

PLEASE NOTE VENUE

NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO DECISION SCHEDULE



Monday 22nd October 2007

at 9.00 am

in the Red Room , Avondale Centre,
Dyke House School
(Raby Road entrance)

Councillor Jackson, Cabinet Member responsible for Neighbourhoods and Communities will consider the following items.

1. **KEY DECISIONS**

None

2. **OTHER ITEMS REQUIRING DECISION**

- 2.1 Bamburgh Road / Claveing Road – Traffic Calming – *Head of Technical Services*
- 2.2 Removal of ½ Hour Waiting Period – Belk Street, Cameron Road and Addison Road – *Head of Technical Services*
- 2.3 Proposed Residents Only Parking Scheme – Clifton Avenue / Eldon Grove – *Head of Technical Services*
- 2.4 Glamorgan Grove Traffic Calming Petition – *Head of Technical Services*
- 2.5 Stagecoach Child Fares Increase – *Head of Technical Services*
- 2.6 Minor Works Proposals, Neighbourhood Consultative Forums – *Head of Neighbourhood Management*

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

None

**NEIGHBOURHOOD AND COMMUNITIES
PORTFOLIO**

Report to Portfolio Holder
22 October 2007



Report of: Head of Technical Services

Subject BAMBURGH ROAD/CLAVERING ROAD –
TRAFFIC CALMING

SUMMARY

1. PURPOSE OF REPORT

To seek approval for the implementation of traffic calming on Bamburgh Road and Clavering Road.

2. SUMMARY OF CONTENTS

The report details the background to the scheme and the proposal put forward.

3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for traffic and transportation issues.

4. TYPE OF DECISION

This is a non-key decision.

5. DECISION MAKING ROUTE

This is an executive decision made by the Portfolio Holder.

6. DECISION(S) REQUIRED

The Portfolio Holder approves the implementation of the schemes.

Report of: Head of Technical Services

Subject: BAMBURGH ROAD/CLAVERING ROAD –
TRAFFIC CALMING

1. PURPOSE OF REPORT

1.1 To seek approval for the implementation of traffic calming on Bamburgh Road and Clavering Road.

2. BACKGROUND

2.1 Residents and local Councillors have raised a number of concerns about the speed of traffic on Woodstock Way, Westwood Way, Clavering Road and Bamburgh Road. These are the main distributor roads in the Clavering Area.

2.2 The speed limit on Clavering Road and Bamburgh Road is 30mph and speed surveys show that the 85th percentile speed is 37mph and 36mph respectively, (the speed at which 85% of traffic is travelling at or below).

2.3 Traffic Calming has already been implemented on Clavering Road outside the School and on Westwood Way, Portfolio approval has been given for traffic calming on Woodstock way. It is now proposed to implement the final stage of the traffic calming on Bamburgh Road and on the remainder of Clavering Road.

3. CONSIDERATION OF ISSUES

3.1 It is planned to introduce 2 pinch points on Bamburgh Road (see **Appendix 1**), these features are to be located midway between Alnwick Close and Knaresborough Close, and just south of Lindsfarne Close.

3.2 The pinch point on Clavering Road is proposed to be sited south of the Formby Close junction (see **Appendix 2**).

3.3 A pinch point is the narrowing of the carriageway to one lane, the narrowing is formed by the construction of an island, in order to negotiate the pinch point vehicles in a specified direction are directed to give way to oncoming vehicles.

4. CONSULTATION

4.1 Residents and Local Ward Councillors were sent a letter and plan of the proposed traffic calming. They were requested to indicate whether they were in agreement with the proposals and any comments they wished to make. In total 22 letters were sent out and 13 responses were received of which 10 were in favour of the proposals and 3 against.

4.2 The residents who objected were concerned about the following issues:-

- Sight line in advance of features insufficient due to bends in road:

The pinch points have been sited in locations that provide sufficient forward visibility, give way markings are sited on the side of the pinch point, which provides greatest visibility, and priority signs are provided in advance of the feature to give further warning.

- Will not slow traffic sufficiently:

Pinch points are not as efficient in slowing traffic as other forms of traffic calming such as road humps, however it would be inappropriate to use road humps on such a long length of road as it may cause difficulties for Emergency Services. It is expected that the pinch points will reduce the average speed of traffic to 30mph.

- The pinch point south of Lindisfarne Close will prevent parking outside garden gate:

This resident objected because he would no longer be able to park outside his garden gate. This is a side gate and is used by the resident to load garden waste into his car. There would be no problems if a car were parked in this location for short durations, as the signs for the pinch point would still be clearly visible. There are no plans to implement parking restrictions around these features.

