

NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO

DECISION SCHEDULE



Monday 27th April 2009

at 9.00 am

**in Committee Room C,
Civic Centre, Hartlepool**

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

1. KEY DECISIONS

- 1.1 Highway Planned Maintenance Works (Five-Year Programme) – *Head of Neighbourhood Management*

2. OTHER ITEMS REQUIRING DECISION

- 2.1 Community Lynx Bus Fare Increase – *Head of Technical Services*
- 2.2 English Martyrs School – School Crossing Patrol Request – *Head of Technical Services*
- 2.3 Local Safety Schemes – *Head of Technical Services*
- 2.4 North Pier Repair Works – Variation of Contract Value – *Head of Technical Services*
- 2.5 Resident's Only Parking Controls – Alston Street – *Head of Technical Services*
- 2.6 Migration Impacts Fund – *Head of Community Strategy*
- 2.7 Rift House/Burn Valley Neighbourhood – *Head of Neighbourhood Management*

3. ITEMS FOR INFORMATION

No items

4. REPORTS FROM OVERVIEW OF SCRUTINY FORUMS

No items

NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO

Report to Portfolio Holder
27 April 2009



Report of: Head of Neighbourhood Management

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

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To seek approval to the five-year planned highway maintenance programme for the period April 2009 to March 2014.

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 five-year programme based on the test results, highway inspections, risk management information and customer feedback.

3. RELEVANCE TO PORTFOLIO HOLDER

- 3.1 It is the responsibility of the Portfolio Holder.

4. TYPE OF DECISION

- 4.1 Key Decision Test (ii) applies.

5. DECISION MAKING ROUTE

- 5.1 Directly to Portfolio Holder.

6. DECISION(S) REQUIRED

- 6.1 That the amended five-year programme for planned maintenance be approved for implementation from April 2009.

Report of: Head of Neighbourhood Management

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

1. PURPOSE OF REPORT

- 1.1 To seek approval to the five-year planned highway maintenance programme for the period April 2009 to March 2014.

2. BACKGROUND

- 2.1 The Authority has a commitment to achieve 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.
- 2.2 The condition of the highway network is established from information obtained from Course Visual Inspections (CVIs) and Detailed Visual Inspections (DVI)s, which are 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). Condition reports are also put forward by the Neighbourhood Inspectors following routine inspections.
- 2.3 In the ten year period 1999 to 2009, highway maintenance funding has suffered a 38% real-terms cut on funding from £3136/km to £1955/km (ref Neighbourhood Services Scrutiny Forum 2008). Consequently it has not been possible to achieve those targets set by the Government in its ten 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.
- 2.4 For year 2009/2010 the allocation for highway maintenance from the Local Transport Plan is £673,000 and from revenue is approximately £396,000, making a total allocation of £1,069,000. Of this £370,000 is committed to miscellaneous works. This leaves £699,000 for general highway maintenance schemes. In real terms, this equates to £1,239/km – a 60% reduction on the 1999 / 2000 spend levels. On this basis, and assuming similar allocations in future years, it will not be possible to reduce the maintenance backlog. Bearing in mind that

during this time, the rest of the network will continue to deteriorate, it is likely that the condition of the network will deteriorate further.

- 2.5 The condition of the classified highway network is calculated from information obtained from a machine survey (SCANNER survey).
- 2.6 The condition of the unclassified highway network is calculated from information obtained from Course Visual Inspections (CVIs).
- 2.7 Footpath conditions are calculated from Detailed Visual Inspections (DVIIs).
- 2.8 The surveys are carried out by a specialist contractor on behalf of the Authority. The surveys have been commissioned in partnership with the other Tees Valley Authorities and are carried out annually. 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).
- 2.9 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 on the basis of Neighbourhood Inspector's reports. Consideration is also given to requests received from members of the public and elected members through the Neighbourhood Forums or directly to Officers.

