

# PLEASE NOTE VENUE

## CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO DECISION SCHEDULE



Tuesday, 20<sup>th</sup> March, 2007

at 10.00 a.m .

in Committee Room "A", Civic Centre

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 DCMS/Wolfson Museum Improvement Fund Bid for Museum of Hartlepool – *Assistant Director (Community Services)*
- 2.2 Hartlepool Digital Art Gallery Project – *Director of Adult and Community Services*
- 2.3 Milton Road – Creation of Loading Bay – *Head of Technical Services*
- 2.4 Proposed Traffic Regulation Order – Tower Street – *Head of Technical Services*
- 2.5 Proposed Residents Only Parking Scheme – Collingwood Road/Walk and Brook Street – *Head of Technical Services*
- 2.6 Proposed Residents Only Parking Scheme – Westbourne Road – *Head of Technical Services*
- 2.7 Proposed Residents Only Parking Scheme – Young Street – *Head of Technical Services*
- 2.8 Highway Planned Maintenance Works (5 Year Programme) – Update – *Head of Technical Services*
- 2.9 Review of Supported Bus Services – *Head of Technical Services*

# PLEASE NOTE VENUE

- 2.10 School Crossing Patrol – Throston Grange Lane – *Head of Technical Services*
- 2.11 Rear of Park Road Traffic Regulation Order– Objection – *Head of Technical Services*
- 2.12 Community Transport Provision – *Head of Technical Services*

## 3. **REPORTS FOR INFORMATION / DISCUSSION**

- 3.1 Mountston Close Alleygate – Update – *Head of Technical services*
- 3.2 Petition – Flooding of Footpath, Stockton Road – Head of Technical Services

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

None

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

Report To Portfolio Holder  
20<sup>th</sup> March 2007



**Report of:** Assistant Director (Community Services)

**Subject:** DCMS/WOLFSON MUSEUM IMPROVEMENT  
FUND BID FOR MUSEUM OF HARTLEPOOL

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### **SUMMARY**

#### **1.0 PURPOSE OF REPORT**

To inform on the bid made to the DCMS/Wolfson Foundation Museum and Gallery Improvement Fund 2007/08 for the Museum of Hartlepool.

#### **2.0 SUMMARY OF CONTENTS**

A bid has been made to the DCMS/Wolfson Foundation Museum and Galleries Improvement Fund for redisplay of the displays at the Museum of Hartlepool. This has been possible due to our membership in the North East Regional Museums Hub. It comprises part of our Renaissance in the Regions *Changing Museums* Initiative. If successful, work will commence in late 2007 and be completed by March 2008.

#### **3.0 RELEVANCE TO PORTFOLIO MEMBER**

The Portfolio Member has responsibility for museum issues.

#### **4.0 TYPE OF DECISION**

Non-key decision

#### **5.0 DECISION MAKING ROUTE**

Culture, Leisure and Transportation Portfolio, 20<sup>th</sup> March 2007.

#### **6.0 DECISION(S) REQUIRED**

To endorse the *Changing Museums* Initiative's proposed improvements at the Museum of Hartlepool.

**Report of:** Assistant Director (Community Services)

**Subject** DCMS/WOLFSON MUSEUM IMPROVEMENT  
FUND BID FOR MUSEUM OF HARTLEPOOL

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**1. PURPOSE OF REPORT**

- 1.1 To inform on the bid made to the DCMS/Wolfson Foundation Museum and Gallery Improvement Fund 2007/08 for the Museum of Hartlepool.
- 1.2 To outline the proposed changes. These would improve public access and interpretation of the collections at the Museum of Hartlepool.
- 1.3 To raise awareness of a public consultation programme which will inform these improvements.

**2. BACKGROUND**

- 2.1 The Museum of Hartlepool is the most visited museum in the Tees Valley, welcoming 116,000 visitors in 2005-2006. It has been among Britain's top ten free visitor attractions opened since 1994 and has been the winner of numerous awards, including being voted the "most popular new attraction in England" by the English Tourist Board and winner of the BT North East Award for the "Favourite Children's Visit". Together with its sister attraction Hartlepool Historic Quay the Museum forms Hartlepool's Maritime Experience.
- 2.2 The Museum of Hartlepool holds and displays both regionally and nationally important collections in a number of subject areas, especially Anglo-Saxon and Early Christianity, the Medieval period, Maritime history, the Applied and Decorative arts, 20th Century Paintings and Prints, Iron and Steel Manufacturing, Science and Industry. The collections are particularly strong in areas reflecting local expertise in manufacturing and maritime occupations over the last 1500 years.
- 2.3 Although the Museum of Hartlepool has been very successful over the last 12 years its core displays can be improved support our strategic aims to improve public accessibility to collections, widen engagement across new audiences, and to using our museum as a space for both formal and non-formal life-long learning.
- 2.4 This funding bid is strategically part of our Renaissance in the Regions *Changing Museums* Initiative in response to these issues.

This initiative is further detailed in the North East Regional Museums HUB Operational Plan 2006-2008.

- 2.5 The Initiative is informed by user and non-user surveys carried out across the Tees Valley between 2004 and 2006. These have indicated that modernised interpretation and improved interactivity at the Museum of Hartlepool would improve both the visitor experience and further raise visitor numbers, especially amongst young adults.
- 2.6 The core aim of the project will be to improve “The Story of Hartlepool” concept which pre-exists within the museum design by concentrating improvements on a number of key permanent display areas. These specifically are the Saxon Monastery, the Medieval Town, a new display area linking the Georgian to the Victorian periods, and the creation of the Victorian town. These redisplay will make our collections more widely available to the public, interpreting them to the highest standards and demonstrating the important role of Hartlepool as an international trading port over the last 1400 years.
- 2.7 A number of themes will be explored. The Story of Hartlepool concept will be reinforced by focusing on key events and personalities in the history of the town. Another theme will be a strong emphasis on creating an emotional connection between the visitor and the collection. This will be centred on by making the displays relevant across all ages and audiences through improved interpretation of objects to illustrate personal stories relating to common life experiences. There will be an increased focus on access to our collections, with more objects coming onto permanent display. The multinational and multicultural past of the trading port will be explored with the aim of fostering social inclusion through raising awareness and understanding of our shared Heritage.
- 2.8 A strong foundation of the *Changing Museums* Initiative is involving representatives from both user and non-user audiences to work with us to make the displays and the museum environment more vibrant and accessible. This will be informed by an access audit being carried out in March 2007.
- 2.9 Prior to work commencing on the redisplay, Outreach Officers will engage with six core audiences to advise on content, focus and accessibility. These are children, young adults, families, BME, people with disabilities, and older people.
- 2.10 While it is anticipated that the majority of the activity will be concentrated around the Medieval area, where new artefacts recently discovered during archaeological excavations are available for exhibit, all redisplay will accurately reflect the feedback from the public consultation process.

- 2.11 Improved intellectual and physical access for all audiences will be paramount in all the redisplay, with specific focus on improvements for people with disabilities. This will incorporate structural changes to the layout of gallery areas, display cases and interpretation to this aim.

### 3. FINANCIAL IMPLICATIONS

- 3.1 The total capital project cost of the redisplay is £240,000. All of this funding is from external grant sources.
- 3.2 A detailed funding proposal for £160,000 of this sum was submitted to the DCMS/Wolfson Foundation on 14<sup>th</sup> February 2007. Match funding of £80,000 has already been secured by the Authority from MLA through Renaissance in the Regions (NE HUB Operational Plan 2006-2008). HBC is committing staff resources and the ongoing revenue costs.
- 3.3 The decision process is now underway, and a successful outcome will be confirmed by the Secretary of State for Culture, Media and Sport in August 2007.
- 3.4 In the event that the bid is unsuccessful the secured match funding of £80,000 will be used to carry out improvements on a smaller scale. This will still be prioritised by the results of the public consultation programme.
- 3.5 It is expected that construction work will commence in November 2007, with a completion date of March 2008. Phased closure of individual areas of the museum is planned during this time in order to minimise the impact of redisplay work on Visitors. Public access to the rest of the museum during the improvements is not affected.

### 4. RECOMMENDATIONS

The Portfolio Holder is requested to:

- i) Endorse the *Changing Museums* Initiative's proposed improvements at the Museum of Hartlepool.

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

## **CULTURE LEISURE & TRANSPORTATION PORTFOLIO**

REPORT TO PORTFOLIO HOLDER

20<sup>th</sup> March 2007



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

**Subject:** HARTLEPOOL DIGITAL ART GALLERY PROJECT

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### **SUMMARY**

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

To seek the Portfolio Holder for Culture, Leisure and Transportation's approval to waive the Contract Procedure Rules in relation to the contract for the provision of a Digital Art Gallery.

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

The report provides information on the Digital Art Gallery Project, the provider and the financial impact of the provision of the service.

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

Any exemption of the Contract Procedure Rules must be agreed by the Portfolio Member.

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

Non Key

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

Decision by Culture, Leisure and Transportation Portfolio Holder

#### **6. DECISION REQUIRED**

To seek agreement to waive the Contract Procedures Rules in relation to the contract for the provision of a Digital Art Gallery.

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

**Subject:** HARTLEPOOL DIGITAL ART GALLERY  
PROJECT

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**1. PURPOSE OF REPORT**

- 1.1 To seek the Portfolio Holder for Culture, Leisure and Transportation's approval to waive the Contract Procedure Rules in relation to the contract for the provision of a Digital Art Gallery.

**2. AIMS AND OBJECTIVES**

- 2.1 The project is to be funded by Renaissance in the Regions, a central government initiative represented in the North East by the North East Regional Museums' Hub. The Museum of Hartlepool is a member of the Hub, with Tyne and Wear Museums, Bowes Museum and Beamish Museum.

The vision of Renaissance in the regions is to:

- i. Enhance museums' collections and their use by raising standards of care and conservation, modernising their display and co-ordinating and developing collecting policies across the region to ensure their continuing relevance to the North East.
- ii. Develop museum staff (paid and voluntary) by supporting their personal development, recognising their talents, and building capacity in the Hub partners.
- iii. Increase access to museum services in the North East by raising standards in learning, access, interpretation and outreach by developing new models of delivery.
- iv. Build new audiences through improving delivery and promoting quality services. The Hub will seek out opportunities to further engage schools, families, disadvantaged and minority communities. In particular, it will seek to engage with non-traditional users to provide a truly accessible service.
- v. Support the development of ICT provision in museums to facilitate access to collections, promotion of facilities and tourism, and to develop outreach, learning and access opportunities.
- vi. Establish museums at the centre of cultural, social and economic activity in the North East.
- vii. Work in partnership with local communities to reflect their character, culture and diversity by creating collections, displays,



exhibitions, resources and facilities, and by responding effectively to their needs and aspirations.

- viii. Develop museums as drivers of the knowledge economy of the North East, by creating access to knowledge and by acting as sources which will fuel future knowledge creation.

### **3. BACKGROUND**

- 3.1 A high percentage of Hartlepool's art collection is not on permanent display in Hartlepool Art Gallery.
- 3.2 In order to make the collection more accessible to the people of Hartlepool and to potentially bring new visitors into the art gallery, the Hartlepool Arts, Museums and Events Service agreed to purchase a software package to make the collection available in digital format. It was agreed that an interactive, touch-screen kiosk be installed in the gallery, allowing visitors to walk through a 3d 'virtual' gallery (similar to the environment in a computer game). The images on the wall within the gallery would be pictures from Hartlepool's collection. Clicking on the pictures would allow the user to see a close up image of the picture, and to read a 'virtual label'. The user could select the 'rooms' in the gallery he or she wished to visit.