4.3 The Emergency Services were consulted through the Traffic Liaison Group and raised no concerns.

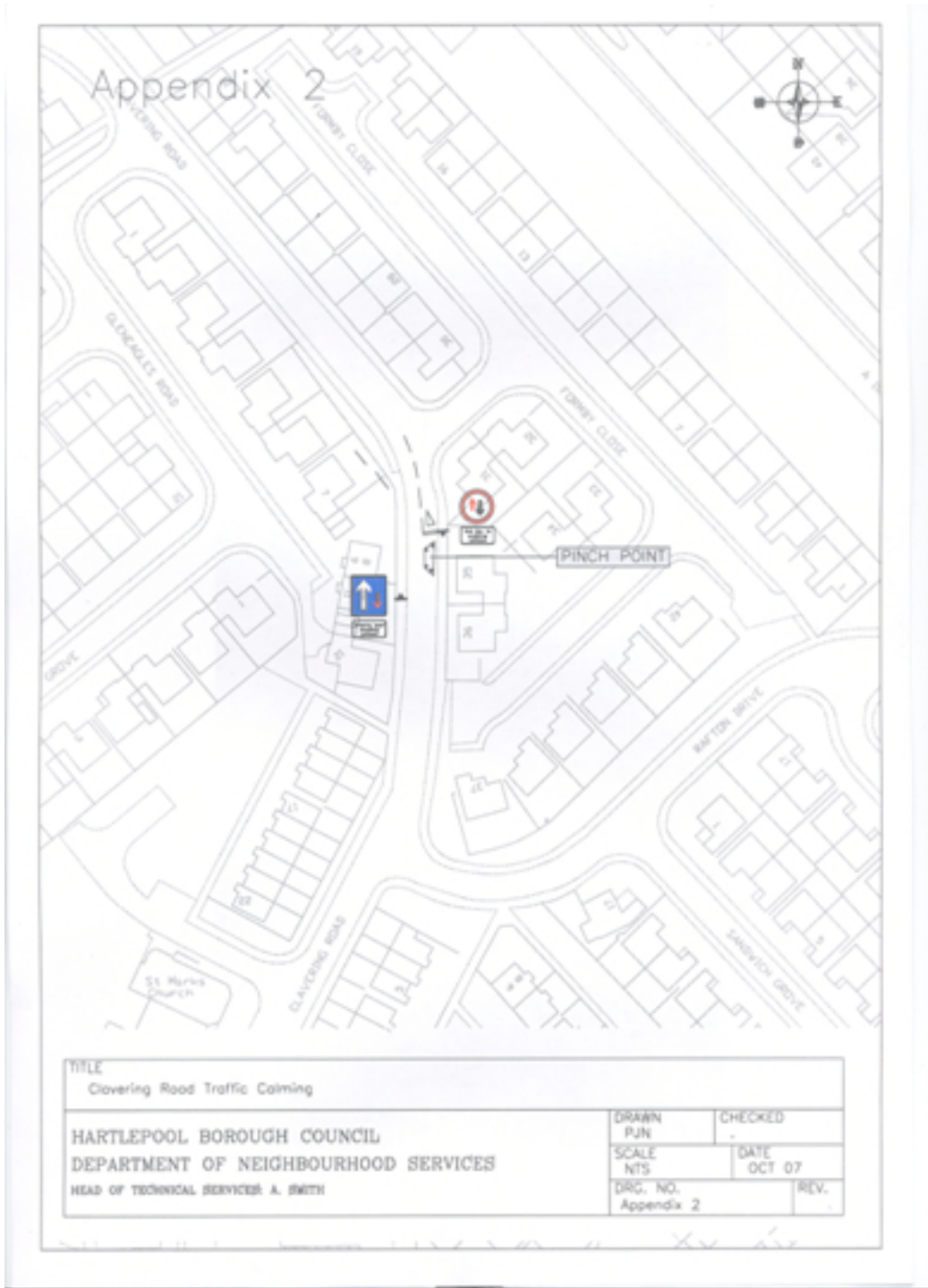
5. FINANCIAL IMPLICATIONS

- 5.1 This scheme is estimated to cost £12,000 and will be funded through the Local Transport Plan.

6. RECOMMENDATION

- 6.1 That the proposals outlined in section 3 of the report are approved.





**NEIGHBOURHOOD AND COMMUNITIES
PORTFOLIO**

Report to Portfolio Holder
22 October 2007



Report of: Head of Technical Services

Subject REMOVAL OF 1/2 HOUR WAITING PERIOD
BELK STREET, CAMERON ROAD AND
ADDISON ROAD

SUMMARY

1. PURPOSE OF REPORT

To consider removing the $\frac{1}{2}$ hour waiting restriction within Belk Street, Cameron Road and Addison Road resident controlled permit zone.

2. SUMMARY OF CONTENTS

The report outlines the background and considers the implication of amending the existing traffic regulation.

3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for traffic and transportation issues.

4. TYPE OF DECISION

This is a non-key decision.

5. DECISION MAKING ROUTE

This is an executive decision made by the Portfolio Holder.

6. DECISION(S) REQUIRED

The Portfolio Holder approve an amendment to the existing residents parking order and remove the $\frac{1}{2}$ hour parking concession.

