Continue a programme of Neighbourhood Action Plan (NAP) preparation, implementation monitoring and review in the context of the NRS	March 2007	Denise Ogden	

Departmental Action Plan

Corporate Action / Department Objective	Department Actions	By When	Responsible Officer	Associated PI
Corporate Objective: To develop the community planning approach at a town-wide and neighbourhood level				
SC15 Restructure the Neighbourhood Services Department to provide a Neighbourhood management framework consisting of three neighbourhood management areas with appropriate operational capacity to deliver services at a neighbourhood level	NS70 Complete the restructure of the Neighbourhood Services department	June 06	Dave Stubbs	
Corporate Objective: Improve accessibility of services and information				
SC16 Improve physical access to buildings by completing programme of improvement works	NS71 Complete programme of improvement works	March 2007	Keith Lucas	BVPI 156
Corporate Objective: Ensure communities are well prepared to respond to emergency incidents				
SC18 Continue to develop and review emergency planning arrangements	NS72 Produce and/or review plans, including Major Incident response plan	March 2007	Denis Hampson	CEPU PI's 1 & 12
	NS73 Provision of training and exercises for staff			
	NS74 Effective partnership working on a multi agency basis through the Local resilience Forum			
SC19 Provide local information to residents on responding to and dealing with emergencies	NS75 Provision of a Community Risk register available to the public	March 2007	Denis Hampson	CEPU PI's 5, 6 & 8
	NS76 Provision of an effective and informative internet website for the Cleveland Emergency Planning Unit			

Departmental Action Plan

Corporate Action / Department Objective	Department Actions	By When	Responsible Officer	Associated PI
Corporate Objectives: Ensure robust risk management				
OD7 Maintain register of strategic / departmental risks	NS77 Report to Corporate Risk Management Group on review of Departmental Risk Register	Mar 07	Dave Stubbs	
OD8 Embed awareness and use of risk management across the Neighbourhood Services Dept.	NS78 Create a risk management champion in Neighbourhood Services and form an action team from each division. Reports to be brought on a quarterly basis to DMT.	June 06 and ongoing	Dave Stubbs	
Corporate Objectives: Ensure robust risk management				
OD9 Business Continuity plans in place and exercised for all departments and corporate issues such as flu pandemic	NS79 Business Continuity Plan to be drawn up for the whole department. This has already been achieved. To be reviewed on a regular basis. (6 monthly)	June 06 and ongoing	Dave Stubbs	
Corporate Objective: Develop and implement information security plans				
OD12 Complete development and roll out of information security plans and ensure compliance with ISO17799 policies and procedures	NS80 Work with Corporate Strategy in the development and implementation of information security plans.	Mar 07	Paul Rayner	SS214

Departmental Action Plan

Corporate Action / Department Objective	Department Actions	By When	Responsible Officer	Associated PI
Corporate Objective: Implement, co-ordinate and monitor the Council's Complaints Strategy				
To ensure that a consistent, high standard for the investigation, monitoring and reporting of Complaints, comments and compliments is provided across the department.	NS81 Work in conjunction with Corporate Strategy on the implementation of a revised workflow strategy for handling formal complaints.	Mar 07	Steve Russell	
Corporate Objective: Implement the Communications Strategy				
Have in place effective methods of communication & consultation	NS82 Monitor relevance, accuracy and frequency of information published and report quarterly to DMT.	Mar 07	Angela Read	
Corporate Objective: Enhance workforce development arrangements				
To have a workforce that meets the current and future service needs of the community.	NS83 Have an effective appraisal and review procedure that is implemented throughout Neighbourhood Services.	Mar 07	Angela Read	
	NS84 Ensure Customer Care Training Is built into the Departmental Workforce Development Plan	Mar 07	Angela Read	
Corporate Objective: Enhance Equality and Diversity arrangements and mainstream into all council activities				
Achieve Level 3 of Equality Standard for Local Government	NS85 To have a Co-ordinate departmental approach to diversity and equality.	Mar 07	Carol Davis	
Complete access to services element of CEP. (INRA)	NS86 Assist in the review of divisional / service INRAs	July 06	Carol Davis	
Deliver Diversity Steering Group (DSG) workstreams	NS100 Deliver building access policy via DSG sub group 3	Dec 06	Graham Frankland	