3. CONSIDERATION OF ISSUES

- 3.1 The 5-year programme attached 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. The priority however, may 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. Reconstruction works that 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 is shown in the following table:

BVPI	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09
223	4 %	22%	11%	2%	1%	2%
224a	17%	8%	23%	10%	4%	11%
224b	26 %	19%	17%	24%	13%	N/A
187	45%	22%	14%	19%	25%	N/A

BVPI 223 Condition of principal roads (Now NI168)
 BVPI 224a Condition of non-principal roads (Now NI169)
 BVPI 224b Condition of undclassified roads (No current PI no.)
 BVPI 187 Condition of footways (Now NSD P022)

- 3.7 In the past, the undclassified network was inspected over a four-year period (25% each year). This made it difficult to assess the overall condition of the network. From 2006/07 100% of the undclassified network has been inspected in one direction. The direction of survey alternates each year, meaning that 2006/07 and 2008/09 are comparable surveys. 2007/08 is a survey of the opposite sides of the roads to the other years and will be comparable to 2009/10.
- 3.8 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 been established in general on the following basis:

Capital Allocation (LTP)	£673,000
Revenue	£396,000
Total	£1,069,000

- 4.2 Of the above £370,000 is allocated for general works as follows:

Neighbourhood Services North Forum	£25,000
Neighbourhood Services South Forum	£25,000
Neighbourhood Services Central Forum	£25,000
Grass Verge Maintenance SLA	£25,000
Tree Maintenance	£15,000
Public Rights of Way	£25,000
Highway Enforcement	£10,000
Drainage Works	£80,000
Carriageway Patching	<u>£140,000</u>
	£370,000

Net Scheduled Highway Maintenance Budget £699,000

5. RECOMMENDATIONS

- 5.1 That the amended five-year programme for planned maintenance be approved for implementation from April 2009.

6. CONTACT OFFICER

Paul Mitchinson
Highway Services Manager
Neighbourhood Services
Hartlepool Borough Council

Telephone Number: (01429) 523706
Email: paul.mitchinson@hartlepool.gov.uk

APPENDIX 1

FIVE YEAR PROGRAMME OF WORKS - Year 1

Street Name	From	To	Construction Type	Last Year?	Area (m²)	Cost	Totals
Easington Road	John Howe Gdns RA	Holdforth Road RA	Carriageway Reconstr uction	New		£50,000	
Wooler Road	Roundabout	number 49	Carriageway Reconstr uction	Year 2		£150,000	
The Cliff/Coronation Drive	7 The Cliff	Junction with Lawson Road	Carriageway Reconstr uction	New		£30,000	£230,000
Miers Ave	Arkley Crescent	Bruce Crescent	Carriageway Res urfacing	Year 2	987	£12,000	
Frederic Street	Thorpe Street	Vane Street	Carriageway Res urfacing	Year 2	1323	£15,000	
Rear of Brus Shops	Front of Brus Shops	Rear of Post Office	Carriageway Res urfacing	New	730	£8,000	
Church Square	Paved Carriageway		Carriageway Res urfacing	New	800	£80,000	
Victoria Road	outside Civic Centre		Carriageway Res urfacing	New	870	£87,000	
Granville Avenue	Hart Lane	number 26	Carriageway Res urfacing	Year 2	1146	£12,000	
Dalton Village Road	Rolling Program		Carriageway Res urfacing	Year 1	1900	£22,000	
Catcote Road	Oxford Road	Marlowe Road	Carriageway Res urfacing	New		£60,000	
Catcote Road	Junction Brierton Lane	Junction Brierton Lane	Carriageway Res urfacing	New	218	£3,000	
Queen Street	Full Length		Carriageway Res urfacing	Year 1	1400	£22,000	
Elgin Road	Full length		Carriageway Res urfacing	Year 2	957	£12,000	
Fordyce Road	Eskdale Road	Greenock Road	Carriageway Res urfacing	Year 2	1628	£18,000	
Owton Manor Lane	Catcote Road	Jameson Road	Carriageway Res urfacing	Year 2		£42,000	£393,000
Garside Drive	Arkley Crescent	Bruce Crescent	Footway Reconstruction	Year 1	920	£11,000	
Purves Place	Miers Avenue	Garside Drive	Footway Reconstruction	Year 2	144	£3,000	
Clavering Road	School	Gillens Pub	Footway Reconstruction	New	210	£3,000	
York Road	Victoria Road	Park Road	Footway Reconstruction	New		£46,000	
Duke Street	o/s Supporters Club		Footway Reconstruction	07/08		£12,000	
Everett Street	No 75	No 79	Footway Reconstruction	New	27	£1,000	£76,000
							£699,000