Report of: Head of Technical Services

Subject: REMOVAL OF 1/2 HOUR WAITING PERIOD
BELK STREET, CAMERON ROAD AND
ADDISON ROAD

1. PURPOSE OF REPORT

- 1.1 To consider removing the ½ hour parking concession currently applicable within the Belk Street, Cameron Road and Addison Road residents parking zone.

2. BACKGROUND

- 2.1 Belk Street, Cameron Road and Addison Road are part of the current resident's only permit parking scheme.
- 2.2 Generally within such controlled zones parking is restricted to permit holders only, and a maximum 10 minute concession is allowed prior to a permit being required to be displayed on the vehicle.
- 2.3 In May 2005 the Portfolio Holder did however approve a ½ hour parking concession predominantly at the request of businesses who felt the limited parking availability outside of the shops on Raby Road was affecting passing trade. After consultation with residents, agreement was reached to allow a controlled ½ hour concession to assist the businesses yet allow a degree of controlled parking in the area.
- 2.4 The Local Resident Association has now expressed concern that following the relocation of some of the businesses (particularly Shottons) that the ½ hour concession should now be removed as residents are experiencing a noticeable increase in vehicle activity and this is restricting parking space available to them.

3. CONSIDERATION OF ISSUES

- 3.1 The creation of a ½ hour concession complimented the 1 hour limited waiting restriction on Belk Street. Although this was predominantly used by customers to Shottons, it was not for the dedicated use of the premises and the relocation of the business from the area has removed the necessity to provide parking in the resident controlled zone. It is envisaged that customers to the remaining businesses will still have

use of the 1 hour limited waiting restriction whilst dedicated parking provision is available in Mill House car park. In addition and where applicable, some businesses have been issued with parking permits for use by their customers.

- 3.2 A map showing the extent of the proposal is shown in **Appendix A**.
- 3.3 The level of enforcement within a resident controlled parking zone is more labour intensive when a ½ hour concession applies as Parking Patrol Officers are required to make several visits in order to demonstrate a vehicle is in contravention of the permitted parking time. The removal of the concession should therefore make enforcement more efficient.

4. CONSULTATION

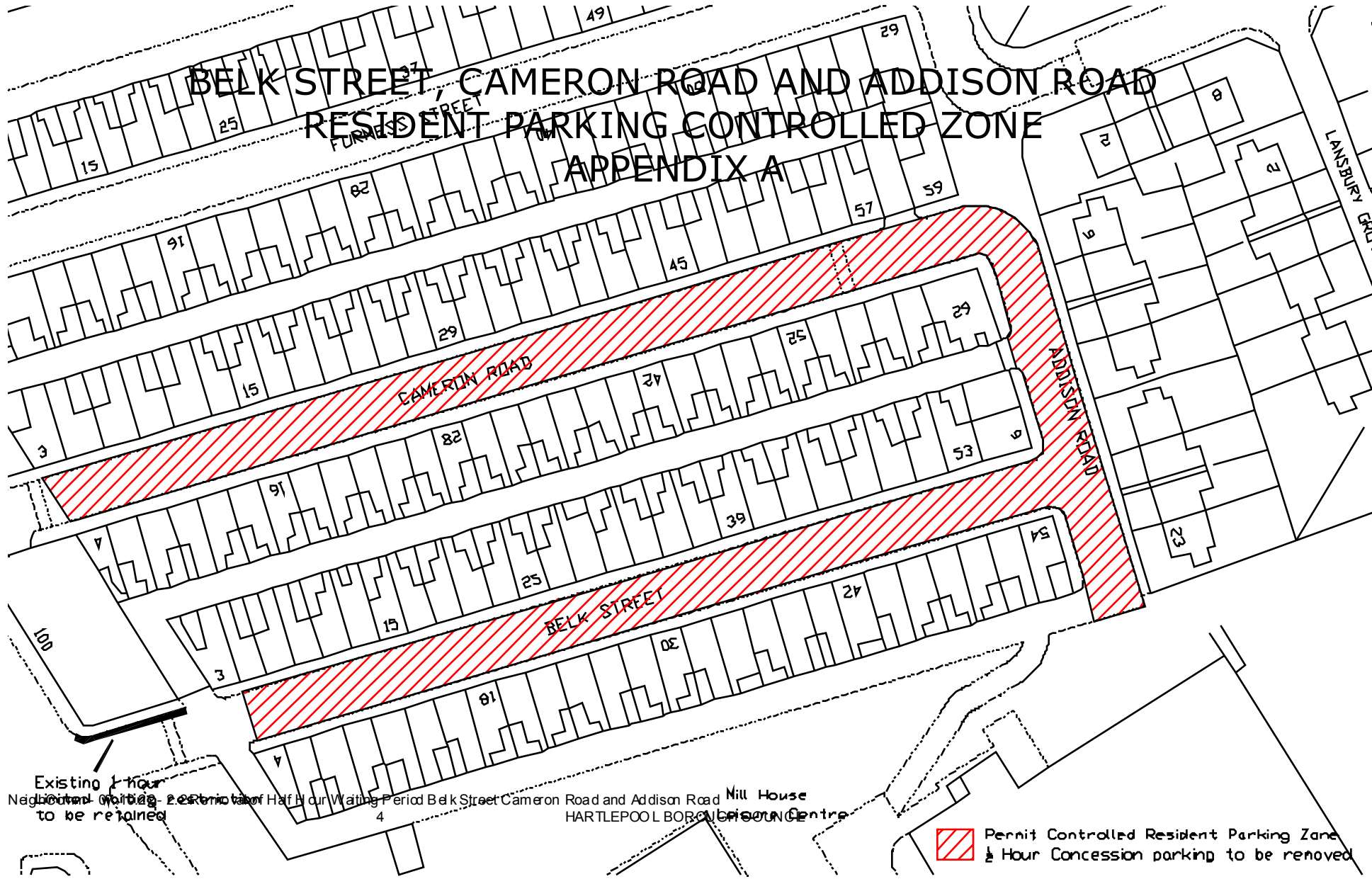
- 4.1 The matter of withdrawing the half hour parking concession was raised at the meeting of the Belk Street, Cameron Road and Addison Road Residents Association on 11th September 2007. Members unanimously voted in favour of removing the half hour parking concession.