Departmental Action Plan

Corporate Action / Department Objective	Department Actions	By When	Responsible Officer	Associated PI
Deliver Diversity Steering Group (DSG) workstreams	NS101 Deliver Partnership arrangements via DSG sub group 10	March 07	Graham Frankland	
Corporate Objective: Delivery of the ICT strategy to support corporate objectives				
OD93 Implement key programmes	NS87 Develop and Implement GIS solution on a phased basis	Nov 06	Keith Lucas	
Corporate Objective: Develop Strategic Financial Plans				
Develop Strategic Financial plans	NS88 Implement Integra Financial Management system within Neighbourhood Services	April 06	Keith Smith	TE286 TE287
	NS89 Develop and implement Job costing module of Integra FMS	Mar 07	Keith Smith	

Departmental Action Plan

Neighbourhood Services Department Objectives

Department Objectives			By When	Responsible Officer	Associated PI	
		Department Actions				
Organisational Development – Attendance						
NS90	Reduce sickness levels across dept	NS94	Reduce long term sickness absence within the services through innovative attendance management.	March 07	Carol Davis	
		NS95	Review service Managers requirements for the provision of sickness info	March 07	Steve Russell	
Organisational Development - Continuous Improvement.						
NS91	Continuous improvement in service provision	NS96	Identify Improvement Group projects for 2007/8	March 07	Angela Read	
		NS97	Successful completion of improvement group projects identified for 2006/7	March 07	Angela Read	
Organisational Development - Health & Safety						
NS92	Safe work practices that ensure the safety of customers and the workforce.	NS98	To assist managers in the co-ordination of health & safety procedures and the implementation of safety policies and procedures.	March 07	Carol Davis	
Organisational Development - Customer Satisfaction						
NS93	Raise levels of customer satisfaction.	NS99	Produce a standard for customer satisfaction feedback	December 2006	Angela Read	

Performance Indicators

PI Ref	PI Description	Comparative Performance 2004/5			Current Performance 2005/6		Future Target			Responsible Officer
		Other Authorities		Hartlepool	Target	Outturn	2006/7	2007/8	2008/9	
		Average (England Authorities)	Top quartile							
BV82a(i)	% of the total tonnage of household waste arising which have been sent by the Authority for recycling	15.22%	17.89%	12.43%	15%	13.84%	15%	16%	17%	Colin Ogden
BV82a(ii)	Total tonnage of household waste arising which have been sent by the Authority for recycling	New Indicator Introduced 2005/06			6,349kg	5440.42kg	5927	6322	7341	Colin Ogden
BV82b(i)	The % of household waste sent by the Authority for composting or treatment by anaerobic digestion.	6.44%	9.80%	6.67%	7%	7.81%	9%	10%	11%	Colin Ogden
BV82b(ii)	The tonnage (kg) of household waste sent by the Authority for composting or treatment by anaerobic digestion.	New Indicator Introduced 2005/06			2,963	3071.51	3663	4199	4750	Colin Ogden
BV82c(i)	% of the total tonnage of household waste arising which have been used to recover heat, power and other energy sources	11.55%	7.03%	73.61%	71.5%	70.7%	70%	65%	64%	Colin Ogden

Performance Indicators

PI Ref	PI Description	Comparative Performance 2004/5			Current Performance 2005/6		Future Target			Responsible Officer
		Other Authorities		Hartlepool	Target	Outturn	2006/7	2007/8	2008/9	
		Average (England Authorities)	Top quartile							
BV82c(ii)	Tonnage (kg) of household waste arising which have been used to recover heat, power and other energy sources	New Indicator Introduced 2005/06			30,263	27,796.5	28,491	27,249	27,635	Colin Ogden
BV82d(i)	% of household waste arising which have been landfilled	67.47%	67.19%	7.28%	6.5%	7.65%	6%	9	8	Colin Ogden
BV82d(ii)	The tonnage (kg) of household waste arising which have been landfilled	New Indicator Introduced 2005/06			2,751	3,006.48	2,442	3,773	3,454	Colin Ogden
BV84a	No. of kgs. of household waste collected per head of the population	444.9kg	397.7kg	447.79kg	489kg	436.32	452	465	479	Colin Ogden
BV84b	Percentage change from the previous financial year in the number of kilograms of household waste collected per head of population	New Indicator Introduced 2005/06			7%	-2.56%	3%	3%	3%	Colin Ogden
BV86	Cost of waste collection per household	£43.41	£35.31	£33.35	£37.69	£36.26	£38.48	£40.00	£41.23	Denise Ogden
BV87	Cost of waste disposal per tonne municipal waste	Not available		£35.63	£32.38	£37.60	£40.45	£42.23	£43.20	Denise Ogden