### **4. THE PROVIDER**

- 4.1 Amazing Interactives are a company based in Middlesbrough who specialise in 3d virtual reality graphics for heritage attractions. It was agreed that they would design a software package to meet the needs of the Hartlepool Arts, Museums and Events Service at a cost of £5,000.

### **5. CURRENT POSITION**

- 5.1 During the design and trial of the package it became apparent that 3d virtual walkthrough might not be accessible to the greatest number of potential gallery visitors. People with little or no experience of using a computer might find the walkthrough environment difficult to navigate. Discussions with the Provider confirmed that the package could be further developed by adding a simple menu-driven method of searching the computer's database of paintings. This would bring an image of the chosen painting and interpretive text up on screen in a 2d format.
- 5.2 The cost of re-designing the software for the project would be an additional £1,000 meaning that in accordance with the Contract Procedures Rules, the Arts, Museums and Events Service would be required to seek three quotations for the work. By suspending the work which is currently being carried out by the Provider, in order to seek

quotations from other potential suppliers, it is probable that the work will not be carried out before the financial deadline of 31<sup>st</sup> March 2007. Furthermore, the Arts, Museums and Events Service believe they would have difficulty finding software developers in the region, with similar experience of designing this kind of software for heritage attractions. The project will also require close cooperation between a number of members of staff at the Council and the software developers. Contracting with an organisation based outside of the region could add to project costs due to the cost of travel and accommodation for meetings etc.

## **6. RECOMMENDATION**

- 6.1 That the Portfolio Holder for Culture Leisure and Transportation agrees to waive the Contract Procedure Rules in relation to the contract for the provision of a Digital Art Gallery.

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

Report to Portfolio Holder  
20 March 2007



**Report of:** Head of Technical Services

**Subject:** MILTON ROAD – CREATION OF LOADING BAY

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### SUMMARY

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

- 1.1 To create a loading bay on Milton Road to provide short stay parking availability.

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

- 2.1 The report outlines the current parking difficulties and proposes the creation of a loading bay to remove road safety concerns.

#### **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 made by the Portfolio Holder.

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

- 6.1 The Portfolio Holder approve the decision to create a loading bay.

**Report of:** Head of Technical Services

**Subject:** MILTON ROAD – CREATION OF LOADING  
BAY

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**1. PURPOSE OF REPORT**

- 1.1 To approve the creation of a limited stay loading bay to be located on Milton Road to provide short stay parking availability for permitted users.

**2. BACKGROUND**

- 2.1 Milton Road is currently the subject of several parking controls. The area sits on the fringe of commercial activities in Murray Street, and is close enough to the town centre that residents' only parking controls are necessary to prevent commuters parking all day in the area. In order to accommodate the needs of the commercial, voluntary and religious groups which all both encourage additional vehicular use and require short stay parking provision for visitors, the area allows a one hour (no return within two hour) parking concession before a permit is required.
- 2.2 Although this arrangement has worked well there are occasions when residents consider that vehicles are parked in contravention of the regulations and seek additional enforcement visits. Officers patrol the area on average three times in a working day but at peak times the area can become congested and this has led to reports of double parking, obstruction offences, footpath parking and general acts of inconsiderate parking.
- 2.3 In addition several road safety concerns have been raised in relation to minibuses alighting children at Tankerville Street/Milton Road junction to attend after school clubs at Grange Road Methodist Centre. The congestion can lead to drivers double parking and unloading on the road, creating a road safety risk.

- 2.4 In order to create some available parking space informal consultation has taken place with the Grange Road Centre regarding setting aside an area of the current permit parking zone and restricting parking for a limited period for the purposes of loading/unloading. Although the bays could not be used exclusively by the Centre, the creation of a designated bay would remove the opportunity for long stay parking and this should encourage a higher vehicle turnover and ensure the short stay parking space is more frequently available to drivers for loading purposes.
- 2.5 The proposed bay (shown as **Appendix A**) is not located outside any residential properties in Milton Road and should not therefore significantly reduce the current number of available residential parking spaces.

### 3. **CONSIDERATION OF ISSUES**

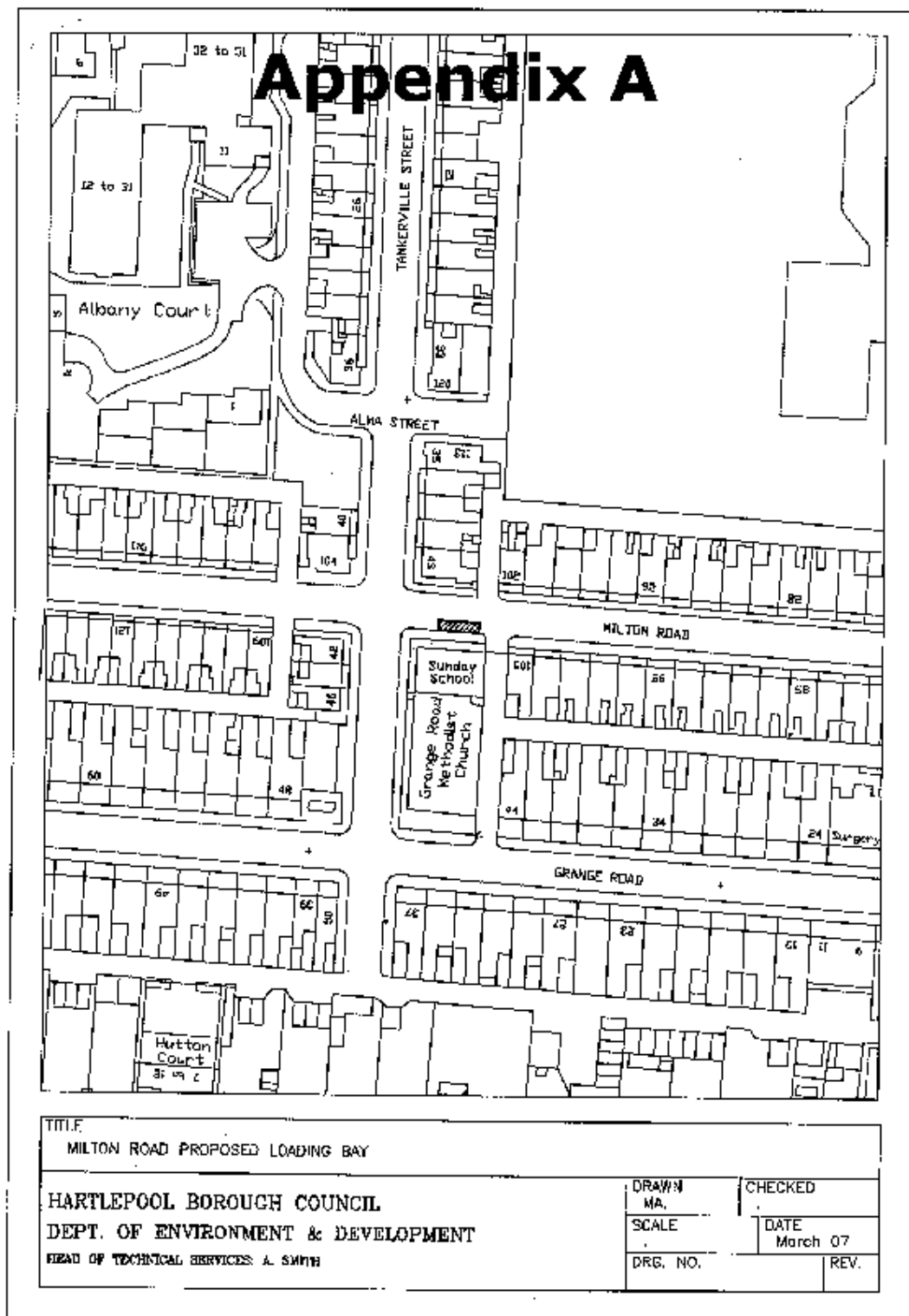
- 3.1 The area supports parking demands of residents, businesses, voluntary and religious groups. The creation of a dedicated loading space will enhance the parking opportunities of all groups whilst the enforcement of illegal parking activities should be easier to control due to the shorter permitted stay.
- 3.2 The creation of a loading bay would require formal consultation and advertising as part of the legal process.

### 4. **FINANCIAL IMPLICATIONS**

- 4.1 The creation of a loading bay would require the installation of signs and lines in accordance with the government approved traffic guidance. This cost would be minimal and would be met from the Parking Services budget.

### 5. **RECOMMENDATIONS**

- 5.1 The Portfolio Holder approve the creation of a 12 month experimental loading bay to operate between the hours 8am-8pm Monday-Saturday with a 10 minutes loading/unloading, no return within 1 hour, restriction.
- 5.2 Legal Orders be advertised and formal consultation process begin.
- 5.3 The proposal be reviewed at the end of the 12 month operational period.



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

Report to Portfolio Holder  
20 March 2007



**Report of:** Head of Technical Services

**Subject:** PROPOSED TRAFFIC REGULATION ORDER  
TOWER STREET

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### SUMMARY

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

- 1.1 To seek approval for a traffic regulation order following an objection and representation.

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

- 2.1 The report outlines the current parking arrangement and difficulties this causes.

#### **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 made by the Portfolio Holder.

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

- 6.1 The Portfolio Holder approves the traffic regulation as outlined in the report.

**Report of:** Head of Technical Services

**Subject:** PROPOSED TRAFFIC REGULATION ORDER  
TOWER STREET

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**1. PURPOSE OF REPORT**

- 1.1 To consider the introduction of traffic regulation order preventing parking in an area of unregulated highway on Archer Street.

**2. BACKGROUND**

- 2.1 **Appendix A** shows the location of the proposed prohibition of waiting order.
- 2.2 A report was first presented before the Portfolio Holder at a meeting of the Culture, Leisure and Transportation Portfolio on 12 December 2006 following an initial request from Lloyds Bar Public House to create a prohibition of waiting order to enable delivery vehicles to access the site.
- 2.3 Lloyds Bar require deliveries from HGV lorries and the unrestricted parking of vehicles in and around Archer Street has meant that access to the rear of the public house is both difficult and dangerous for the delivery vehicles and has on occasions resulted in the lorries being unable to make a delivery. In addition the road serves as access to both the private pub car park and to the Back of Scarborough Street.
- 2.4 An objection was received from the owner/ manager of Tower Hairdressers who was concerned that his business had suffered as a result of recent parking enforcement and was concerned that the proposal would exacerbate the situation.
- 2.5 The Portfolio Holder deferred the decision and asked for the matter to be given further consideration.

**3. CONSIDERATION OF ISSUES**

- 3.1 Lloyds Bar Public House require access to the rear of the property for both deliveries and customer vehicle access. The location of the bottle bank and draught beer stores will only allow access at the rear of the public House.