5. FINANCIAL IMPLICATIONS

- 5.1 There would be a minimal financial cost implication of amending the parking order including the advertising of the legal orders and the replacement of some signage, the cost of which would be met from the Parking Services budget.

6. RECOMMENDATION

- 6.1 The Portfolio Holder approve the proposed amendment to the existing parking order and revoke the ½ concession within the resident controlled parking zone in Belk Street, Cameron Road and Addison Road.



**NEIGHBOURHOOD AND COMMUNITIES
PORTFOLIO**

Report to Portfolio Holder
22 October 2007



Report of: Head of Technical Services

Subject PROPOSED RESIDENTS ONLY PARKING
SCHEME - CLIFTON AVENUE/ELDON GROVE

SUMMARY

1. PURPOSE OF REPORT

To consider extending the current permit parking control zone to include Clifton Avenue (between Linden Grove and Wilton Avenue) and Eldon Grove (between Clifton Avenue and Park Road).

2. SUMMARY OF CONTENTS

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

3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for traffic and transportation issues.

4. TYPE OF DECISION

This is a non-key decision.

5. DECISION MAKING ROUTE

This is an executive decision made by the Portfolio Holder.

6. DECISION(S) REQUIRED

The Portfolio Holder to refuse the proposal to introduce residents only parking permit controls.

Report of: Head of Technical Services

Subject: PROPOSED RESIDENTS ONLY PARKING
SCHEME - CLIFTON AVENUE/ELDON GROVE

1. PURPOSE OF REPORT

- 1.1 To consider extending the current resident's permit parking control zone to include Clifton Avenue (between Linden Grove and Wilton Avenue) and Eldon Grove (between Clifton Avenue and Park Road).

2. BACKGROUND

- 2.1 This residential area is on the fringe of the current residential controlled parking zone.
- 2.2 **Appendix 1** shows the location of the proposed new controlled zone.
- 2.3 A report was submitted to the Portfolio Holder (13 August 2007) which considered the views of residents following a consultation on the proposal. At the time residents responding to the consultation had expressed an interest for the permit controls to be introduced, however the consultation had been carried out with an indication that the cost of a permit would be £1.
- 2.4 The submitted report coincided with a decision from Cabinet to agree in principle to an increase in the cost of residents permits to either £5 or £20 dependant on the location of the zone. As a consequence the decision to extend the permit controls into Clifton Avenue/Eldon Grove was deferred until residents were reconsulted and advised that the likely cost for this area would be £20 per permit.

3. CONSIDERATION OF ISSUES

- 3.1 The initial consultation response from resident to the £1 permit charge had been:

	Number of Properties Consulted	Number In favour	Number Against	% return	% in favour	% against
Clifton Avenue	32	13	7	62	65	35
Eldon Grove	11	9	2	100	82	18

3.2 The second consultation carried out with the same number of residents to the £20 permit charge received the following responses:

	Number of Properties Consulted	Number In favour	Number Against	% return	% in favour	% against
Clifton Avenue	32	5	15	63	25	75
Eldon Grove	11	6	4	55	33	67

3.3 In addition a petition was received, signed by 47 residents opposing the introduction of a residents permit parking scheme