Performance Indicators

PI Ref	PI Description	Comparative Performance 2004/5			Current Performance 2005/6		Future Target			Responsible Officer
		Other Authorities		Hartlepool	Target	Outturn	2006/7	2007/8	2008/9	
		Average (England Authorities)	Top quartile							
BV91a	% of households resident in the authority's area served by kerbside collection of recyclables	91.2%	100%	100%	100%	100%	100%	100%	100%	Clare Scott
BV91b	% of households resident in the authority's area served by kerbside collection of at least two recyclables by 2010	New Indicator Introduced 2005/06			100%	100%	100%	100%	100%	Clare Scott
BV199a	The proportion of relevant land and highways (expressed as a percentage) that is assessed as having combined deposits of litter and detritus that fall below an acceptable level.	18.1%	11%	5%	5%	17.02%	14%	11%	10%	Albert Cope
BV199b	The proportion or relevant land and highways (expressed as a percentage) from which unacceptable levels of graffiti are visible.	New Indicator Introduced 2005/06			Target not set for 05/6	2.42%	3%	3%	3%	Albert Cope

Performance Indicators

PI Ref	PI Description	Comparative Performance 2004/5			Current Performance 2005/6		Future Target			Responsible Officer
		Other Authorities		Hartlepool	Target	Outturn	2006/7	2007/8	2008/9	
		Average (England Authorities)	Top quartile							
BV199c	The proportion or relevant land and highways (expressed as a percentage) from which unacceptable levels of fly-posting are visible.	New Indicator Introduced 2005/06			Target not set for 05/6	0.11%	2%	2%	2%	Albert Cope
BV199d	The year-on-year reduction in total number of incidents and increase in total number of enforcement actions taken to deal with 'fly-tipping'	New Indicator Introduced 2005/06			Target not set for 05/6	1 'Very Effective'	1 'Very Effective'	1	1	Craig Thelwell
BV218a	Percentage of new reports of abandoned vehicles investigated within 24hrs of notification.	New Indicator Introduced 2005/06			95%	100%	100%	100%	100%	Craig Thelwell
BV218b	Percentage of abandoned vehicles removed within 24 hours from the point at which the Authority is legally entitled to remove the vehicle	New Indicator Introduced 2005/06			100%	100%	100%	100%	100%	Craig Thelwell
BV215a	The average number of days taken to repair a street light fault, which is in the control of the local authority.	New Indicator Introduced 2005/06			3 days	1.6 days	1.6 days	1.6 days	1.6 days	Bob Golightly

Performance Indicators

PI Ref	PI Description	Comparative Performance 2004/5			Current Performance 2005/6		Future Target			Responsible Officer
		Other Authorities		Hartlepool	Target	Outturn	2006/7	2007/8	2008/9	
		Average (England Authorities)	Top quartile							
BV215b	The average number of days taken to repair a street light fault, which is in the control of a Distribution Network Operator (DNO)	New Indicator Introduced 2005/06			30 days	22.62 days	21 days	20 days	18 days	Bob Golightly
BV166a	Environmental Health checklist of best practice	84.9%	97%	100%	100%	100%	100%	100%	100%	Sylvia Pinkney
BV166b	Trading Standards checklist of best practice	92.8%	100%	100%	100%	100%	100%	100%	100%	Sylvia Pinkney
BV156	The % of authority buildings open to the public where all areas are suitable for and accessible to disabled people	Information not available		17.74%	25%	20%	28%	30%	30%	Keith Lucas
BV 99 (a)(i)	Road Accident Casualties: KSI all people. Number of people killed or seriously injured (KSI) in road traffic collisions.	Amended 2004/5 – comparison information not applicable			39.96	49	45.45	41.91	38.36	Peter Frost
BV99 (a)(ii)	Road Accident Casualties: KSI all people. Percentage change in the number of people killed or seriously injured (KSI) in road traffic collisions since the previous year.	Amended 2004/5 – comparison information not applicable			-4	-12.5	-7.34	-7.79	-8.47	Peter Frost