- 3.2 Parking in Archer Street is currently free and unrestricted. Surveys have shown that vehicles tend to park for long periods indicating either staff or students are utilising the free parking facilities. The road is narrow, and cannot accommodate large numbers of vehicles, and in an effort to keep the highway as accessible as possible drivers often park part on the footpath or block the back lane to Scarborough Street.
- 3.3 Since the meeting on 12 December 2006, work is now progressing on the conversion of the former Ord's Building to housing flats, which will have off street private parking facilities but will require access from Archer Street. The anticipated additional vehicular demand from residents and the existing vehicular requirements of the public house will necessitate a prohibition of waiting order on this stretch of the road to ensure safe access and prevent inconsiderate parking activity.
- 3.4 The objector is concerned that since HBC took over responsibility for traffic enforcement the additional parking patrols and increased penalty charge notices issued for illegal parking acts, have resulted in the business suffering a loss in trade - culminating in the shop now closing for one day a week. In addition he was concerned that the restriction of additional areas of unrestricted parking would prevent staff or customers parking free of charge and this may have a further detrimental effect on trade.
- 3.5 There are already significant numbers of available parking spaces in this area of the town centre, however following a Cabinet decision (5 March 2007) on-street parking provision between Church Street and Hucklehoven Way will be reviewed with the intention of offering convenient customer parking for business in the area and discounted permit parking for long stay staff and commuters.

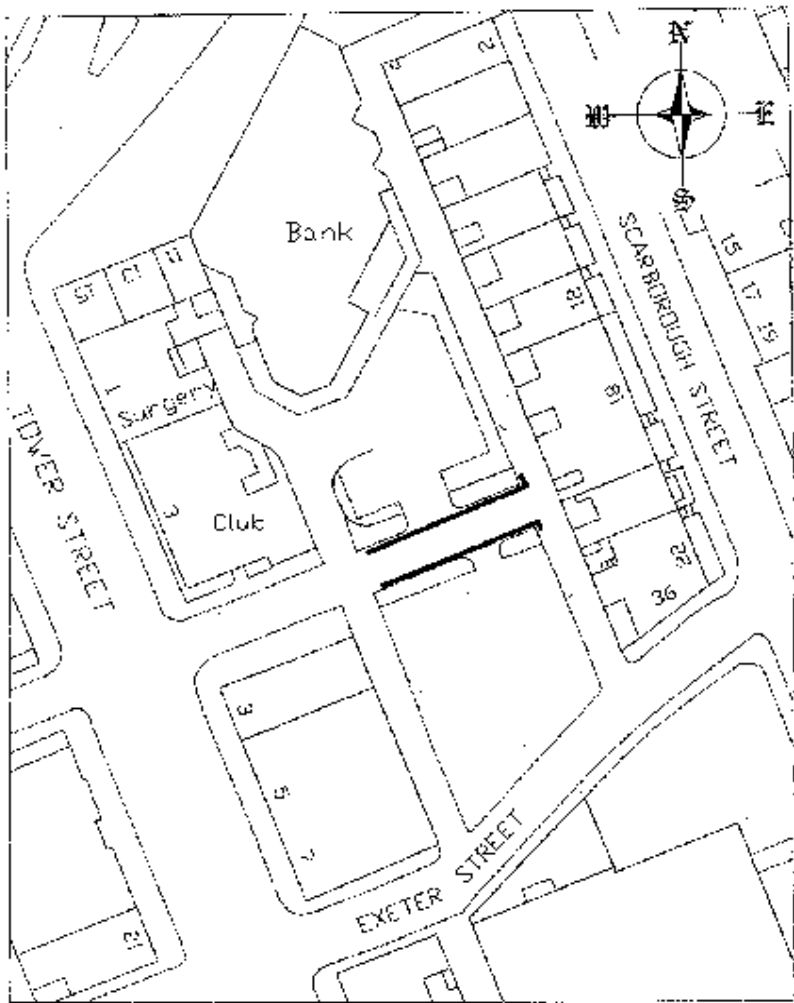
#### **4. FINANCIAL IMPLICATIONS**

- 4.1 The cost of introducing this Traffic Regulation Order would be minimal but any associated signage and highway lining would be met from the Parking Services budget.

#### **5. RECOMMENDATIONS**

- 5.1 That the objection be refused and that the concerns regarding available customer/staff parking be considered within the on street parking review for the area.
- 5.2 That the Portfolio Holder approves the Traffic Regulation Order

APPENDIX A



H80 (Archaeological 1 - Street, Exeter Street, back Tower Street - Restriction of Parking Order	
HARTLEPOOL BOROUGH COUNCIL	
DEPT. OF ENVIRONMENT & DEVELOPMENT	
DRAWN M.R.	CHECKED
SCALE 1:500	DATE Sept. 06
DRG. NO.	REV.

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

Report to Portfolio Holder  
20 March 2007



**Report of:** Head of Technical Services

**Subject:** PROPOSED RESIDENTS ONLY PARKING  
SCHEME - COLLINGWOOD ROAD/WALK AND  
BROOK STREET

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### SUMMARY

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

- 1.1 To consider introducing residents only permit parking controls on Collingwood Road, Collinwood Walk and Brook Street.

#### **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 made by the Portfolio Holder.

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

- 6.1 That 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 - COLLINGWOOD ROAD/WALK AND  
BROOK STREET

---

**1. PURPOSE OF REPORT**

- 1.1 To consider introducing residents only parking permit controls on Collingwood Road, Collingwood Walk and Brook Street.

**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.
- 2.4 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.

**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 overleaf shows the response from residents by the location.

	Number of Properties Consulted	Number In favour	Number Against	% return	% in favour	% against
Collingwood Road	71	24	6	42	80	20
Collingwood Walk	7	4	1	71	80	20
Brook Street	6	0	0	0	0	0

- 3.2 In the case of Collingwood Road and Collingwood Walk the majority of residents who responded to the consultation were in favour of the scheme, with many stating parking had become difficult with a noticeable increase of commuter traffic now parking in the area.
- 3.3 In Brook Street, only 6 properties were affected by the proposal and no responses were received from residents. Although this may be a reflection of the current traffic concerns, the introduction of any new controls in Collingwood Road and Collingwood Walk may have a noticeable future impact on Brook Street if it were to be excluded from the proposal.
- 3.4 In general residents living in the affected area supported the scheme, with 42% of those returning the consultation. 80% of residents who responded were in favour of the introduction of permit only parking 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.
- 4.2 Patrol Officers already enforce controlled zones in the area and the inclusion of the additional properties would be an extension to the current zone. The creation of a new zone would have a minimal cost implication on the Parking Services budget.

#### **5. RECOMMENDATION**

- 5.1 That the Portfolio Holder approves the request to create a residents only permit parking zone for Collingwood Road, Collingwood Walk and Brook Street.

**APPENDIX A**

Thaxby's Lane Street

Sharncliffe Road

Brook Street

Collinwood Road

Proposed Residents Parking Scheme

Lymington Primary School

HARTLEPOOL BOROUGH COUNCIL  
DEPT. OF ENVIRONMENT & DEVELOPMENT  
HEAD OF TECHNICAL SERVICES: A. SMITH

TITLE	Proposed Residents Parking Scheme Collinwood Road/ Brook Street		
DRAWN	MA	CHECKED	GM
SCALE			DATE
DRG. NO.			REV.

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

Report to Portfolio Holder  
20 March 2007



**Report of:** Head of Technical Services

**Subject:** PROPOSED RESIDENTS ONLY PARKING  
SCHEME - WESTBOURNE ROAD

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### **SUMMARY**

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

- 1.1 To consider introducing residents only permit parking controls on Westbourne 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 made 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 - WESTBOURNE ROAD

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## 1. PURPOSE OF REPORT

- 1.1 To consider introducing residents only parking permit controls on Westbourne Road.

## 2. BACKGROUND

- 2.1 **Appendix A** shows the location of the proposed new controlled zone.
- 2.2 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.
- 2.3 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.

## 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
Westbourne Rd	103	25	17	40	60	40



- 3.2 The majority of residents who responded to the consultation were in favour of the scheme, with many stating parking had become difficult. There was a block of residents close to Stockton Road, who clearly favour the scheme and this is probably a reflection of the traffic over spill from Stockton Road into Westbourne Road who park close to the junction. The further away from Stockton Road, the support is less conclusive with many residents strongly opposed to any controls.
- 3.3 Some residents highlighted that much of the traffic problems existed outside of the current enforcement hours and requested enforcement be extended to cover early evenings and/or Sundays. Some objections to the scheme were made on the grounds of the enforcement hours. A change of this nature would however have an impact on all of the controlled zones and can not therefore be considered in isolation.
- 3.4 In general residents living in the proposed area supported the scheme, with 40% of those consulted returning the consultation. 60% of residents who responded were in favour of the introduction of permit only parking controls.

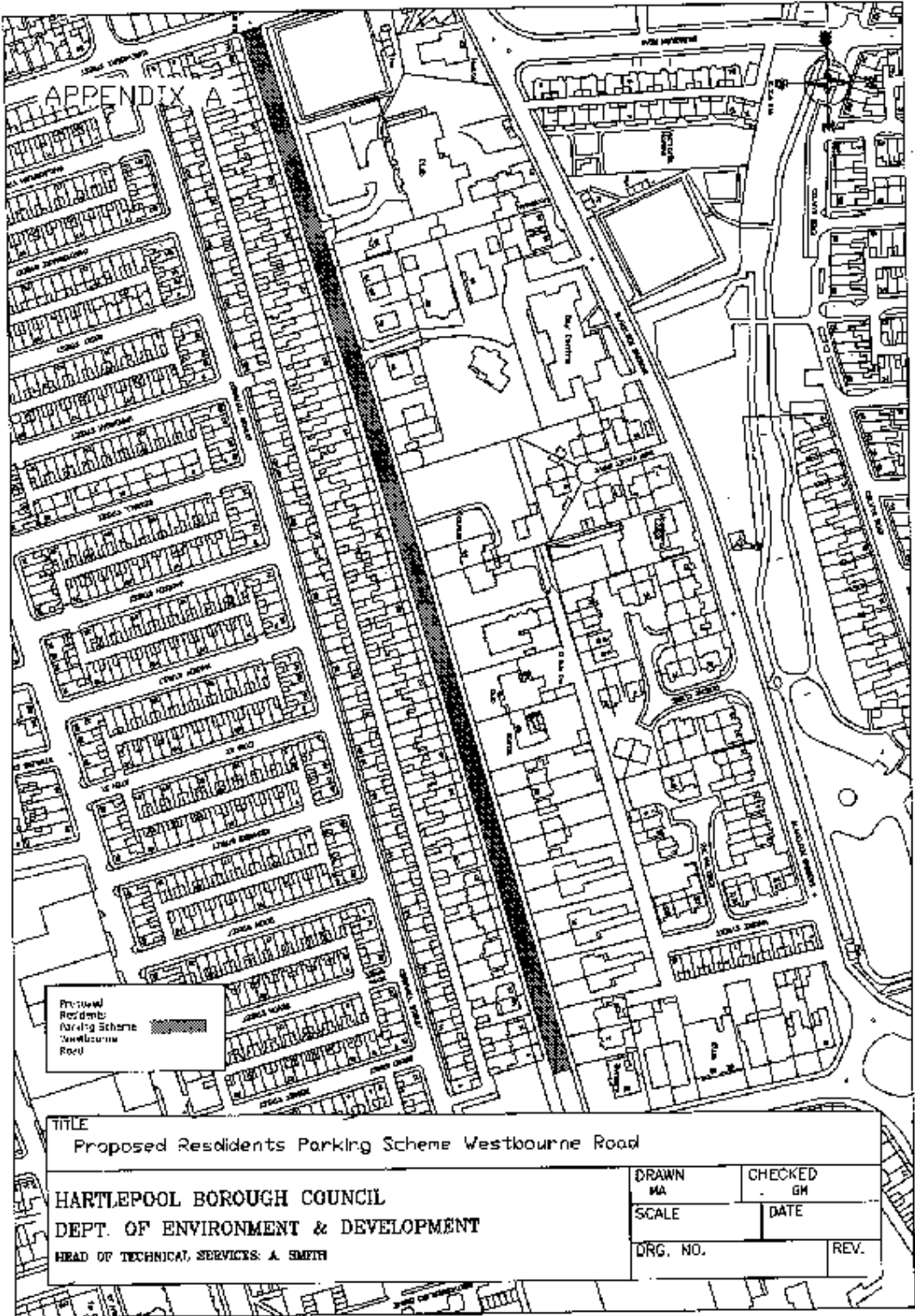
#### **4. FINANCIAL IMPLICATIONS**

- 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.
- 4.2 Patrol Officers already enforce controlled zones in the area and the inclusion of the additional properties would be an extension to the current zone. The creation of a new zone would have a minimal cost implication on the Parking Services budget.