APPENDIX 1

FIVE YEAR PROGRAMME OF WORKS - Year 2

Street Name	From	To	Construction Type	Last Year?
Garside Drive	Arkley Crescent	Bruce Crescent	Carriageway Resurfacing	Year 2
Speeding Drive	King Oswy Drive	Railway Bridge	Carriageway Resurfacing	Year 2
Bournemouth Drive	King Oswy Drive	Studland/Sandbanks Junction	Carriageway Resurfacing	Year 2
Sandbanks Drive	No 2	No 20	Carriageway Resurfacing	Year 2
Nicholson Way	Joyce Road	Butterwick Junction	Carriageway Resurfacing	New
Northgate	Middlegate	Abbey Street	Carriageway Resurfacing	New
Arabella Street	Marine Drive	Frederic Street	Carriageway Resurfacing	Year 2
Henrietta Street	Frederic Street	Stub End	Carriageway Resurfacing	Year 3
Burke Place	Frederic Street	Stub End	Carriageway Resurfacing	Year 3
Cairnston Road	Whinston Close	Elwick Road	Carriageway Resurfacing	New
Brougham Terrace	1st Speed Hump	Milbank Road	Carriageway Resurfacing	New
Shakespeare Avenue	Oxford Road	Blakelock Road	Carriageway Resurfacing	Year 2
Fastnet Grove	Full Length		Carriageway Resurfacing	Year 2
Northumberland Walk	Full Length		Carriageway Resurfacing	Year 2
Swalebrooke			Carriageway Resurfacing	Year 3
Marlowe Road			Carriageway Resurfacing	Year 2
Thackeray			Carriageway Resurfacing	Year 2
Hylton Road	Egerton Road	Carisbrooke Road	Carriageway Resurfacing	Year 2
Carisbrooke Road	Hylton Road	Valley Drive	Carriageway Resurfacing	Year 2
Mulgrave Road	Grange Road	Sheriff Street	Carriageway Resurfacing	Year 2
Dalton Village Road Section 4	Village	A19	Carriageway Resurfacing	Year 2
Oakland Avenue	Ventnor Avenue	number 26	Carriageway Resurfacing	Year 2
Glentower Grove			Carriageway Resurfacing	Year 2
Arran Grove			Carriageway Resurfacing	Year 2
Leaholme Road	Stockton Road	Hammerhead	Carriageway Resurfacing	Year 2
Croxton/Truro Drive Junction			Carriageway Resurfacing	Year 2
Masefield Road	Various		Dbm Verge	Year 1
Drayton Road	Various		Dbm Verge	Year 1
Sinclair Road	Various		Dbm Verge	Year 1
Sandringham Road	O/S & Opp number 4	Murray Street	Footway Reconstruction	Year 2
Albert Street			Footway Reconstruction	Year 2
Burbank Street	Clark Street	Thompson Street	Footway Reconstruction	Year 2
Green Street	Full Length		Footway Reconstruction	Year 2
Windermere Road	Ashgrove Avenue	Far side of Bakers	Footway Reconstruction	New
Marlowe Road			Footway Reconstruction	Year 2
Maxwell Road	O/S church bus stop		Footway Reconstruction	Year 2