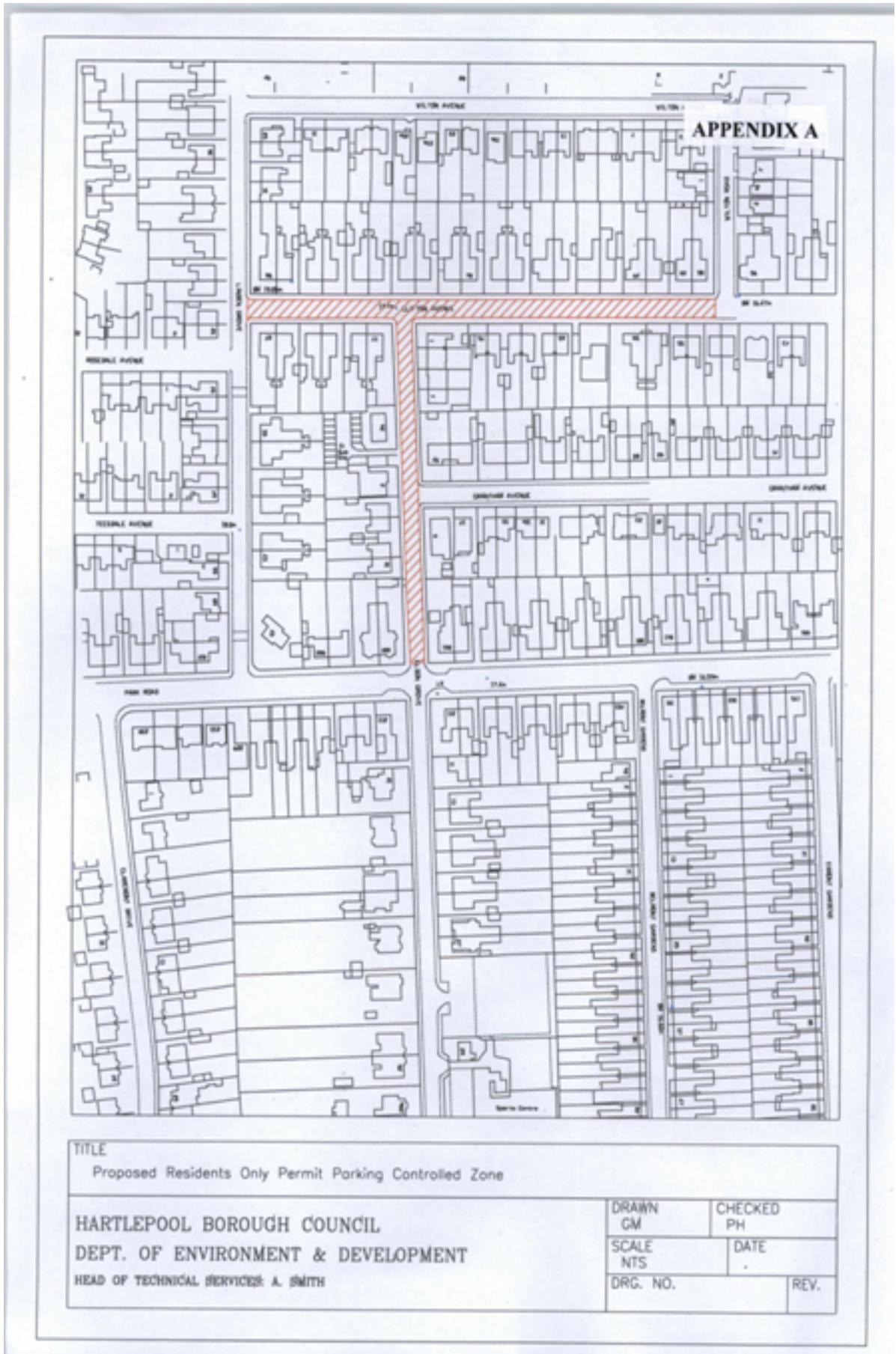
4. FINANCIAL IMPLICATIONS

4.1 At present the proposed permit cost increase has not yet been legally approved, however the letters of objections received during the official advertising of the Public Notices will form the basis of separate report to this Portfolio.

5. RECOMMENDATIONS

5.1 The Portfolio Holder reject the initial request to introduce residents only permit parking for the following reasons:

- 1) there is insufficient support from the residents affected by the proposal;
- 2) significant opposition was expressed by residents affected by the proposal.



<p>TITLE Proposed Residents Only Permit Parking Controlled Zone</p>		
<p>HARTLEPOOL BOROUGH COUNCIL DEPT. OF ENVIRONMENT & DEVELOPMENT HEAD OF TECHNICAL SERVICES: A. SMITH</p>		<p>DRAWN GM</p> <p>SCALE NTS</p> <p>DRG. NO.</p>
		<p>CHECKED PH</p> <p>DATE</p> <p>REV.</p>

**NEIGHBOURHOOD AND COMMUNITIES
PORTFOLIO**

Report to Portfolio Holder
22 October 2007



Report of: Head of Technical Services

Subject GLAMORGAN GROVE TRAFFIC CALMING
PETITION

SUMMARY

1. PURPOSE OF REPORT

To consider a petition from residents of Throston Grange Estate, and further afield, requesting traffic calming measures.