#### **5. RECOMMENDATION**

- 5.1 That the Portfolio Holder approves the request to create a residents only permit parking zone for Westbourne Road.

APPENDIX A



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

Report to Portfolio Holder  
20 March 2007



**Report of:** Head of Technical Services

**Subject:** PROPOSED RESIDENTS ONLY PARKING  
SCHEME - YOUNG STREET

---

### SUMMARY

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

- 1.1 To consider introducing residents only permit parking controls on Young Street.

#### **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 made 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 - YOUNG STREET

---

**1. PURPOSE OF REPORT**

- 1.1 To consider introducing residents only parking permit controls on Young Street.

**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 Some 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.
- 2.4 The possible introduction of new permit zones in neighbouring streets may well place an additional burden on unrestricted on street parking space and should Young Street remain unrestricted, residents were therefore consulted in relation to the proposal.
- 2.5 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.

**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 overleaf shows the response from residents by the location.

	Number of Properties Consulted	Number In favour	Number Against	% return	% in favour	% against
Young Street	15	1	4	33	20	80

3.2 The response rate from residents was disappointing with only 33% returning the consultation forms. Of those responding many commented that at present they could not support the proposal. Most properties on Young Street have their own driveways and provided the access ways were clear there was limited demand from residents for on street parking.

33. Few residents expressed concern for commuter parking in the area and with the exception of match day football traffic only 20% of residents who returned the consultation, felt there was a need for additional parking controls.

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

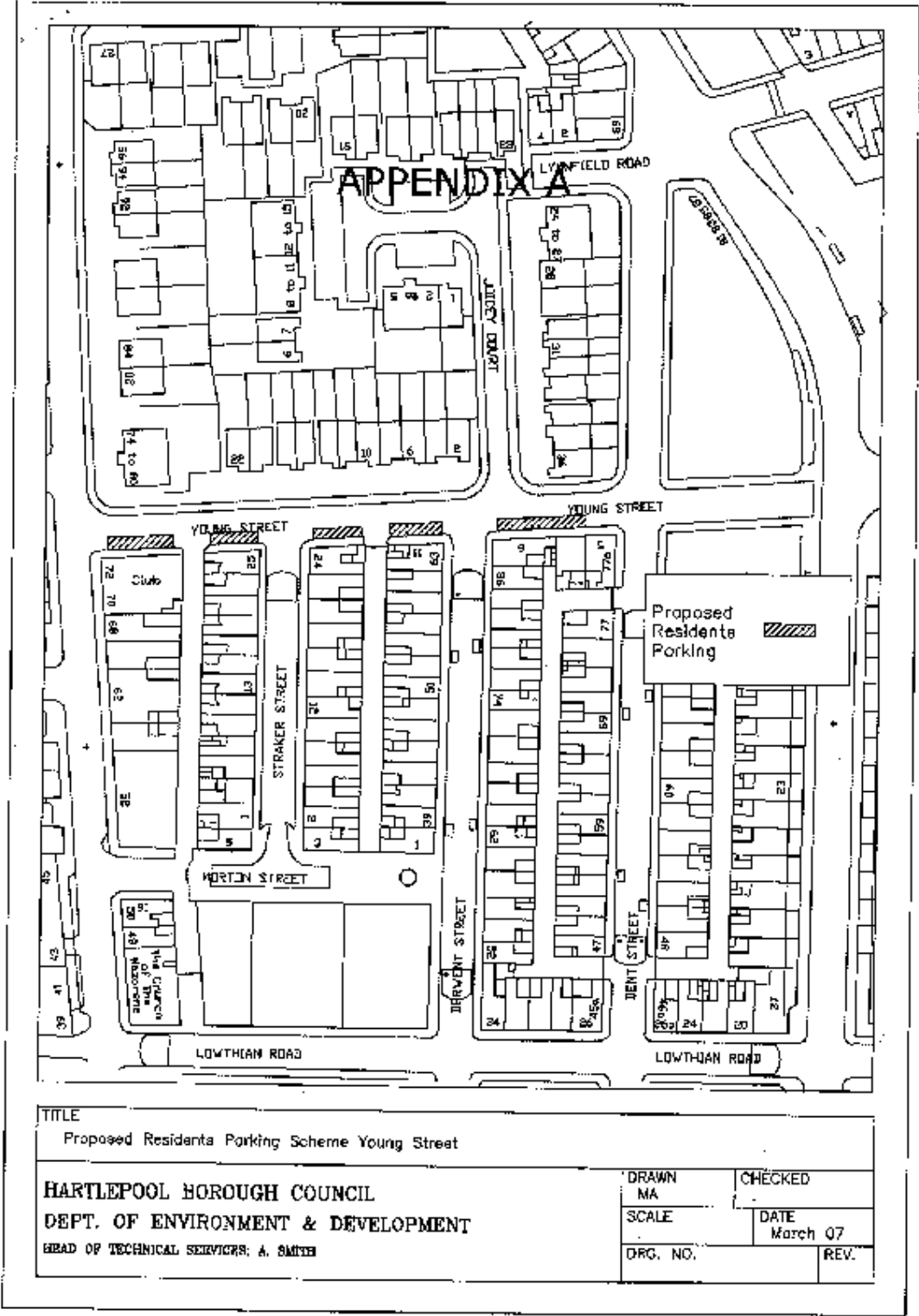
4.1 Permits are currently available to residents at a cost of £1. This does not cover the entire cost of the service and any additional cost would be supplemented from the Parking Services budget.

4.2 Patrol Officers already enforce controlled zones in the area and the inclusion of the additional properties would be an extension to the current zone. The creation of a new zone would have a minimal cost implication on the Parking Services budget.

#### **5. RECOMMENDATION**

5.1 That the Portfolio Holder refuse the request to create a resident's only permit parking zone in Young Street.

APPENDIX A



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

Report to Portfolio Holder  
20 March 2007



**Report of:** Head of Technical Services

**Subject:** HIGHWAY PLANNED MAINTENANCE WORKS  
(5 YEAR PROGRAMME) - UPDATE

---

### **SUMMARY**

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

- 1.1 To seek approval to the updated 5 year planned highway maintenance programme for the period April 2007 to March 2012.

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

- 2.1 The report will provide the background as to the testing methods utilised to identify the condition of a highway and identify which highways in the town will be included in the updated 5 year programme based on the test results.

#### **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 made by the Portfolio Holder.

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

- 6.1 That the updated 5 year programme for planned maintenance be approved for implementation from April 2007.

**Report of:** Head of Technical Services

**Subject:** HIGHWAY PLANNED MAINTENANCE WORKS  
(5 YEAR PROGRAMME) - UPDATE

---

**1. PURPOSE OF REPORT**

- 1.1 To seek approval to the updated 5 year planned highway maintenance programme for the period April 2007 to March 2012.

**2. BACKGROUND**

- 2.1 The Authority has been committed to achieving the targets set out in the Government 10 year plan to halt the deterioration of the network by 2004 and to eliminate the backlog by 2011. Although the deterioration of the principal road network has been halted, the classified and unclassified road network has fallen behind schedule.
- 2.2 In 2004 the Government imposed a real-terms cut on funding when it froze councils highway maintenance allocation in 2004 at £2.05bn for the next three years. Oil prices have influenced contract prices which are rising at 7% a year, way ahead of both inflation and councils incomes. Assuming that funding levels remain the same over the coming years, it will not be possible to achieve those targets set by the Government in its 10 year plan. It is important therefore that maximum benefit is achieved from the available funding to maintain the highway network in as safe a condition as possible.
- 2.3 For year 2007/08 the allocation for highway maintenance from the LTP is £818,000 and the approximate revenue is £712,000. Cabinet has recently approved additional monies of £425,000, this makes a total allocation of £1,954,927. Of this £253,000 is committed to miscellaneous works and £100,000 to bridge maintenance. This leaves £1,601,927 for general highway maintenance schemes. On this basis, and assuming similar allocations in future years, it will take approximately 20 years to rectify the defects already identified. Bearing in mind that, during this time, the rest of the network will continue to deteriorate, it will not be possible, on the basis of current allocations, to ever have the entire network in a perfect condition.
- 2.4 To determine the condition of the highway Authorities have traditionally used Coarse Visual Inspections (CVI), surveys which can be subjective and inconsistent. As a result of the problems with road condition surveys research took place nationally to develop machine surveys.



- 2.5 In 2005 all local authorities were required to commission a machine survey for the condition of their principal roads (SCANNER survey). This year SCANNER has been extended to B and C roads.
- 2.6 These surveys have been commissioned in conjunction with the other Tees Valley Authorities and are carried out annually.
- 2.7 The condition of the unclassified highway network is calculated from information obtained from Course Visual Inspections (CVI's). Footpaths conditions are calculated from Detailed Visual Inspections (DVI's) carried out by specialist contractors on behalf of the authority. The information is then analysed, through the United Kingdom Pavement Management System (UKPMS), which allocates ratings to each section of highway ranging from 0 (good condition) to 100 (nil residual life).
- 2.8 Because of the large number of roads having the same condition rating through this method, results are augmented by rating assessments, carried out in house.

### 3. CONSIDERATION OF ISSUES

- 3.1 The 5 year programme, attached by way of **Appendix 1**, is based on the assumption that future year allocations will be of similar levels to this year.
- 3.2 The roads and footways indicated are those that are in the most need of repair, as identified by the methods detailed above, however the priority will change over the coming years. The highway network is constantly under threat from damage caused by increases in the volume of traffic, greater vehicle weights, the weather and the disturbance of the structure of the road through the digging of utility trenches. The key to managing/maintaining the highway network successfully is to monitor the condition and at the best time, apply the most cost effective treatment to maximise the life of the road. The Council achieve this through planned and reactive maintenance based on an assessment of need and making use of the latest available processes and techniques.
- 3.3 Reconstruction works are expensive compared to other maintenance measures and have been kept to a minimum. Works of this type have been identified, where other processes are not appropriate, will be carried out in the interests of highway safety. Generally, however, other treatments such as re-surfacing and surface dressing, (which are cheaper but have a shorter term impact than full reconstruction), will be utilised.