FIVE YEAR PROGRAMME OF WORKS - Year 3

Street Name	From	To	Construction Type	Last Year?
Montague Street	fairy Cove Terrace	Pentilly Street	Carriageway Resurfacing	New
Beacon/Alliance/Trinity	Back Street	Durham Street	Carriageway Resurfacing	New
Wentworth Grove	Clavering Road	Garage Entrance	Carriageway Resurfacing	New
Sunningdale Grove	Clavering Junction	Rear of 8 Bellasis	Carriageway Resurfacing	New
Clavering Road	Rear of 51	Rear of 55	Carriageway Resurfacing	New
Amberton Road	1st Speed Hump	Milbank Road	Carriageway Resurfacing	New
Challoner Road	Jesmond Gdns	Raby Road	Carriageway Resurfacing	New
Everett Street	Chester Road	Jesmond Road	Carriageway Resurfacing	New
Moreland Street	Clark Street	Full Length	Carriageway Resurfacing	Year 3
Hereford Street	Wensleydale	Kendal	Carriageway Resurfacing	Year 3
Bute Ave	Caledonian Rd		Carriageway Resurfacing	Year 3
Egerton Rd	Hylton Rd	Parklands	Carriageway Resurfacing	Year 3
Grove Close	The Grove	To End	Carriageway Resurfacing	Year 3
Osbourne Rd	Lister St	Elwick Rd	Carriageway Resurfacing	Year 3
Roseberry Road	Wilson Street	Topcliffe Street	Carriageway Resurfacing	Year 3
Queensberry Ave	Elwick Rd	Park Rd	Carriageway Resurfacing	Year 4
Alma Street	Mulgrave Road	Thornville Road	Carriageway Resurfacing	Year 3
Cameron Rd	Hart Lane	Addison Street	Carriageway Resurfacing	Year 3
Dent Street	Young Street	Rear Odeon	Carriageway Resurfacing	Year 3
Young Street	Murray Street	Full Length	Carriageway Resurfacing	Year 3
Oakland Ave	No 26	Caldonian Road	Carriageway Resurfacing	Year 3
Granville Ave	No 26	Tunstall Ave	Carriageway Resurfacing	Year 3
Windermere Road			Carriageway Resurfacing	New
Dalton Village Road Section 3	Village	A19	Carriageway Resurfacing	Year 3
Dunbar Service Road	Number 4	Number 70	Carriageway Resurfacing	Year 3
Burwell Walk	Holland Road	End	Carriageway Resurfacing	Year 3
Bolton	Queen Terrace	End	Carriageway Resurfacing	Year 3
Easington Road	Throston Grange Lane	John Howe Gdns R-about	Surface dressing	New
Alderwood Close	Woodstock Way	No 18	Footway Reconstruction	Year 3
Miers Avenue	Purves Place	Bruce Crescent (park side)	Footway Reconstruction	New
Bruce Crescent	Miers Avenue	Garside Drive	Footway Reconstruction	New
Easington Road	Nelsons Farm Lane	Seaview Park Entrance	Footway Reconstruction	New
Reed Street	Lynn Street	Mainsforth	Footway Reconstruction	Year 3
Elwick Road	Egerton Road	Dunston Road	Footway Reconstruction	Year 3
Brunswick Street	College Side	Full Length	Footway Reconstruction	Year 3
Rossmere Way	O/S youth club entrance		Footway Reconstruction	New