2. SUMMARY OF CONTENTS

The report details the action requested, the investigations into the request and the recommended course of action.

3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for traffic and transportation issues.

4. TYPE OF DECISION

This is a non-key decision.

5. DECISION MAKING ROUTE

This is an executive decision made by the Portfolio Holder.

6. DECISION(S) REQUIRED

That the petition be noted and Glamorgan Grove be inserted into the safety scheme table at position 23.

Report of: Head of Technical Services

Subject: GLAMORGAN GROVE TRAFFIC CALMING
PETITION

1. PURPOSE OF REPORT

- 1.1 To consider a petition from residents of Throston Grange Estate, and further afield, requesting traffic calming measures.

2. BACKGROUND

- 2.1 A petition has been received from residents of Throston Grange Estate (petition to be made available at the meeting) raising concerns over the speed of traffic on Glamorgan Grove and requesting the introduction of traffic calming measures.
- 2.2 As part of the investigation into this request a speed survey has been carried out which recorded 85th percentile speeds of 23.5mph. The 85th percentile is the speed at which 85% of traffic is travelling at or below, and is the method generally used when assessing traffic calming requests.
- 2.3 The accident statistics for the road have also been investigated, which showed that there have been no recorded injury accidents on Glamorgan Grove in the last 3 years.

3. FINANCIAL IMPLICATIONS

- 3.1 Potential safety schemes are prioritised primarily on the basis of the number of accidents, and also the level of speeding recorded (see **Appendix 1**).
- 3.2 Schemes are then implemented from the top of the list, as far as the available funding will allow.

4. RECOMMENDATIONS

- 4.1 That in view of the zero recorded injury accident record and low speeds recorded, Glamorgan Grove be inserted into the safety scheme table at position 23.

2.4 APPENDIX 1

LOCATION	No. OF x ACCIDENTS	SPEEDS* RECORDED	SPECIAL CIRCUMSTANCES	PRIORITY
Catcote Road (Elwick Rd – Brierton Lane)	2 serious 15 slight		2 schools.	1
Grange Rd (Wooler Rd – York Rd)	1 serious 13 slight			2
Victoria Road (York Rd – A689)	12 slight	N/A	High pedestrian usage.	3
A689 (West of Sapper's Corner)	1 fatal 6 slight			4
King Oswy Drive (West View Road – Speeding Drive)	2 serious 3 slight	34.6mph	2 schools.	5
Owton Manor Lane/ Wynyard Rd (Kilmarnock Rd – Kilmarnock Rd)	1 serious 6 slight	33mph		6
The Front, Seaton (Elizabeth Way – Warrior Drive)	1 serious 5 slight			7
Front Street, Greatham	1 serious 4 slight	32.4mph		8
Easington Road (West View Rd – King Oswy Drive)	2 serious	49mph. See note 1	Safety Camera Partnership complaint site.	9
Westbrooke Avenue	1 serious 2 slight	37.7mph		10
Marlowe Road	5 slight	35.6mph		11
Caledonian Road	3 slight	32.2mph		12
Chester Road (Jesmond Rd – Thornhill Gdns)	2 slight	37mph		13
Clifton Avenue	2 slight	35.8mph		14

2.4 APPENDIX 1

LOCATION	No. OF x ACCIDENTS	SPEEDS* RECORDED	SPECIAL CIRCUMSTANCES	PRIORITY
Park Avenue (Elwick Rd – Cresswell Rd)	1 slight	38mph	Children crossing to and from the park.	15
Elwick village	1 slight	37mph		16
Winterbottom Ave/ Miers Ave	1 slight	35.4mph		17
Cleveland Road	0	37mph	Request for pedestrian island.	18
Eamont Gardens	1 slight	25 mph		19
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.	20
Pedestrian crossing facility Hddforth Road	0	34.0mph	Petition received.	21
Mowbray Road	0	31mph		22
Glamorgan Grove	0	23.5mph	Petition received.	23

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.

**NEIGHBOURHOOD AND COMMUNITIES
PORTFOLIO**

Report to Portfolio Holder
22 October 2007



Report of: Head of Technical Services

Subject STAGECOACH CHILD FARES INCREASE

SUMMARY

1. PURPOSE OF REPORT

To seek approval to apply increased child fare scales on bus services operated by Stagecoach on behalf of Hartlepool Borough Council.

2. SUMMARY OF CONTENTS

Details of revised child fare scales for Stagecoach bus services.

3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for traffic and transportation issues.

4. TYPE OF DECISION

This is a non-key decision.

5. DECISION MAKING ROUTE

This is an executive decision made by the Portfolio Holder.

6. DECISION(S) REQUIRED

Approval to apply the proposed child fare scales on supported bus services operated by Stagecoach from the 4 November 2007.