- 3.4 A certain degree of priority has also been given to footway works in an attempt to reduce third party liability claims against the Authority, which are predominantly generated from this area.
- 3.5 All principal and classified roads are inspected using survey vehicles equipped with lasers, video image collection and inertial measurement apparatus to enable surveys of the road surface condition to be carried out whilst traveling at high speeds. These surveys are carried out using state of the art equipment
- 3.6 The impact that these proposals are likely to have in the near future on the Best Value Performance Indicators are shown in the following table:

BVPI	<u>2002/03</u>	<u>2003/04</u>	<u>2004/05</u>	<u>2005/06</u>	<u>2006/07</u>
223	2.62%	4.39%	22.36%	11%	NA
224a	8.64%	16.93%	8.45%	23%	NA
224b	40.93%	26.49%	19.45%	16.51%	24.25%
187	6.69%	45.46%	22.2%	14.97%	NA

BVPI 223            Condition of principal roads  
 BVPI 224a        Condition of non-principal roads  
 BVPI 224b        Condition of unclassified roads  
 BVPI 187         Condition of footways

- 3.7 The BVPI's for years 2005/06 and 2006/07, due to changes in technology, still have to be accredited.
- 3.8 In the past, the unclassified network was inspected over a four year period. This made it difficult to assess the overall condition of the network. This year we have inspected 100% of the unclassified network.
- 3.9 As the above table shows, apart from the condition of footways, the trend, given current funding levels, is towards deterioration in the condition of the highway network. This situation is clearly unsatisfactory in respect of halting the deterioration but, until such times as additional monies are made available for the improvement of the network, the Authority can only ensure that monies are allocated to those sections requiring the most urgent attention.

#### 4. FINANCIAL IMPLICATIONS

- 4.1 The 5 year programme has therefore been established in general on the following basis:

Capital Allocation (LTP)	£818,000
Revenue	£711,000
Additional Capital (LTP)	£425,000
Total	£1,954,927

- 4.2 Of the above £340,000 is annually allocated for general works as follows:

Neighbourhood Services North Forum	£10,000
Neighbourhood Services South Forum	£10,000
Neighbourhood Services Central Forum	£10,000
Paving Various	£50,000
Patching Various	£80,000
Drainage Works	£10,000
Tree Maintenance	£15,000
Grass Verge Maintenance	£45,000*
Bridge maintenance	£100,000

*Note: £15,000 to each Forum for the replacement of grass verges with tarmac, areas to be identified through local consultation.*

- 4.3 In the past the policy has been to allocate monies to carriageway and footway maintenance on a 2/3rds to 1/3rd basis. This year, due to the deterioration of the highway, the monies will be allocated to the carriageway and footway on a 3/4 to 1/4 basis, in real terms there will be an increase in monies for footpath works. Some footpath works will not be identified immediately but will be identified throughout the year to ensure a smooth flow of work to the DSO
- 4.4 It should be noted that more work is identified than the estimated budget provision in order to be able to manage the project more effectively.

#### 5. RECOMMENDATION

- 5.1 That, subject to funding remaining constant over the next 5 years and adjustments to reflect unforeseen circumstances, the attached programme be accepted

**APPENDIX 1****2007/2008 Highway Maintenance Programme**

	<u>Location</u>	<u>From</u>	<u>To</u>	<u>Cost</u>	<u>Ratings</u>	
					<u>HBC</u>	<u>UKPMS</u>
	<u>Reconstruction</u>					
1	York Road Improvements			£243,000.00		
2	Wiltshire Way Phase 2			£10,000.00		
3	A689 Stranton			£187,000.00		
	<u>Resurface</u>					
4	Allendale Street	No 22	Station Lane	£9,496.06	98	40
5	Arch Court	Telford Close	End of Close	£7,147.91	72	174
6	Benmore Road	Balmoral Road	Breamar Road	£21,000.00	94	80
7	Berwick Street	Station Lane	No 38	£11,305.96	151	76
8	Carlisle Street	Station Lane	No 38	£11,829.24	112	75
9	Catherine Street	McDonald Tr	Town Wall	£6,836.33	111	99
10	Dalton Village Road	College Close	Field Gate	£16,000.00	77	85
11	Duncan/Dallas	Dalkieth Road	Brierton Lane	£13,935.49	100	74
12	Eldon Grove	Elwick Road	Park Road	£23,745.13	78	86
13	Elmwood Road	Thornhill Gdns	End of Close	£24,547.24	94	97
14	Elwick Road	Belmont Gdns	Calcote Road	£72,158.92	87	94
15	Farndale Road	No 41	Allendale Street	£7,662.64	89	95
16	Flaxton Street	Elwick Road	Lister Street	£11,319.55	75	64
17	Grantham Avenue	Eldon Grove	Eltringham Road	£26,000.00	64	80
18	Grassmere Street	Coldwyn Road	Elwick Road	£12,648.00	77	67
19	Greenock Road	Wynyard Road	Fordyce Road	£14,441.20	72	87
20	Hartville Road	Coast Road	Ocean Road	£14,349.03	98	118
21	Holt Street	Lister Street	Elwick Road	£10,803.60	108	64
22	Kesteven Rd 110-128	Kesteven Road	End of Cul-de-Sac	£3,582.55	76	90
23	Kesteven Rd 138-152	Kesteven Road	End of Cul-de-Sac	£3,582.55	84	90
24	Kesteven Rd 162-176	Kesteven Road	End of Cul-de-Sac	£3,582.55	64	90
25	Keswick Street	Coldwyn Street	Elwick Road	£13,392.00	90	71
26	Kipling Road	Masefield Road	Masefield Road	£16,610.42	80	95
27	Nesbitt Road	King Oswy Dr	Dowson Road	£4,373.53	92	90
28	North Close, Elwick	North Lane	End	£9,540.68	80	97
29	Oakley Gardens	Chester Road	Chatham Road	£15,567.01	77	62
30	Penrith Street	Howard St	Marine Drive	£6,752.02	89	59
31	Purvis Place	Miers Ave	Garside Drive	£7,332.26	104	100

	<u>Location</u>	<u>From</u>	<u>To</u>	<u>Cost</u>	<u>Ratings</u>	
32	Richard Court	Lister Street	End	£14,236.80	87	###
33	Rogei Place	Nesbyt Road	End	£4,523.60	90	64
34	Rosedale Avenue	Linden Grove	Glendale Avenue	£5,738.92	64	69
35	Staindrop Street	Burbark Street	End	£17,469.72	80	53
36	Stockton Rd Service Rd	Wyveme Court	Seaton Lane	£32,500.00	97	83
37	Swainby Road	Grosmont Road	Castleton Road	£20,771.24	77	161
38	The Green/Greenside	Front Street	Front Street	£13,955.46	84	97
39	The Grove	The Drive	End	£16,291.00	92	80
40	West Park	Egerton Road	Park Drive	£19,266.20	44	78
41	Westwood Way	Woodstock Way	Pinewood Close	£15,149.95	59	81
42	Whitby Walk	Hucklehoven	End	£10,800.00	94	118
	<u>Miscellaneous</u>					
43	NHood Services (North)			£10,000.00		
44	NHood Services (South)			£10,000.00		
45	NHood Services (Central)			£10,000.00		
46	Paving Various			£50,000.00		
47	Patching Various			£80,000.00		
48	Drainage Works			£10,000.00		
49	Tree Maintenance			£15,000.00		
50	Grass Verge Maintenance			£45,000.00		
51	Bridge Maintenance			£100,000.00		
	<u>Footpaths</u>					
52	Various footpath Schemes			£190,000.00		
	To be identified					
53	Verner Road			£52,000.00		
54	Farr Walk/Fordyce Road			£12,000.00		
55	Duke Street			£14,000.00		
56	Truro Drive			£80,000.00		
57	Arbroath grove			£3,597.97		
58	Winterbottom Avenue			£10,000.00		
59	Grange Road			£30,000.00		
60	Warren Road			£14,500.00		
61	Caithness Road Area			£80,000.00		
62	Howden Road			£30,000.00		

**APPENDIX 1**

<b>2008-2009</b>	<b>2009-2010</b>	<b>2010-2011</b>	<b>2011-2012</b>
<u>Reconstruction</u>	<u>Reconstruction</u>	<u>Reconstruction</u>	<u>Reconstruction</u>
Hddforth Road	A178 Tees Road (special	Owton Manor Lane	A689 Sappers to Great ham
A689 Wynyard	bid for funding)	A179 Bbrough Rd R'bt	A689 Oxford St to Bum Rd
<u>Resurface</u>	<u>Resurface</u>	<u>Resurface</u>	<u>Resurface</u>
Arabella Street	Cundall Road	Allendale Street	Baltic Street
Boston Close	Dobson Place	Berwick Street	Barra Grove
Browning Avenue	Dunbar ( Service Road )	Blake Street	Blairgowrie
Burwell Walk	Falkirk Road	Bruntoft Avenue	Brechin Grove
Cairn Road	Fife Road	Farndale Road	Gilpark
Calder grove	Fordyce Road	Goldsmith Avenue	Glaidsdale Grove
Cranwell Road	Goldsmith Avenue	Howbeck Lane	Lamberd Road
Cundall Road	Holt Street	Ivy Grove Parking Areas	Manners Street
Dobson Place	Lithgo Close	Magdalene Drive	Middleton Grange Lane
Forfar Road	Manners Street	Owton Manor Lane (1)	Queen Street
Fredrick Street	Manners Street	Owton Manor Lane (2)	Southbrooke
Grassmere Street	Middlet on Road road (b)	Owton Manor Lane (3)	Worset-Naisberry X Roads
Green Lea, Elwick Village	Nicholson Way	Owton Manor Lane (4)	
Keswick Street	Old Cemetery Road	Plymouth Grove	
Kingsley Avenue	Ormesby Road	Portmadoc	
Middlet on Grange Lane	Pickering Grove	Roxby Close	
Middleton Road road (a)	Queen Street	Sheriff Street (rear)	
Nicholson Way	Queensland Road	Stokesley Road	
North Lane, Elwick	Rear of Montague Street	Tankerville Street (rear)	
Oxford Road	Regency Drive	The Terrace	
Oxford Street	Ridlington Way	Throston Grange Lane	
Queensland Road	Roseberry Road	West View Service Road	
Rear of Montague Street	Roxby Close		
Richard Court	Speeding Drive		

<b>2008-2009</b>	<b>2009-2010</b>	<b>2010-2011</b>	<b>2011-2012</b>
Station Lane (part)	Stephen Street		
Station Lane (part)	Tweed Walk		
Upton Walk	Wainwright Close		
Wynyard Road			
York Road			
<u>Surface Dress</u>	<u>Surface Dress</u>	<u>Surface Dress</u>	<u>Surface Dress</u>
Easington Road	Schemes to be identified	To be Identified	To be Identified
Warrior Drive			
Bell View Way			
Warrior Drive			
<u>Footpath Schemes</u>	<u>Footpath Schemes</u>	<u>Footpath Schemes</u>	<u>Footpath Schemes</u>
North Lane, Elwick - Bitmac	Footpaths in the Owton	Footpaths in the Owton	Footpaths in the Owton
Clavering Road - Bitmac	& Fens Ward - Bitmac	& Fens Ward - Bitmac	& Fens Ward - Bitmac
College Cl, Elwick - Bitmac			
Westbourne Road - Flags			
<u>Miscellaneous</u>	<u>Miscellaneous</u>	<u>Miscellaneous</u>	<u>Miscellaneous</u>
N'Hood Services (North)	N'Hood Services (North)	N'Hood Services (North)	N'Hood Services (North)
N'Hood Services (South)	N'Hood Services (South)	N'Hood Services (South)	N'Hood Services (South)
N'Hood Services (Central)	N'Hood Services (Central)	N'Hood Services (Central)	N'Hood Services (Central)
Paving Various	Paving Various	Paving Various	Paving Various
Patching Various	Patching Various	Patching Various	Patching Various
Drainage Works	Drainage Works	Drainage Works	Drainage Works
Tree Maintenance	Tree Maintenance	Tree Maintenance	Tree Maintenance
Grass Verge Maintenance	Grass Verge Maintenance	Grass Verge Maintenance	Grass Verge Maintenance
Bridge Maintenance	Bridge Maintenance	Bridge Maintenance	Bridge Maintenance

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

Report to Portfolio Holder  
20 March 2007



**Report of:** Head of Technical Services

**Subject:** REVIEW OF SUPPORTED BUS SERVICES

---

### **SUMMARY**

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

- 1.1 To update the Portfolio Holder on progress made in the review and tendering of the Council's supported bus services.