Performance Indicators

PI Ref	PI Description	Comparative Performance 2004/5			Current Performance 2005/6		Future Target			Responsible Officer
		Other Authorities		Hartlepool	Target	Outturn	2006/7	2007/8	2008/9	
		Average (England Authorities)	Top quartile							
BV 99 (a)(iii)	Road Accident Casualties: KSI all people. Percentage change in the number of people killed or seriously injured (KSI) in road traffic collisions since the 1994-98 average.	Amended 2004/5 – comparison information not applicable			-20	6.1	-1.62	-9.29	-16.97	Peter Frost
BV 99 (b)(i)	Road Accident Casualties: KSI children. Number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions.	Amended 2004/5 – comparison information not applicable			8.85	10	8.36	7.86	7.37	Peter Frost
BV 99 (b)(ii)	Road Accident Casualties: KSI children. Percentage change in the number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions since the previous year.	Amended 2004/5 – comparison information not applicable			-5.25	-33.33	-16.4	-5.98	-6.23	Peter Frost
BV 99 (b)(iii)	Road Accident Casualties: KSI children. Percentage change in the number of children killed or seriously injured (KSI) in road traffic collisions since the 1994-98 average.	Amended 2004/5 – comparison information not applicable			-25	-15.3	-29.15	-33.39	-37.54	Peter Frost

Performance Indicators

PI Ref	PI Description	Comparative Performance 2004/5			Current Performance 2005/6		Future Target			Responsible Officer
		Other Authorities		Hartlepool	Target	Outturn	2006/7	2007/8	2008/9	
		Average (England Authorities)	Top quartile							
BV 99 (c)(i)	Road Accident Casualties: Slight injuries. Number of people slightly injured in road traffic collisions.	Amended 2004/5 – comparison information not applicable			368.22	304	305	300	295	Peter Frost
BV 99 (c)(ii)	Road Accident Casualties: Slight injuries. Percentage change in the number of people slightly injured in road traffic collisions since the previous year.	Amended 2004/5 – comparison information not applicable			-0.87	-0.33	0.33	-1.64	-1.67	Peter Frost
BV 99 (c)(iii)	Road Accident Casualties: Slight injuries. Percentage change in the number of people slightly injured in road traffic collisions since the 1994-98 average.	Amended 2004/5 – comparison information not applicable			-5	-21.56	-5.83	-6.67	-7.50	Peter Frost
BV 100	Temporary Road Closure. Number of days of temporary traffic controls, or road closure, on traffic sensitive roads, caused by roadworks, per km of traffic sensitive road.	1.3	0.1	0.139	0	0	0	0	0	Peter Frost

Performance Indicators

PI Ref	PI Description	Comparative Performance 2004/5			Current Performance 2005/6		Future Target			Responsible Officer
		Other Authorities		Hartlepool	Target	Outturn	2006/7	2007/8	2008/9	
		Average (England Authorities)	Top quartile							
BV 165	Pedestrian crossings with facilities for disabled people. The percentage of pedestrian crossings with facilities for disabled people, as a proportion of all crossings in the local authority area.	87	100	94.59%	100%	86.4%	100%	100%	100%	Peter Frost
BV 102	Passenger Journeys on Buses. Number of local bus passenger journeys originating in the authority area undertaken each year.	15m	19m	6,046,274	6,310,000	5,592,176	5,924,790	5,931,140	5,869,350	Mike Blair
BV64	Vacant dwellings returned to occupation or demolished	61.04	56.25	4	5 6	34	70	70	70	John Smalley
BV183a	Length of stay in temporary accommodation (Bed and Breakfast)	4	1	0	1	2	1	1	1	Lynda Garbutt
BV183b	Length of stay in temporary accommodation (Hostel)	12	0	0	0	0	0	0	0	Lynda Garbutt
BV187	Percentage of the category 1, 1a and 2 Condition of surface footway	25	16	22.2	22	14.97	14	13	12	Mike Blair
BV202	Number of rough sleepers	Not Available		0	0	0	0	0	0	Lynda Garbutt
BV203	Percentage change in number of families in temporary accommodation	20.63	-6.94	100	0	0	0	0	0	Lynda Garbutt