APPENDIX 1

FIVE YEAR PROGRAMME OF WORKS - Year 4

Street Name	From	To	Construction Type	Last Year?
Penrith Street	Winston Close	Howard Street	Carriageway Resurfacing	New
Mapleton Road	School Entrance	Avondale Gdns	Carriageway Resurfacing	New
Hart Village road	Naisberry Farm Bungalow	Elwick Crossing	Carriageway Resurfacing	New
Glamorgan Grove	Throston Grange Lane	Library	Carriageway Resurfacing	New
Wharton Terrace	1st Speed Hump	Milbank Road	Carriageway Resurfacing	New
Howden Road	Ridlington Way	Goldsmith Ave	Carriageway Resurfacing	Year 4
Hutton Ave	Half Length		Carriageway Resurfacing	Year 4
Southbrooke Avenue	Westbrooke Ave	Kingsley Ave	Carriageway Resurfacing	Year 4
Zetland Road	Weldeck Road	Suggit Street	Carriageway Resurfacing	Year 4
Cundal Road	Weldeck Road	Duke Street	Carriageway Resurfacing	Year 4
Brafferton Street	Roseberry Road	Duke Street	Carriageway Resurfacing	Year 4
Westbourne Rd	Stockton rd	No 41	Carriageway Resurfacing	Year 4
Grosvenor Street	Sandringham Rd	Sheriff Street	Carriageway Resurfacing	Year 4
Baltic Street	Burn Road	Greatham Street	Carriageway Resurfacing	Year 4
Dalton Village Road Section 5	Village	A19	Carriageway Resurfacing	Year 4
Joppa	From o/s No 5	Jameson Road	Carriageway Resurfacing	Year 4
Jura Grove	Jameson Road	Grove End	Carriageway Resurfacing	Year 4
Banff Grove	Benmore Road	End	Carriageway Resurfacing	Year 4
Kyle Ave	Full Length		Carriageway Resurfacing	Year 5
Hardwick Court	Full Length		Carriageway Resurfacing	Year 5
The Grove	Grange Rd	Wooler rd	Carriageway Resurfacing	Year 5
Wordsworth Ave	Heathfield Drive	Tristram Ave	Carriageway Resurfacing	Year 5
Wharton Street	Errol Street	Lowthian Road	Carriageway Resurfacing	Year 5
Ormesby	Queensland Rd	Jutland Rd	Carriageway Resurfacing	Year 5
Regency Drive	Queensland Rd	Queensland Road	Carriageway Resurfacing	Year 5
Comrie Road	Caithness Rd	Cairn Road	Carriageway Resurfacing	Year 5
Falkirk	Fordyce Rd	Greenock Rd	Carriageway Resurfacing	Year 5
Eskdale Road	Various		DBM Verge	New
Alderwood Close X2	Woodstock Way	No 18	Footway Reconstruction	New
Warren Road	Winterbottom Avenue	West View Road	Footway Reconstruction	Year 4
Masefield Road	Thackeray	Brierton Lane	Footway Reconstruction	Year 4
Kingsley Avenue	Tynebrooke Avenue	Swalebrooke	Footway Reconstruction	Year 4
Oxford Road- Odds	Kingsley Avenue	Catcote Road	Footway Reconstruction	Year 4
North Lane - Elwick - Section 1	Hillcrest	A19	Footway Reconstruction	Year 4
Catcote Rd	Elwick Road	Oxford Rd	Footway Reconstruction	Year 4
Walpole Road	Marlowe Road	Rear Shops	Footway Reconstruction	Year 4
North Lane - Elwick - Section 2	Hillcrest	A19	Footway Reconstruction	Year 5
Moreland Street	O/s Works Buildings	Clark Street	Footway Reconstruction	Year 5

APPENDIX 1

FIVE YEAR PROGRAMME OF WORKS - Year 5				
Street Name	From	To	Construction Type	Last Year?
Gibson Grove	King Oswy Drive	Miller Crescent	Carriageway Resurfacing	New
Plymouth Grove	Wilshire Way	Plymouth Walk	Carriageway Resurfacing	New
Bellasis Grove	rear of 1	rear of 5	Carriageway Resurfacing	New
Back Of Throston Street	Rear of 130 Durham St	Rear of Club	Carriageway Resurfacing	New
The Fens	Number 34	Number 29	Carriageway Resurfacing	New
Regent Square	Regent Street	Raby Street	Carriageway Resurfacing	New
Hutone Place	Lazenby Road	Stub end	Carriageway Resurfacing	New
Magdalene Drive	Butts Lane	School Entrance	Carriageway Resurfacing	New
Worset Lane	Claypit Farm	A179	Carriageway Resurfacing	New
Spring Garden Road	Full Length		Carriageway Resurfacing	New
Silver Street	Full Length		Carriageway Resurfacing	New
Hereford Street	Full Length		Carriageway Resurfacing	New
Shropshire Walk	Full Length		Carriageway Resurfacing	New
Macaulay Road	Catcote Road	Swinburn Road	Carriageway Resurfacing	New
Hutton Avenue	Grange Road	To junction	Carriageway Resurfacing	New
Studley Road	Full Length		Carriageway Resurfacing	New
Hutton Ave	Half Length		Carriageway Resurfacing	Year 5
Eskdale Road	Various		DBM Verge	New
Howard Street (Houses)	East Parade	Penrith Street	Footway Reconstruction	New
Howard Street (Field)	East Parade	Penrith Street	Footway Reconstruction	New
Marine Drive (Houses)	Spion Cop	Thorpe street	Footway Reconstruction	New
Hart Lane	Netherby Gate	Dunston Roundabout	Footway Reconstruction	New
Lancaster Road	Middleton Road	Water Board Jct	Footway Reconstruction	New
Alderwood Close X2	Woodstock Way	No 18	Footway Reconstruction	New
Warren Road	Skerne Rd Junction	Oakesway Junction	Footway Reconstruction	New
King Oswy Drive	Butterwick Road	Shops	Footway Reconstruction	New
Butterwick Road	King Oswy Drive	Nicholson Way	Footway Reconstruction	New
The Fens	Number 34	Number 29	Footway Reconstruction	New

NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO

Report to Portfolio Holder
27 April 2009



Report of: Head of Technical Services

Subject: COMMUNITY LYNX BUS FARE INCREASE

SUMMARY

1. PURPOSE OF REPORT

The report seeks approval from the Portfolio Holder to increase the fare applied to the Community Lynx Bus to bring it line with the Dial a Ride Service fares.

2. SUMMARY OF CONTENTS

The report outlines the history of the current service provision.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

Non-Key.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

That Portfolio Holder approves the increase in the Community Lynx Bus fare from 1 May 2009.

Report of: Head of Technical Services

Subject: COMMUNITY LYNX BUS FARE INCREASE

1. PURPOSE OF REPORT

- 1.1 The report seeks approval from the Portfolio Holder to increase the fare applied to the Community Lynx Bus to bring it line with the Dial a Ride Service fares.

2. BACKGROUND

- 2.2 The Community Lynx Bus Service was established in December 2006 and was supported by the Government's Rural Bus Challenge scheme funding. The service provides access to health facilities across the Tees Valley area to people living in the rural communities of Stockton, Hartlepool and Durham.
- 2.2 The service was initially set up in partnership with Stockton Borough Council with funding to provide the service for two years and procure vehicle routing and scheduling software.
- 2.3 At the commencement of the service the fares were set at £1.50 for journeys made within the boundary of Hartlepool and £2.00 for cross boundary journeys. The fares have remained static since that time.
- 2.4 The funding for the Community Lynx Bus Service ended on 31 March 2008. The service has continued to operate alongside the Authorities Dial a Ride service.
- 2.5 The Community Lynx Bus Service currently has 44 members, using the service to access health, leisure and shopping facilities in the Tees Valley area, although priority is given to health related journeys.

3. PROPOSALS

- 3.1 It is proposed that the fares applied to the Community Lynx Bus be increased to reflect those applied to the Dial a Ride Service, which was increased in April 2009 to £2.50 per journey.
- 3.2 Journeys made within the boundary of Hartlepool are increased from £1.50 to £2.50 and cross boundary journeys be increased from £2.00 to £3.00.

4. RECOMMENDATIONS

- 4.1 That Portfolio Holder approves the increase in the Community Lynx Bus fare from 1 May 2009.

5. CONTACT OFFICER

- 5.1 Alastair Smith
Head of Technical Services
Civic Centre - Level 3
Hartlepool
TS24 8AY

Telephone: (01429) 523802
Email: alastair.smith@hartlepool.gov.uk

NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO

Report to Portfolio Holder
27 April 2009



Report of: Head of Technical Services

Subject: ENGLISH MARTYRS SCHOOL – SCHOOL
CROSSING PATROL REQUEST

SUMMARY

1. PURPOSE OF REPORT

To seek the Portfolio Holder's views as to the establishment of a School Crossing Patrol at English Martyrs School in conjunction with the recent local safety scheme.