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

- 2.1 This report provides details of the revised approach to the tendering of the Council's block supported bus contract.

#### **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 made by the Portfolio Holder.

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

- 6.1 That the Portfolio Holder approves the revised approach and timetable for tendering of the Council's 'block' supported bus contract.



**Report of:** Head of Technical Services

**Subject:** REVIEW OF SUPPORTED BUS SERVICES

---

**1. PURPOSE OF REPORT**

- 1.1 To update the Portfolio Holder on progress made in the review and tendering of the Council's supported bus services.

**2. BACKGROUND**

- 2.1 At the meeting of Portfolio on 20 February 2007, a report was presented outlining the current progress in the re tendering of the Hartlepool Borough Council 'block' supported bus contract.
- 2.2 The Portfolio Holder approved the undertaking of consultation to refine service options, approved the recommended approach to tendering, and approved a scoring system to aid the prioritisation of supported bus services. However, since the report was presented it has become necessary to revise the approach and timetable for the re-tendering of the 'block' contract.

**3. CONSIDERATION OF THE ISSUES**

- 3.1 The council is looking for better value for money from its transport services. To achieve this aim, approval has been given in principle for the creation of an Integrated Transport Unit (ITU). The idea of an ITU is to provide savings in the procurement of transport services, and better coordination of policy. An ITU will pool the transport functions of various council departments including Neighbourhood Services, Children's Services and Adult Services. Experience from other local authorities has shown that savings and efficiencies can be gained from the establishment of an ITU. It could take around two years to establish such a unit, however initial steps towards establishing a unit need to start in the near future if the benefits of an ITU are to be realised.
- 3.2 In addition to the 'block' bus contract supported by Neighbourhood Services, a number of school bus contracts supported by Children's Services are also due for renewal in August 2007. Children's Services will be taking the option to extend these until the end of August 2008. The independent consultants advising Neighbourhood Services, have advised that savings could be made if the Children's Services contracts were re-tendered at the same time as the Hartlepool 'block' contract. It would also aid the establishment of the ITU, by closer working between the departments.

- 3.3 In view of the above advice it is proposed to re-tender the Hartlepool 'block' contract for one year until the end of August 2008 in the existing form. In 2008 the Children's Services and Neighbourhood Services contracts could then be redesigned and re-tendered for a start at the end of August 2008, with all the benefits that would bring in terms of service provision and efficiencies.
- 3.4 In view of these changes a revised timetable for the re-tendering of the Hartlepool 'block' contract for August 2007 may be found in **Appendix 1**, Table 1 attached to this report. A programme for re-tendering of the contract for August 2008 is provided in **Appendix 2**, Table 2.

#### **4. CONSULTATION**

- 4.1 A members seminar was held on 5 March outlining the revised tendering timetable. It is proposed that further member/public consultation will take place in 2007/08 leading up to the start of the revised contracts at the end of August 2008.

#### **5. FINANCIAL ISSUES**

- 5.1 The current annual price of the supported bus service 'block' contract is £297,721. Given that costs in the bus industry have risen significantly in the past five years, particularly in the areas of fuel, labour and insurance, it is anticipated that the re-tendering of the Hartlepool 'block' contract could show a significant above inflation increase.

#### **6. RECOMMENDATION**

- 6.1 That the Portfolio Holder approves the revised approach and timetable for tendering of the Council's 'block' supported bus contract.

## Appendix 1

**Table 1**  
**Tendering Timetable for August 2007**

<b><u>Date</u></b>	<b><u>Milestones</u></b>
20/3/07	Present report to Culture Leisure and Transportation Portfolio
20/3/07	Finalise tender documents
6/4/07	Place 'Contract Notice' advert
25/5/07	Open tenders at Tender Scrutiny Committee
28/5/07	Negotiations with successful operator/operators
19/6/07	Present report to Culture Leisure and Transportation Portfolio on final results of tender
25/06/07	Registration of contracts
26/8/07	Start of new contracts

## Appendix 2

**Table 2**  
**Tendering Timetable for August 2008**

<b><u>Task</u></b>	<b><u>Date</u></b>	
Review Children's Services school bus contracts	March 2007	
Develop proposed options	April – July	
Members consultation to refine proposed options	August 2007	
Public consultation on proposed options	October 2007	
Detailed analysis of proposed options	November 2007	
Present report to Portfolio Holder on Second Stage Report	December 2007	<b>ITU</b>
Prepare tender documents	January 2008	
Place 'Contract Notice' advert	February 2008	
Open tenders at Tender Scrutiny Committee	April 2008	
Negotiations with successful operator (s)	April 2008	
Present report to Portfolio Holder/Cabinet	May 2008	
Registration of new contracts	May 2008	
Start of new contracts	August 2009	

ITU = Integrated Transport Unit

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

Report to Portfolio Holder  
20 March 2007



**Report of:** Head of Technical Services

**Subject:** SCHOOL CROSSING PATROL – THROSTON  
GRANGE LANE

---

### **SUMMARY**

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

- 1.1 To seek the view of the Portfolio Holder regarding the newly established School Crossing Patrol site on Throston Grange Lane 12 months after installation.

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

- 2.1 A summary of the surveys undertaken over the last 12 months.

#### **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 made by the Portfolio Holder.

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

- 6.1 The views of the Portfolio Holder are sought.

**Report of:** Head of Technical Services

**Subject:** SCHOOL CROSSING PATROL – THROSTON  
GRANGE LANE

---

## 1. PURPOSE OF REPORT

- 1.1 To seek the views of the Portfolio Holder in respect of the School Crossing Patrol site located on Throston Grange Lane 12 months after implementation.

## 2. BACKGROUND

- 2.1 The decision to introduce an additional School Crossing Patrol on Throston Grange Lane was made after requests from residents, parents and Ward Councillors. A final decision would be made after 12 months of operation as to whether the SCP site should be made permanent.
- 2.2 The initial surveys undertaken prior to the establishment of the site demonstrated that the installation of a School Crossing Patrol site on Throston Grange Lane was not justified in accordance with national criteria.
- 2.3 However, approval was granted by Portfolio Holder and the site was operational after infrastructure safety works were completed to protect the SCP Warden and the pedestrians using the facility.
- 2.4 In order to establish a SCP warden at any given site there are nationally adopted criteria that must be first met. Traffic volumes and the number of children crossing at a particular location must be determined. This is done by taking the busiest traffic and pedestrian flows over a thirty-minute peak period. The values are then applied to the equation:

$$P \times (V \times V)$$

Where, **P**= number of unaccompanied child pedestrian, and  
**V** = the total number of vehicles passing the proposed site during the busiest 30 minute period.

- 2.5 If the value exceeds 4 million then the establishment of a SCP is justified subject to the safety of the warden and other users not being compromised.

- 2.6 Since the SCP site was implemented in April 2006 subsequent surveys have been undertaken. The results are as follows:

Survey Date	P x (V x V) value
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May 2006	0.38 million
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July 2006	0.40 million
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October 2006	0.24 million
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January 2006	0.24 million
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February 2006	0.1 million
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### 3. FINANCIAL IMPLICATIONS

- 3.1 The annual cost of introducing the new School Crossing Patrol site on Throston Grange Lane is £2,800 per annum.
- 3.2 The current School Crossing Patrol budget cannot sustain additional staff without permanent funding being allocated for staff salaries.

### 4. CONSIDERATION OF ISSUES

- 4.1 The SCP site has been established for 12 months and children/residents are accustomed to using the facility. Therefore the removal of this site may have a detrimental impact on the safety of those residents/pedestrians that currently use the SCP warden.

### 5. RECOMMENDATION

- 5.1 The views of the Portfolio Holder are sought.

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

Report to Portfolio Holder  
20 March 2007



**Report of:** Head of Technical Services

**Subject:** REAR OF PARK ROAD TRAFFIC  
REGULATION ORDER - OBJECTION

---

### **SUMMARY**

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

- 1.1 To seek approval for the traffic regulation order following an objection to the above scheme.

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

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

#### **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 made by the Portfolio Holder.

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

- 6.1 That the Traffic Regulation Order outlined in the report be approved.



**Report of:** Head of Technical Services

**Subject:** REAR OF PARK ROAD TRAFFIC  
REGULATION ORDER - OBJECTION

---

**1. PURPOSE OF REPORT**

- 1.1 To seek approval for the traffic regulation order following an objection to the above scheme.

**2. BACKGROUND**

Rear of Park Road – Prohibition of Waiting Order

- 2.1 An objection has been made (**Appendix 1**) to the section of lines being extended at the rear of Park Road/Dalton Street (**Appendix 2**). The complainant has stated that the introduction of the yellow lines would affect deliveries and parking to her business.
- 2.2 The proposal to extend these lines was carried out because delivery vehicles are having great difficulty in getting to the Park Hotel delivery access, where the products are dropped off. On some occasions these vehicles are unable enter the back street and therefore resulting in deliveries not being made.
- 2.3 These restrictions will also apply to the objector and therefore time will be given to any vehicles wishing to deliver to their business, but general car parking for any length of time without loading or unloading taking place, will be prohibited.
- 2.4 From carrying out a site visit of this location it was also identified that if vehicles are parking at this location they will cause an obstruction for any emergency vehicle wishing to enter the back street, therefore, only vehicles which are loading or unloading should be permitted to do this.

**3. RECOMMENDATION**

- 3.1 That the Traffic Regulation Order outlined in the report be approved for the above reasons.

## APPENDIX 1

### Re: Double Yellow Lines in Back Alley Between Park Road and Dalton Street

I would like to object to the double yellow lines that have been put down in the back alley between Park Road and Dalton Street.

I understand that the yellow lines have been put in place due to complaints regarding the parking of vehicles in the alley not allowing delivery vans access to the Park Inn. No consultation has taken place between any other businesses that use the alley regarding these issues by the owner of the Park Inn or Hartlepool Borough Council. I use the alley for getting delivery but now it is going to cause a problem because of the yellow lines. I regularly go to the cash and carry in my car and use the back access to the club to unload, when I do this I have to leave my car parked in the alley to walk round to the front of the premises for access, then unload the stock and then lock up and walk back to the alley before I can move my car. Now that the yellow lines have been put down I am unable to do this without the risk of reserving a parking ticket.

I do use the back alley to park my car but always ensure that it is pulled as far up against the wall as possible so that other vehicles can get past. The cars that have been causing the problems in the alley do not belong to the businesses in Park Road.