Report of: Head of Technical Services

Subject: STAGECOACH CHILD FARES INCREASE

1. PURPOSE OF REPORT

- 1.1 To seek approval to apply increased child fare scales on bus services operated by Stagecoach on behalf of Hartlepool Borough Council.

2. BACKGROUND

- 2.1 Hartlepool Borough Council supports a number of bus services that are contracted to Stagecoach. These services are provided in the table below.

Supported Bus Contracts Operated by Stagecoach

Service	Route
1	Hartlepool – Seaton Carew – Port Clarence - Middlesbrough
3	Fens Hotel – Town Centre – Historic Quay – Throston Grange – Bishop Cuthbert
5	Middlegate – Hart Station
6/12	Fens - Middlegate
12	Middlegate – Town Centre – Seaton Carew
15	Marina – Town Centre – Owton Manor – Seaton Lane
527	Greatham – Fens Estate – Town Centre - ASDA
822	Seaton Carew – Manor/Brierton School
823	Middlegate – St Hild’s School
824	Town Centre – High Tunstall School
826	Throston Grange – English Martyrs School
828/829	Seaton Carew - English Martyrs School
980	Middlegate – Town Centre – Brenda Road - Tofts Farm Industrial Estate

- 2.2 Following a period of increasing costs of bus operation, including the increasing price of fuel and wage costs, the adult fares on Stagecoach’s commercial services were increased on the 22 April 2007. At the same time, child fares on commercial services were increased to half the adult fare to the nearest 5p above. Previously, child fares were half the adult fare to the nearest penny above.

- 2.3 To avoid confusion with passengers, it is custom and practice to implement the same fare scales on supported contracts as commercial services. The Portfolio Holder for Culture, Leisure and transportation gave approval on the 24 April 2007 to apply the revised adult fare scales with immediate effect. Approval to increase the fare scales for children on supported services on the same basis as commercial services was not requested at that time.

3. CONSIDERATION OF THE ISSUES

- 3.1 Stagecoach has now requested that child fares on supported services are increased on the same basis as commercial services i.e. half the adult fare to the nearest 5p above.
- 3.2 The current and proposed fare scales on supported services operated by Stagecoach are provided below.

Stagecoach Fare Scales on Supported Services

	Current Adult Fare	Current Child Fare	Proposed Child Fare
1 stage	£0.70	£0.30	£0.35
2 stages	£0.90	£0.40	£0.45
3 stages	£1.05	£0.48	£0.55
4 stages	£1.25	£0.58	£0.65
5 stages	£1.25	£0.58	£0.65
6 stages	£1.35	£0.63	£0.70
7 stages	£1.35	£0.63	£0.70

- 3.3 Following approval, Stagecoach would notify the child customers on the contracted school services (822, 823, 824, 826 and 828/829) after the half-term holiday on 29 October 2007. The revised child fares would then be applied on the 4 November 2007.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no financial implications to the Council as a result of the proposed increase in fares on supported bus services.

5. RECOMMENDATION

- 5.1 The Portfolio Holder gives approval to apply the proposed child fare scales on supported bus services operated by Stagecoach from the 4 November 2007.

NEIGHBOURHOOD AND COMMUNITIES

Report to Portfolio Holder

22 October 2007

Report of: Head of Neighbourhood Management

Subject: MINOR WORKS PROPOSALS, NEIGHBOURHOOD
CONSULTATIVE FORUMS

SUMMARY

1. PURPOSE OF REPORT

To consider recommendations of the Neighbourhood Consultative Forum in respect of Minor Works funding.

2. SUMMARY OF CONTENTS

List of Minor Works proposals.

3. RELEVANCE TO PORTFOLIO MEMBER

Recommendations of spend on Minor Works schemes to be confirmed by the Portfolio Holder for Neighbourhood and Communities.

4. TYPE OF DECISION

Non-key decision.

5. DECISION MAKING ROUTE

Recommendations of Neighbourhood Consultative Forum to Neighbourhood and Communities.

6. DECISION(S) REQUIRED

To agree the recommendations of the Neighbourhood Consultative Forum in respect of Minor Works proposals.

Report of: Head of Neighbourhood Management

Subject MINOR WORKS PROPOSALS, NEIGHBOURHOOD
CONSULTATIVE FORUMS

1. PURPOSE OF REPORT

1.1 To consider recommendations of the Neighbourhood Consultative Forum in respect of Minor Works funding.

2. BACKGROUND

2.1 The last cycle of Consultative Forums recommended the following for approval: -

3. North Neighbourhood Consultative Forum

3.1 Snowdon Grove / Speeding Drive - Hart Ward

Improved parking facilities for vehicular access and install bollards to prevent over riding on the grassed area.
Cost of this scheme is **£8,305.72**

3.2 Pride in Hartlepool – Various Wards

Contribution of £5,000 towards Pride in Hartlepool work and its Community Environment Improvement Projects.
Contribution **£5,000**

3.3 Muirfield Walk – Hart Ward

Plant 16 trees with protective cages along the footpath edge of Muirfield Walk and shrubs at the rear of 35 Ashwood Close.
Cost this scheme is **£8,400**

3.4 Marley Walk – Hart Ward

Provision of 16 bollards and 6 trees to restrict vehicle access across the grassed area.
Cost of this scheme is **£4,250**

3.5 Dropped Crossings – Various Wards

Contribution towards ongoing rolling programme to provide dropped crossings throughout the town.
Contribution **£3,500**

3.6 Swanage Grove – Hart Ward

Grassed area to be removed and replaced with tarmac creating a wider area for vehicular traffic to pass.