Performance Indicators

PI Ref	PI Description	Comparative Performance 2004/5			Current Performance 2005/6		Future Target			Responsible Officer
		Other Authorities		Hartlepool	Target	Outturn	2006/7	2007/8	2008/9	
		Average (England Authorities)	Top quartile							
BV213	Number of homelessness cases resolved by intervention per 1000 households	New Indicator Introduced 2005/06			35	3	4	4	4	Lynda Garbutt
BV214	% of statutory homeless households repeated within two years.	New Indicator Introduced 2005/06			2	2.54	2	2	2	Lynda Garbutt
BV216a	Number of ‘sites of potential concern’, with respect to land contamination	New Indicator Introduced 2005/06			Not Set	939	940	941	942	Alan Coulson
BV216b	Number of sites for which sufficient detailed information is available to decide whether remediation of the land is necessary, as a percentage of all ‘sites of potential concern’	New Indicator Introduced 2005/06			Not Set	13%	14%	15%	16%	Alan Coulson
BV217	Percentage of pollution control improvements to existing installations completed on time	New Indicator Introduced 2005/06			90%	91%	90%	90%	90%	Adrian Hurst
BV223	Percentage of the local authority principal road network where structural maintenance should be considered.	Amended 2005/06 – comparison not applicable			22	11.1	11.5	12.0	12.5	Mike Blair
BV224a	Percentage of the non-principal classified road network where maintenance should be considered.	Amended 2005/06 – comparison not applicable			16.75	23.18	23.5	24.0	24.5	Mike Blair

Performance Indicators

PI Ref	PI Description	Comparative Performance 2004/5			Current Performance 2005/6		Future Target			Responsible Officer
		Other Authorities		Hartlepool	Target	Outturn	2006/7	2007/8	2008/9	
		Average (England Authorities)	Top quartile							
BV224b	Percentage of the unclassified road network where structural maintenance should be considered.	Amended 2005/06 – comparison not applicable			38	16.51	35	20	35	Mike Blair

Performance Indicators

Satisfaction Surveys – Undertaken every three years									
PI Ref	PI Description	Outturn 2000/01	Comparative Information 2003/04				Future Target 2006/07	Responsible Officer	Comments
			Other Authorities ⁽¹⁾	Top Quartile ⁽²⁾	Hartlepool outturn	Hartlepool Target			
BV 89	User satisfaction with street cleanliness	53%	59.80%	66%	55%	58%	57%	Albert Cope	Previous surveys undertaken in 2003-4
BV90a	User satisfaction for Household Waste Collection	85%	84.03%	89%	89%	90%	90%	Colin Ogden	
BV90b	User Satisfaction for Waste Recycling (local facilities)	67%	67.85%	75%	83%	70%	85%	Colin Ogden	
BV90c	User Satisfaction for Waste Disposal (local tips)	74%	75.48%	84%	84%	78%	85%	Colin Ogden	
BV 103	User Satisfaction with Public Transport information	56%	49.72%	55%	59%	80%	80%	Mike Blair	
BV 104	User Satisfaction with Local Bus Service	62%	54.21%	61%	65%	70%	70%	Mike Blair	

Performance Indicators

Indicator No	Indicator Description	2004/5 outturn	2005/6 target	2005/6 outturn	Future Target 2006/7	Responsible Officer	Comments / Links
EM04	No. of fixed penalty notices issued for dog fouling.	135	100	118	200	Ian Burton	
EM05	No. of fixed penalty notices issued for litter offences.	104	100	173	200	Ian Burton	
PH221	Percentage of attendees satisfied with healthy food training courses provided	New Indicator Introduced 06/07			80%-100%	Emma Tierney	
PH228	No. of private rented houses improved to the Decent Homes Standard through enforcement action/liaison with landlords	New Indicator Introduced 06/07			5	John Smalley	
PH233	Average SAP rating for all dwellings	New Indicator Introduced 06/07			60	David Morgan	
PH234	Average SAP rating for RSL dwellings	New Indicator Introduced 06/07			69	David Morgan	
PH236	No. of households assisted by Hartwarmer grants (Hartwarmers Plus and Tees Valley Energy Savers)	New Indicator Introduced 06/07			850	David Morgan	
PH239	% increase in houses covered by the Landlord Registration Scheme	New Indicator Introduced 06/07			5%	Ken Natt	
PH248	No. of HMOs licensed as a proportion of those required to be licensed (estimated no. 10-20)	New Indicator Introduced 06/07			100%	Joanne Burnley	
PH254	No. houses brought back into use	New Indicator Introduced 06/07			10	John Smalley	