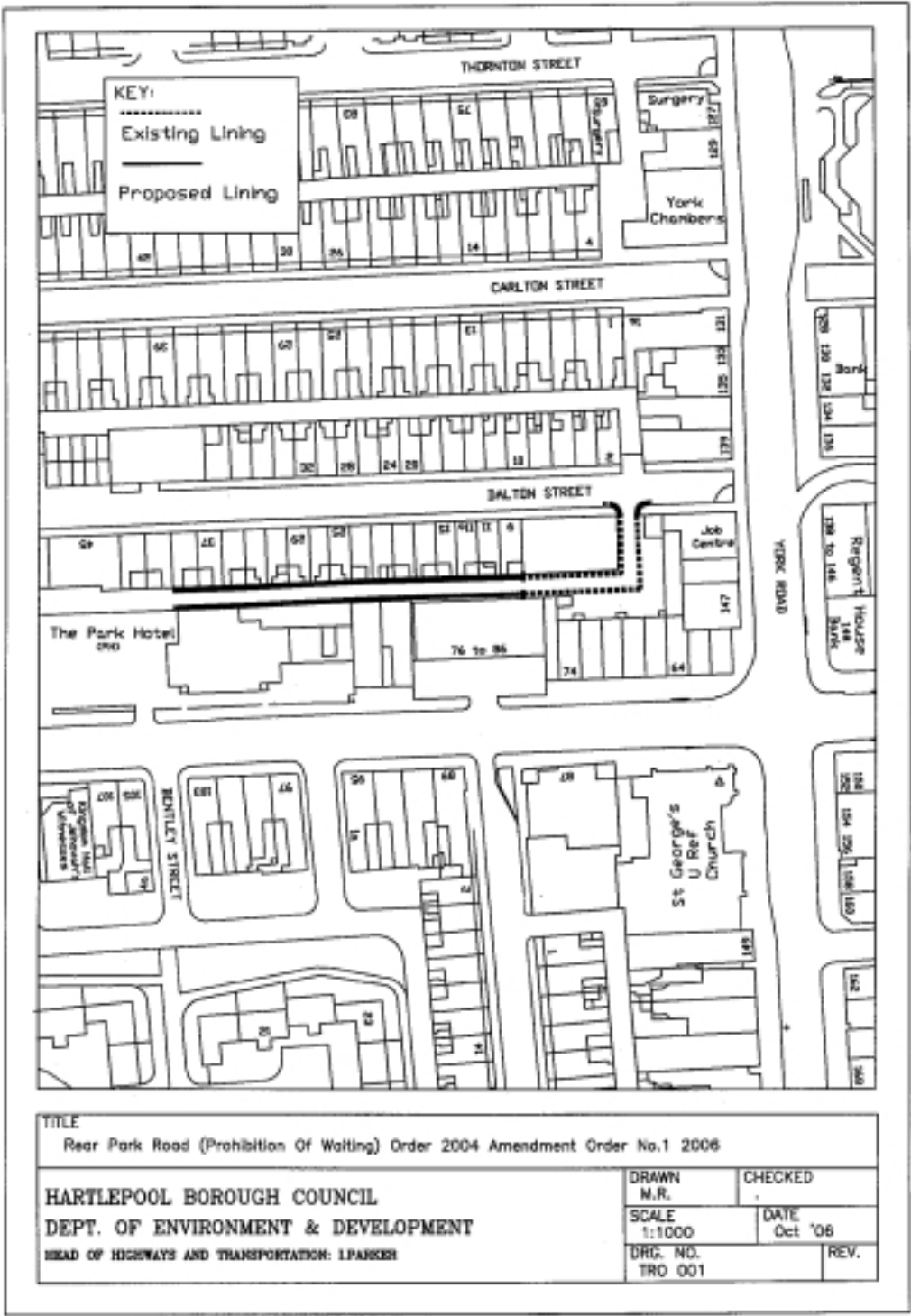
The council seems to be favouring the Park Inn Pub over all the other businesses that use the alley without looking at any other solutions such as alley gates. The Park Inn has a private car park, which it could use for vans to pull in to giving access for their deliveries. The yellow lines only run so far up the alley to the Park Inn which means that again the businesses at the other end of the alley are able to use it and the bottom end are being penalised.

I hope that you take my objection into account over this issue and that the businesses and the council together can find a solution that will allow the alley to be used by all.

Yours sincerely

Proprietor

APPENDIX 2



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

Report to Portfolio Holder  
20 March 2007



**Report of:** Head of Technical Services

**Subject:** COMMUNITY TRANSPORT PROVISION

---

### SUMMARY

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

To inform and update the Portfolio Holder of the provision of an in-house Dial a Ride service, its integration into the Community Transport provision and the updated financial implication.

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

This report outlines the changes required to the existing Dial a Ride and community transport services in order to provide a more integrated, demand responsive service and the financial implications of such changes.

#### **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 made by the Portfolio Holder.

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

- 6.1 That the Portfolio Holder considers the contents of the report.

**Report of:** Head of Technical Services

**Subject:** COMMUNITY TRANSPORT PROVISION

---

**1. PURPOSE OF REPORT**

- 1.1 To inform and update the Portfolio Holder of the provision of an in-house Dial a Ride service, its integration into the Community Transport provision and the updated financial implication of such changes.

**2. BACKGROUND**

- 2.1 In April 2004 a portfolio report was provided to the regeneration portfolio holder to seek permission to transfer the Dial a Ride Service from contractor provision to in-house provision, to carry out work with Adult Services in creating a more flexible approach to transport provision to meet their changing needs and to carry out investigations into incorporating the Rural Bus Challenge Scheme health transport into the integrated transport service when funding expires in March 2007. Approval was given for all recommendations.

Current Service Provision

- 2.2 The Transport Services Section of Technical Services has provided specialist transport services for clients of both the Adult and Children's services and many of these services have remained largely unchanged since Local Government Reorganisation.
- 2.3 Over the last five years in particular there has been a change in service provision in these services towards a more independent living approach, in line with the Government's white paper: Valuing People. This has resulted in a fundamental change in the way these services are provided.

- 2.4 Officers from Transport Services and Adult Services have been exploring alternative methods of transport service delivery to meet these changing needs and have identified that a demand responsive type service, similar to Dial a Ride, would be more suitable.
- 2.5 It was therefore proposed that investigation be made into the establishment of an integrated Community Transport approach, amalgamating the specialist transport provision of the Dial a Ride service with the existing Adult Services and Children's Services Transport.
- 2.6 As well as moving towards meeting the needs and requirements of Adult Services Transport, the integration of services will also offer enhancements to the Dial a Ride service. Vehicles currently used for the provision of Adult services and Children's Services transport can be utilised by Dial a Ride during parts of the day and night when they would otherwise be idle.

### 3. FINANCIAL IMPLICATIONS

#### Current Dial a Ride Service

- 3.1 The current Dial a Ride service is operated through contract by a local taxi provider. The Local Authority provide the operator with three wheelchair accessible vehicles and the operator is contracted to provide other non specialist vehicles required in the delivery of the service. The service operates between the hours of 7.30am and 11.00pm, 364 days of the year excluding only Christmas Day and journeys can be made anywhere within the boundary of Hartlepool. It is expected that in 2006/2007 29,000 journeys will be made.
- 3.2 Each Dial a Ride member is required to pay a one off membership fee of £5.00, they are then entitled to 100 travel vouchers per year. Each voucher represents one single journey and is supported by a fare of £1.70. Members wishing to make more than 100 journeys per year can purchase unlimited additional travel vouchers at a cost of £0.45 pence per journey. Members can book their journeys, through a designated booking line any day of the week between the hours of 7.30am and 10.30pm, with at least one-hour notice.
- 3.3 The current Dial a Ride contract price is £4.63 per journey. For each journey made, the passenger pays direct to the contractor £1.70, the additional £2.93 is paid to the contractor by the Authority on receipt of invoice and redeemed travel vouchers.

- 3.4 The figures in **Appendix A** show the expected income and expenditure of the current Dial a Ride service for 2006/2007 (please note that a budget increase of £30,000 was provided in 2005 to assist with working towards bringing the service in-house).

#### Proposed Community Transport Provision

- 3.5 The proposed core service will operate with three wheelchair accessible vehicles and be supported by the Rural bus challenge scheme service 'Community Lynx Bus'. It is not proposed to make any alteration to the current hours of operation of the service or the membership eligibility. Areas subject to alteration will be the booking system, eligibility to journeys and fare charges.
- 3.6 The most significant change from the current service is to the booking of journeys. The hours available for booking journeys will be reduced to between 8.30am and 5.00pm Monday to Friday as the booking system will be manned during office hours only. An automated vehicle routing a scheduling system has been procured through Rural Bus Challenge funding and the Local Transport Plan, to provide an efficient and effective booking service. Members will be able to cancel journeys at anytime either through the booking system in office hours or through an out of hour's contact.
- 3.7 The restriction on the number of journeys per member will be lifted to offer unlimited journeys throughout the year. The need for travel vouchers will also be eliminated through the introduction of the computerised scheduling system, which will take all bookings for the service and provide reports on travel patterns and vehicle availability. To reflect the removal of the additional travel voucher and the improved availability of unlimited journeys, it is proposed that the fare be increased to £2.00 per journey anywhere within the boundary of Hartlepool. Although this is an increase on the current flat fare there will be a saving to those who regularly use the service and currently purchase additional travel vouchers £0.15 pence per journey.
- 3.8 The figures in **Appendix B** show the expected income and expenditure of the new service.

#### Service Enhancements

- 3.9 In addition to the core service, the Dial a Ride will be able to be enhanced by additional vehicles from the Transport Services fleet, at off peak times, evenings and weekends, if required. The level of service will be monitored and reviewed regularly in the early stages to ensure service demands are met and consider further potential for service enhancement if required.

Consultation

- 3.10 Three consultation events took place in June 2004 with Dial a Ride members the main concerns were the alteration to the booking hours, lack of vehicle availability and difficulties booking due to service being fully booked. These issues have been considered and measures have been put in place to improve vehicle availability and provide a more efficient booking service. The service will be monitored very closely in the early stages to ensure that these measures are sufficient and action will be taken to remedy any problems encountered. A Dial a Ride user group meeting is also to be established to allow members to raise problems and concerns in person to Transport Services staff.

**4. RECOMMENDATION**

- 4.1 That the Portfolio Holder note the report



## APPENDIX A

**COST OF CURRENT DIAL A RIDE SERVICE**

<b><u>Income</u></b>		<b><u>Expenditure</u></b>	
New Members	£ 516.00	Vehicles (inc repairs)	£ 60,644.35
Vouchers	£ 10,000.00	Vouchers	£ 2,140.00
		Contractor payments	£ 86,008.16
		Miscellaneous	£ 2,000.00
		Administrative	£ 500.00
<b>Total</b>	<b>£ 10,516.00</b>		
		<b>Total</b>	<b>£ 151,292.51</b>
	Expenditure	£ 151,292.51	
	Income	£ 10,516.00	
	DAR budget	£ 161,385.00	
		<u>-£ 20,608.49</u>	Under spend

## APPENDIX B

**ESTIMATED COSTS OF IN HOUSE SERVICE**

<b><u>Income</u></b>		<b><u>Expenditure</u></b>	
Budget		Vehicles	
2007/2008	£ 166,226.00	(inc ins, repair & fuel)	£144,997.29
Fares income	£ 58,944.00	Training	£ 2,000.00
New members	£ 516.00	Drivers wages	£ 72,781.80
		<b>Total</b>	<b>£ 219,779.09</b>
<b>Total</b>	<b>£ 225,686.00</b>		
	Expenditure	£ 219,779.09	
	Income	£ 225,686.00	
		<b>-£ 5,906.91</b>	<b>Under spend</b>

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

Report to Portfolio Holder  
20 March 2007



**Report of:** Head of Technical Services

**Subject:** MOUNTSTON CLOSE ALLEYGATE - UPDATE

---

### **SUMMARY**

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

- 1.1 To advise on the latest developments in respect of the alleygate located in Mountston Close.