Cost of this scheme **£7,235**

3.7 Union Street – St Hilda Ward

Hand rail to be fitted adjacent to the footpath on Union Street, starting at the top from Durham Street leading down to Northgate (approximately 27 linear metres).

Cost of this scheme **£1,669**

3.8 Hurworth Street – Dyke House Ward

Removal of several seating areas currently situated adjacent to properties and replace with additional planting areas.

Cost of this scheme **£2,000**

3.9 Muti Use Games Areas – St Hilda Ward

The Forum allocated £10,000 to the Headland Town Moor to facilitate further bids for funding to complete this MUGA.

Contribution **£10,000**

4. Central Neighbourhood Consultative Forum4.1 Macaulay Road – Rift House Ward

Removal of grassed verge between 151 – 161 Macaulay Road and replace with tarmac.

Cost of this scheme **£2,600**

4.2 Raby Road – Stranton Ward

To replace existing Zebra crossing with a controlled crossing and minor junction improvements to make it safer to cross.

Contribution **£15,000**

4.3 Dropped Crossings – Various Ward

Contribution towards ongoing rolling programme to provide dropped crossings throughout the town.

Contribution **£3,500**

4.4 Darwin Grove – Rift House Ward

Removal of grass verge outside 9 – 11 Darwin Grove and replace with tarmac.

Cost of this scheme **£1,600**

4.5 Sinclair Road – Rift House Ward

Removal of grass verge outside 2- 16 Sinclair Road and replace with tarmac.
Cost of this scheme **£2,600**

4.6 Galsworthy Road – Rift House Ward

Removal of grass verge outside number 2 to the junction of Compton Road and replace with tarmac.
Cost of this scheme **£4,650**

4.7 Macaulay Road – Rift House Ward

Removal of grass verge outside 29 – 39 Macaulay Road and replace with tarmac.
Cost of this scheme **£2,200**

4.8 Thackeray Road – Rift House Ward

Removal of grass verge and tree opposite number 33 Thackeray Road, verge to be replaced with tarmac.
Cost of this scheme **£1,700**

4.9 Pride in Hartlepool – Various Wards

Contribution of £5,000 towards Pride in Hartlepool work and its Community Environment Improvement Projects.
Contribution **£5,000**

4.10 Marina Promenade – Stranton Ward

Provision of seating on the promenade area leading to Seaton Carew .
Cost of this scheme **£1,050**

4.11 Cresswell Drive – Park Ward

Improve street lighting.
Cost of this scheme **£6,000**

4.12 Skate Board Park – Stranton Ward

It is proposed to remove the perimeter fence which makes the facility look unattractive and potentially creates an unsafe environment. This may encourage more use of the facility and prevent skating on the Cenotaph area.
Cost of this scheme **£1,600**

4.13 Burn Valley Footway – Burn Valley Ward

The Brinkburn Veterans Bowls Club have approached the Forum for funding to provide a footway to facilitate access to the club house as the unmade ground in that area is at the end of its lifespan.

Cost of this scheme **£2,640**

5. South Neighbourhood Consultative Forum

5.1 Newark Road – Fens Ward

Removal of 15 existing columns and installation of 18 new columns and bulk heads to complete lighting renewal programme.

Contribution **£11,500**

5.2 Glaisdale Grove – Seaton Ward

Improving lighting levels in the area by removing 3 existing columns and installing 4 new units.

Cost of this scheme **£3,500**

5.3 Bilsdale Road – Seaton Ward

Removal of shrub bed and overgrown areas at the corner of Bilsdale Road / Kildale Grove and replanting of more suitable species.

Cost of this scheme **£2,605**

5.4 Pride in Hartlepool – Various Wards

Contribution of £5,000 towards Pride in Hartlepool work and its Community Environment Improvement Projects.

Contribution **£5,000**

5.5 Dropped Crossings – Various Wards

Contribution towards ongoing rolling programme to provide dropped crossings throughout the town.

Contribution **£3,500**

6. FINANCIAL IMPLICATIONS

6.1 All of the above works can be carried out using existing Minor Works budgets.

7. RECOMMENDATION

7.1 That the recommendations of the Neighbourhood Consultative Forums be approved.