Performance Indicators

Indicator No	Indicator Description	2004/5 outturn	2005/6 target	2005/6 outturn	Future Target 2006/7	Responsible Officer	Comments / Links
PH258	The no. of Supporting People services assessed by checking and validating QAF self-assessments	New Indicator Introduced 06/07			30 services	Pam Twells	
PH264	Agreement of Joint Commissioning Strategy	New Indicator Introduced 06/07			Oct-06	Pam Twells	
PH276	The no. of new units completed by Registered Social Landlords (RSLs)	New Indicator Introduced 06/07			30	Penny Garner Carpenter	
PH277	The number of schemes starting on site	New Indicator Introduced 06/07			2	Penny Garner Carpenter	
PH281	VFM assessments completed on time	New Indicator Introduced 06/07			100% by 30.8.06	Penny Garner Carpenter	
PH282	No. relevant criteria achieved as a proportion of all KLOE criteria for each service	New Indicator Introduced 06/07			80%	Penny Garner Carpenter	
PH304	% of high risk trading standards inspections carried out.	-	100%	100%	100%	Sylvia Pinkney	
PH306	% of Trading Standards businesses compliant after initial inspection	New Indicator Introduced 06/07				Sylvia Pinkney	
PH308	Consumer satisfaction index of trading standards service.			100%	100%	Sylvia Pinkney	
PH309	Business satisfaction index of trading standards service.			94.3%	100%	Sylvia Pinkney	
PL102	Complete 25% of asset valuations per quarter	New indicator introduced	20% of 5 yr programmed for 06/07	100%	20% of 5 yr programme for 06/07	Emma Dixon	

Performance Indicators

Indicator No	Indicator Description	2004/5 outturn	2005/6 target	2005/6 outturn	Future Target 2006/7	Responsible Officer	Comments / Links
		2005-06					
SS214	Percentage of audits carried out adhering to implemented ISO17799 standards	New Indicator Introduce 2006/7			100%	Paul Rayner	
TE55	% of formal street lighting enquiries responded to within target	New indicator introduced 2005-06	100%	100%	100%	Bob Golightly	
TE68	Number of applications for community transport processed within seven working days	New indicator introduced 2005-06	95%	100%	96%	Jayne Brown	

Performance Indicators

Indicator No	Indicator Description	2004/5 outturn	2005/6 target	2005/6 outturn	Future Target 2006/7	Responsible Officer	Comments / Links
LPINS9	No. of dwellings cleared for regeneration	0	24	24	250	Penny Garner Carpenter	
LPINS10	No. of long term empty private houses	669	610	545	500	John Smalley	
LPINS11	Average SAP rating for private dwellings	55.7	56.4	56.8	56.4	David Morgan	
LPINS12A	Number of Extra Care units provided	0	0	0	20	Pam Twells	
LAA10.6	Number of schools achieving the new Healthy Schools Status (Performance with reward)	New indicator introduced 2006-07			36	Sylvia Tempest	
LAA24.2	Achieving decent homes standard in private housing sector	New indicator introduced 2006-07			65	John Smalley	
LAA26.2	% of new tenants receiving support from HBC sustaining their tenancies for 6 months	New indicator introduced 2006-07			90%	Chris Bartleson	
LAA36.1	Number of retail establishments offering Fairtrade as an alternative	New indicator introduced 2006-07				Sylvia Tempest	
LAA36.2	Number of catering establishments offering Fairtrade as an alternative	New indicator introduced 2006-07				Sylvia Tempest	
HSSA SECTION A1 and 6	The percentage of total private sector homes vacant for more than 6 months	New indicator introduced 2006-07			1.58%	John Smalley	

Performance Indicators

Cleveland Emergency Planning Indicators – Indicators reflect the work carried out across the Tees Valley Authorities by the Cleveland Emergency Planning Unit.