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

- 2.1 Update on situation

#### **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 made by the Portfolio Holder.

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

- 6.1 That the current situation be noted.

**Report of:** Head of Technical Services

**Subject:** MOUNTSTON CLOSE ALLEYGATE - UPDATE

---

**1. PURPOSE OF REPORT**

- 1.1 To advise on the latest developments in respect of the alleygate located in Mountston Close.

**2. BACKGROUND**

- 2.1 An update report was brought to this Portfolio in December 2006 at which time it was reported that the Acting Head of Neighbourhood Management had set up regular meetings with all stakeholders including residents, Police, Anti-Social Behaviour Unit, businesses, Councillors, High Tunstall School and Officers to attempt to resolve the problems on the estate without recourse, at that time, for the re-erection of the gate, being in accordance with the criteria set out in the Thoroughfare Policy.

- 2.2 At that time residents had commented they have seen a marked improvement in the previous four weeks regarding anti social behaviour and litter in the area. Actions carried out to date at that time included:

- increased police and PCSOs patrols especially on a Friday evening when the majority of disorder had been reported;
- an education/enforcement programme had been introduced in partnership with the Head Teacher of High Tunstall School, pupils from the school and the Councils Environment Enforcement Unit involving co-ordinated patrols, and where necessary issuing Fixed Penalty Notices (FPNs);
- additional litterbins had been installed and the frequency of emptying them increased;
- youth activities were being actively investigated, The Boys welfare club in Throston had been renovated and reopened as the Throston Project with many pupils from High Tunstall School attending. The Head Teacher was working closely with the Councils youth service to introduce out of school hours activities for children.

- 2.3 Further meetings subsequently took place with the last one being held on 16 January 2007, a copy of the minutes of this meeting is attached by way of **Appendix 1**.
- 2.4 As can be seen from the attendance list for the meeting it was very well attended by interested parties, including 10 residents and the Chair of the Park Residents Association.
- 2.5 The recommendations agreed by all present, due to the good progress made in resolving the problems in the area, were that the Police and the Council would continue to monitor the situation and that the gateposts and frame would remain in place should the erection of the gate be recommended at some future time by the Police, in accordance with the Council's Thoroughfare Policy.

### **3. CONSIDERATION OF ISSUES**

- 3.1 It appears that, at this time, the problems that have been previously identified in this area in respect of anti-social behaviour and crime have been vastly reduced, a fact supported by those residents who attended the meeting.
- 3.2 The Council's Thoroughfare Policy, developed around the Gating Order Legislation recently introduced, stipulates that, before a gate can be considered for erection, all other means of addressing the problems must have been tried and have failed and that the Police must recommend that a gate is the only solution available to address the problems.
- 3.3 In this situation this is not the case, at this time, and good work has been made by all agencies to resolve the problems. However, as agreed at the meeting, the Police and Council will continue to monitor the area and react as appropriate to any incidences that may be reported.

### **4. FINANCIAL IMPLICATIONS**

- 4.1 There are no financial implications at this time.

### **5. RECOMMENDATION**

- 5.1 That the current situation be noted.

## APPENDIX 1

# NAISBERRY PARK ANTI SOCIAL BEHAVIOUR MEETING

Tuesday 16 January 2007, 6.00 pm  
Belle Vue Community, Sports & Youth Centre

## MINUTES

### **Present:**

Denise Ogden	-	Head of Neighbourhood Services
Mike Blair	-	Traffic and Transportation Manager HBC
R Rigg	-	Mounston Close
A Jobson	-	Mounston Close
A Cordiner	-	Mounston Close
E Cordiner	-	Mounston Close
Irene Cross	-	Neighbourhood Development Officer HBC
Sally Forth	-	Anti-Social Behaviour Unit HBC
Brian Robinson	-	Youth Services HBC
S Wright	-	Springston Close
J Wright	-	Springston Close
Ian Campbell	-	Park Resident Association
Craig Thewell	-	Environmental Action Manager
PCSO Cath Jones	-	Cleveland Police – 173 York Road
PC Jim Blackwell	-	Cleveland Police – Church Street
S Johnson	-	Tarnston Road
G Johnson	-	Tarnston Road
D Loynes	-	Mounston Close
Brenda Loynes	-	Mounston Close

### **Apologies:**

Mr Kirkwood	-	Saddleston Close
Mrs Kirkwood	-	Saddleston Close
Mr Morray	-	Pikeston Close
Mrs Morray	-	Pikeston Close
Cllr Dr G H Morris		
Sgt Brian Crawley		
Brian Neale	-	Community Safety – Church Street
Jon Wright	-	Acting Neighbourhood Manager
George Harrison	-	Saddleston Close
M Harrison	-	Saddleston Close

**cc:**

Alastair Smith  
Mayor Drummond  
Cllr V Tumilty

**1     Education/Enforcement Initiative**

CT gave an update on the initiative in operation to address litter in the area. The school and pupils are involved in patrols with the Enforcement Unit on the estate. New litterbins have been installed in the area and these are being used by pupils. There have been three officers in the area today and no fixed penalty fines have been issued. CT tabled photographs of the area before the initiative began and more recent photographs which showed a marked improvement. CT said that the school will continue to be pro-active and that the Enforcement Unit will continue to monitor the area. A resident said that litter in the Mounston Close alleyway continues to be an issue, but agreed that there had been an improvement in the area. Residents agreed that the area had improved 100%. DO suggested that a letter be sent to the school to commend the children and teachers on their hard work.

**2     Litter Bins**

A resident asked if the issue around the bins that are being tipped over on a weekend had been resolved. DO explained that the bins have had cement put into the base to make them more secure.

**3     Youth Activities**

DO advised that David Burns, the Football Development Officer from HBC, is working with David Pickford, a Football Coach from Sports Development, to put together a football programme.

BR has met with the Head Teacher, Mrs Buhler Willey, to look at how reopening the youth centre at the school site can be used for additional youth activities in the area.

A meeting has been arranged for February to look at developing the Duke of Edinburgh Award scheme.

Youth worker, Sarah McCluskey, from the Boys Welfare Club, will secure links with the school to help identify areas where youth work is needed.

DO suggested that the school could develop a newsletter to help keep local residents and elected members informed and up to date with progress.

A resident said that if children need to play in the front street could they be encouraged to use a soft ball, as this would help reduce noise and damage to cars and property. SF agreed that this could be an anti-social behaviour issue and is an idea that could be looked at in the future.

#### **4 Environmental Improvements**

JW has consulted with the residents on Hart Lane and Tarnston Close regarding the removal or redesigning of the shrub beds in the area. A site visit has been carried out along with representatives from the Horticulture Department, HBC. These works would be carried out shortly.

A resident identified an area at the rear of Hillston Close that is suffering from graffiti. CT will have the graffiti removed.

DO gave a report from Sgt Brian Crawley that stated no incidents had been reported lately and the area was quiet. There have been six reported incidents in the last three months and any further incidents that occur will be dealt with immediately. The Aldi car park continues to be a hot spot area and is a priority for Police on a Friday and Saturday night.

PCSO Jones reported that the issues have reduced and that relationships with the young people and the police have improved.

Ian Campbell expressed his concern that Park Ward and Elwick village share the same Police Officer and PCSO. The Park residents do think that their area would improve more if they had their own Ward Officer and looked forward to the time when resources would allow this to happen.

#### **5 Any Other Business**

A resident was concerned that young people are running through the walk way and onto Hart Lane. DO advised this was an issue, but that the gate could not be installed for highway safety. A substantial highway and traffic management scheme has been introduced, complete with pedestrian crossings.

A resident was concerned about the behaviour on a Friday and Saturday night in the area. DO said that the multi agency approach has been implemented in the whole area and will continue into the light nights to reassure residents in the area. The Police agreed to respond to any incidents reported by residents and that they will continue to patrol the area.



Ian Campbell asked what activity had been in place in the North area outside of Tesco Express. DO advised that the Neighbourhood Manager for the North is involved with various agencies in resolving issues in the area and the Police Officers from both wards do communicate and share information.

The Thoroughfare Policy has been agreed by Cllr Tumilty and DO recommended that the walk way stay open for the foreseeable future, due to the evidence produced at tonight's meeting. MB agreed that due to the crime and disorder statistics for the area the Thoroughfare Policy and legislation would not approve the installation of an alley gate. The reported incidents for the area have not increased, nor decreased prior and post alley gate.

The recommendation was agreed by all present, under the agreement the Police and Council would continue to monitor the area. DO agreed to keep the gateposts and fence in place in case this issue needed to be revisited in the future and retrospective planning would be submitted by Highways. DO thanked everyone for their hard work and commitment and closed the meeting.

**Meeting closed at 7.15 pm**

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

Report to Portfolio Holder  
20 March 2007



**Report of:** Head of Technical Services

**Subject:** PETITION –FLOODING OF FOOTPATH  
STOCKTON ROAD

---

### **SUMMARY**

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

- 1.1 To advise on the receipt of an eleven-name petition, directed to the Mayor relating to problems with flooding on the footpath between 308 and 328 Stockton Road.

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

- 2.1 Details of petition will be presented to the Portfolio Holder at the meeting.

#### **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 made by the Portfolio Holder.

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

- 6.1 That the receipt of the petition is acknowledged.

**Report of:** Head of Technical Services

**Subject:** PETITION – FLOODING OF FOOTPATH  
STOCKTON ROAD

---

**1. PURPOSE OF REPORT**

- 1.1 To advise on the receipt of an eleven-name petition, directed to the Mayor, relating to problems with flooding on the footpath between 308 and 328 Stockton Road.

**2. BACKGROUND**

- 2.1 A petition has been received by the Mayor, dated 18 February 2007 entitled *“Numbers 308-326 Stockton Road (and beyond)”*, a copy of which will be made available at the meeting.
- 2.2 The letter says that, *“despite many calls to the appropriate departments by residents of the above houses in this area of Hartlepool nothing has been done to rectify the state of the pavement which floods after even a moderate shower of rain.”*

**3. CONSIDERATION OF ISSUES**

- 3.1 An investigation of the Highways Management Software, CONFIRM, that records customer complaints, has indicated that there are no records pertaining to this issue, although telephone calls may have been made directly to Officers in which case they may not necessarily have been recorded.
- 3.1 Officers have carried out a preliminary investigation of the area and found that one of the footpath gullies appears to be blocked and that there may be some minor problems with the footpath levels.
- 3.2 Further investigations will be carried out and the appropriate action taken to rectify the problem.

**4. FINANCIAL IMPLICATIONS**

- 4.1 The cost of the works will be paid from existing highway maintenance budgets.

**5. RECOMMENDATION**

- 5.1 That the Portfolio Holder acknowledges receipt of the petition.