2. SUMMARY OF CONTENTS

- 2.1 The report details the request from English Martyrs School to introduce a School Crossing Patrol to support the local safety scheme recently introduced on Catcote Road outside the school.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

Non key.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

Views are sought from the Portfolio Holder as to the establishment of a School Crossing Patrol location at English Martyrs School.

Report of: Head of Technical Services

Subject: ENGLISH MARTYRS SCHOOL – SCHOOL
CROSSING PATROL REQUEST

1. PURPOSE OF REPORT

- 1.1 To seek the Portfolio Holder's views as to the establishment of a School Crossing Patrol at English Martyrs School in conjunction with the existing local safety scheme.

2. BACKGROUND

- 2.1 A Portfolio Holder approved safety scheme on Catcote Road was introduced to address issues relating to speed, parking and pedestrians outside English Martyrs School.
- 2.2 An element of the scheme related to protecting pupils and parents using English Martyrs School. A designated safer crossing location was incorporated into the safety scheme for use by a School Crossing Patrol warden subject to finances and approval by Portfolio Holder.
- 2.3 A Warden located outside English Martyrs School would benefit those pupils crossing Catcote Road and improve pedestrian safety.

3. FINANCIAL IMPLICATIONS

- 3.1 The existing School Crossing Patrol budget is under financial pressure and annually overspends by approximately £28,000.
- 3.2 The cost of introducing a School Crossing Patrol Warden is approximately £4,500 per annum, which would result in the current budget being further overspent.

4. RECOMMENDATION

- 4.1 Comments are sought from the Portfolio Holder as to the introduction of a School Crossing Patrol Warden outside English Martyrs School.

5. CONTACT OFFICER

Paul Watson – Road Safety Team Leader
Neighbourhood Services (Technical Services)
Hartlepool Borough Council
Telephone Number: (01429) 523590
Email: paul.watson@hartlepool.gov.uk

NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO

Report to Portfolio Holder
27 April 2009



Report of: Head of Technical Services

Subject: LOCAL SAFETY SCHEMES

SUMMARY

1. PURPOSE OF REPORT

To report the list of potential safety schemes following a review of updated road casualty data (**Appendix 1**).

2. SUMMARY OF CONTENTS

The report details the updated list, based on road casualty data for the years 2006, 07 and 08.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

Non key.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

That the updated safety scheme list is approved and a scheme be developed for the No.1 priority on the list, Raby Road (Hart Lane – Chatham Road) detailed proposals to be reported to a future meeting.

Report of: Head of Technical Services

Subject: Local Safety Schemes

1. PURPOSE OF REPORT

- 1.1 To report the list of potential safety schemes following a review of updated road casualty data (**Appendix 1**).

2. BACKGROUND

- 2.1 Safety schemes are prioritised primarily on the basis of the number of accidents, followed by the level of speeding recorded during surveys.
- 2.2 Additional sites are assessed on a regular basis, and any found to have a casualty problem or high speeds recorded during surveys are reported to Portfolio seeking approval to be added to the list at the appropriate position.
- 2.3 Due to the increasing number of locations where schemes have been requested, the list reported is now limited to the top 20 sites.

3. PROPOSALS

- 3.1 The Council is required to demonstrate to the Department for Transport that schemes are focused primarily on casualty reduction, in order to give the best possible opportunity of meeting the 2010 casualty targets.
- 3.2 The list can be subjective where locations have similar accident records, so in general a points system is used of 3 points for a fatal accident, 2 points for a serious accident and 1 point for a slight accident. This is consistent with the need to reduce fatal and serious accidents by a greater level against future targets.
- 3.3 The scheme at the top of the list is Raby Road (Hart Lane – Chatham Road), therefore a scheme should be developed for implementation this financial year.
- 3.4 If further funding becomes available then additional schemes will be developed from the top of the list, as far as funding allows.

4. FINANCIAL IMPLICATIONS

- 4.1 The scheme would be funded from the Local Transport Plan.
- 4.2 Other safety schemes are also developed in partnership with Neighbourhood Action Plans, New Deal for Communities, Neighbourhood Forums and other partners wherever possible.