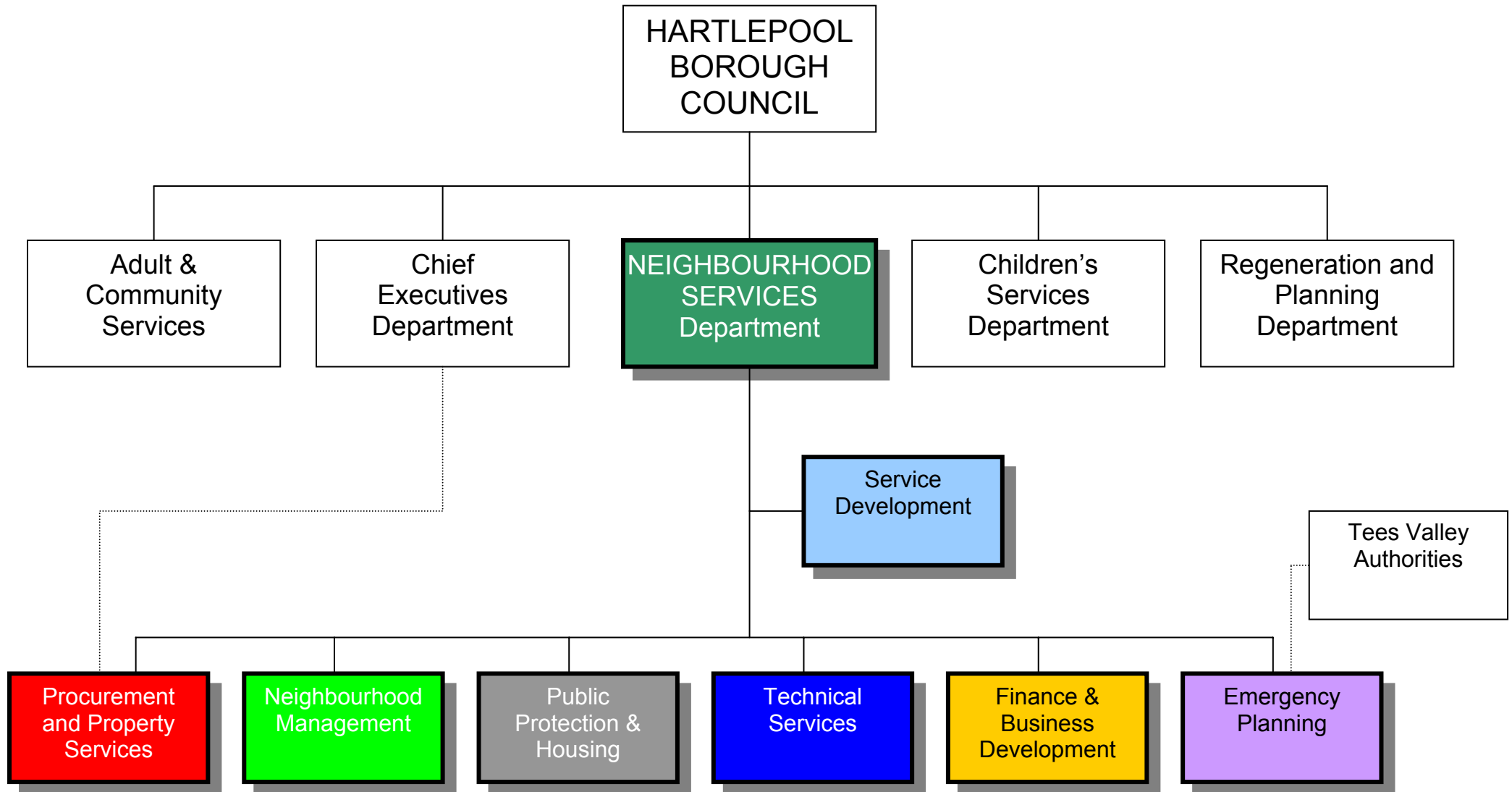
Indicator No	Indicator Description	Future Target 2006/7	Responsible Officer	Comments / Links
CEPU1	Develop and review emergency planning arrangements in each local authority	<ul style="list-style-type: none"> Each Local Authority MI Response Plan to be reviewed at least once 75% of all departmental / service area plans produced or reviewed 	Denis Hampson	
CEPU5	Provision of an effective Cleveland Community Risk Register	<ul style="list-style-type: none"> Complete risk register by 30.06.06 Put risk register on web site and review 6 monthly Hold 4 meetings of Risk Sub Group to monitor and review the register Report to Local Resilience Forum annually 	Denis Hampson	
CEPU6	Provision of an effective internet website for the Cleveland Emergency Planning Unit	<ul style="list-style-type: none"> Web site reviewed at least every 28 days Improved design completed by 30.06.06 Project leader to place new items on website within 5 days of receipt. 	Denis Hampson	
CEPU8	Provide information to the public / residents on responding to and dealing with emergencies	<ul style="list-style-type: none"> Produce 3 pieces of information material Material made available on CEPU website 2 CEPU Newsletters to be produced which will be disseminated within the 4 councils and placed on CEPU & council websites 	Denis Hampson	
CEPU12	Effective partnership working on a multi-agency basis across the Tees Valley area, with particular reference to the Cleveland Local Resilience Forum	<ul style="list-style-type: none"> 4 meetings of the Local Resilience Forum 4 meetings of the Local Resilience Working Group 4 meetings of the Media Emergency Forum 4 Ad hoc meetings Meet the milestones and targets set in the LRF implementation plan for the Civil Contingencies Act 	Denis Hampson	
CEPU15	Promote Business Continuity Management to medium and small enterprises (SME's)	<ul style="list-style-type: none"> Create working relation with Tees Valley Business Link Produce 5 pieces of literature for dissemination to SME's Form and hold 4 meetings of a Business Continuity Sub Group Hold seminar / conference for SME's 	Denis Hampson	

Appendix 1 – Neighbourhood Services Service Plans

Division / Service Plan	Lead Officer / Contact Number	Areas covered
Emergency Planning		
Emergency Planning	Denis Hampson (01642 221121)	Plan produced by Cleveland Emergency covering all Tees Valley Authorities
Finance & Business Development		
Finance & Business Development	Keith Smith (3104)	Finance support; Information and Communication Technology, Admin support within Church Street Depot
Neighbourhood Management		
Clean & Green	Albert Cope (3811)	Horticulture, street cleansing, public conveniences
Waste Management	Colin Ogden (3806)	Refuse collection & disposal
Neighbourhood Enforcement	Craig Thelwell (3370)	Environmental action, community wardens
Highway Services	Paul Mitchinson (3706)	Street Lighting, Road & Footpath repairs
Neighbourhood Management	Karen Oliver (3680)	Area based services
School Catering	Doreen Wilkinson (3850)	School catering
Client Services	John Brownhill (3807)	Building Cleaning, Plant & Vehicle training, Schools horticulture, Civic attendants
Procurement & Property Services		
Logistics	Fred Davison (3813)	Depot, Stores and Security Services
Building Management & Maintenance	Albert Williams (3396)	Maintenance and management of public buildings
Building Consultancy	Colin Bolton (3399)	Architects, M&E, QS Services
Estates & Asset Management	Keith Lucas (3237)	Valuation, estates and property management

Division / Service Plan	Lead Officer / Contact Number	Areas covered
Public Protection & Housing		
Consumer Services	Sylvia Pinkney (3315)	Food standards and safety, infectious disease, health & safety at work, animal health, port health, water quality, trading standards, licensing
Environmental Standards	Sylvia Tempest (3316)	Pollution, noise, pest control, environmental stewardship, open markets, health promotion, cemeteries and crematorium
Strategic Housing	Penny Garner-Carpenter (4117)	Private sector housing, supporting people, homelessness housing advice, enabling, strategic housing, special need housing, home energy conservation
Service Development		
Service Development	Carol Davis (3854)	Admin support, workforce development, performance management, customer Services
Technical Services		
Engineering Consultancy	Alan Coulson (3242)	Civil and structural engineering, Environmental issues (including coastal protection, contaminated land and land drainage), safety camera partnership, road safety, project management
Traffic & Transportation	Mike Blair (3252)	Traffic, transportation, car parking, traffic management, asset management
Finance & Administration	Sue Ayre (3574)	Finance and administration for Technical Services and Public Protection
Transport Services	Jayne Brown (3526)	Workshop, vehicle procurement, welfare transport, vehicle hire

Appendix 2 – Council/Neighbourhood Services Department structure



CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO

Report to Portfolio Holder
18 July 2006



Report of: Head of Technical Services

Subject: TRAFFIC CALMING PETITIONS

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To advise the Portfolio Holder of two petitions submitted requesting traffic calming.

2. SUMMARY OF CONTENTS

- 2.1 The report contains the details of the requests and the investigations that are to take place.

3. RELEVANCE TO PORTFOLIO HOLDER

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

4. TYPE OF DECISION

- 4.1 This is a 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 petitions be noted and the outcome of the investigations be reported to a future meeting.

Report of: Head of Technical Services

Subject: TRAFFIC CALMING PETITIONS

1. PURPOSE OF REPORT

- 1.1 To advise the Portfolio Holder of two petitions submitted requesting traffic calming.

2. BACKGROUND

- 2.1 Petitions have been received requesting traffic calming at two locations – Thornbury Close and the West View Road slip road (north side, between King Oswy Drive and Winterbottom Avenue). Copies of the petitions will be made available at the meeting.

3. CONSIDERATION OF ISSUES

- 3.1 As with all traffic calming requests, a speed survey will be carried out and the accident record for the roads investigated, with a further report being brought back to a future Portfolio meeting with the findings.
- 3.2 There is an additional issue being investigated on the West View Road slip road, with a request for a one way street also having been received. Consultation with the Police is currently ongoing with this issue.

4. RECOMMENDATION

- 4.1 That the Portfolio Holder notes the petitions and approves the investigation of both situations with the results to be reported to a future meeting for consideration.