5. RECOMMENDATION

- 5.1 That the updated safety scheme list be approved, along with the development of a scheme for Raby Road. The detailed scheme proposals will be reported to a future Portfolio meeting.

6. REASONS FOR RECOMMENDATION

- 6.1 The Raby Road site is the one with the worst accident record in Hartlepool and, therefore, has been selected for a safety scheme to be developed.

7. BACKGROUND PAPERS

- 7.1 **Appendix 1** – Safety Scheme list.

8. CONTACT OFFICER

Peter Frost – Traffic Team Leader
Neighbourhood Services (Technical Services)
Hartlepool Borough Council

Telephone Number: (01429) 523200
Email: Peter.frost@hartlepool.gov.uk

APPENDIX 1

Priority	Location	Number Of Accidents x			Points Score	Recorded Speeds *	Special Circumstances/Comments
		Slight	Serious	Fatal			
1	Raby Road (Hart Lane - Chatham Road)	16	5	-	26		
2	A179 (A19 - Hart Village r/a)	9	2	-	13		
3	A689 (Brenda Road - Bum Road)	4	2	1	11		
4	Victoria Road (York Road - A689)	7	2	-	11	N/A	High Pedestrian usage
5	Station Lane/Seaton Lane (The Front - Brenda Road)	4	3	-	10		
6	A689 (Tiuro Drive - Sappers Corner)	3	3	-	9		
7	Hart Lane (Dunston Road - Merlin Way)	8	-	-	8		
8	Owton Manor Lane - Wynyard Road (Kilmarnock Road-Kilmarnock Road)	6	-	-	6	33mph	
9	Grange Road (Wooler Road - York Road)	3	1	-	5		
10	Hart Road (Hart Village - West View Road)	5	-	-	5		
11	Front Street, Greatham	2	1	-	4	32.4mph	
12	Winterbottom Avenue / Miers Avenue	4	-	-	4	35.4mph	
13	The Front, Seaton Carew (Elizabeth Way - Warrior Drive)	3	-	-	3		
14	Easington Road (West View Road - King Oswy Drive)	-	1	-	2	49mph (40mph limit)	
15	Westbrooke Avenue	2	-	-	2	37.7mph	
16	Chester Road (Jesmond Road - Thornhill Gdns)	2	-	-	2	37mph	
17	Clifton Avenue	2	-	-	2	35.8mph	
18	Elwick Village	1	-	-	1	37mph	
19	Marlowe Road	1	-	-	1	35.6mph	
20	Holdforth Road	1	-	-	1	34mph	Petition for pedestrian crossing

x Accidents over the previous 3 years.

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

NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO

Report to Portfolio Holder
27 April 2009



Report of: Head of Technical Services

Subject: NORTH PIER REPAIR WORKS – VARIATION
OF CONTRACT VALUE

SUMMARY

1. PURPOSE OF REPORT

To seek approval to increase the scope of work of the existing contract for repair work to the North Pier in order to carry out additional essential works identified.

2. SUMMARY OF CONTENTS

Background to scheme funding, progress on site and further work required.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has responsibility for Traffic and Transportation and also coastal protection issues.

4. TYPE OF DECISION

Non key.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

Portfolio Holder approval is given to extend the scope of work of the current contract up to the value of the budget available, in order to undertake the additional repair work identified.

Report of: Head of Technical Services

Subject: NORTH PIER REPAIR WORKS – VARIATION
OF CONTRACT VALUE

1. PURPOSE OF REPORT

- 1.1 To seek approval to increase the scope of work of the existing contract for repair work to the North Pier in order to carry out additional essential works identified.

2. BACKGROUND

- 2.1 Following a previous report to Cabinet dated 4 February 2008, approval was given to allocate £100,000 to coast protection works to the North Pier in 2008/09 and 2009/10.
- 2.2 The provision of funding was proposed by the Strategic Capital Resource and Asset Programme Team (SCRAPT) after a project evaluation process and the scoring of individual projects against defined criteria.
- 2.3 Tenders were returned on 19 January 2009 (contract reference number 321) for the first phase of works incorporating general concrete repairs to holes/voids in the face and base of the structure, breaking out and repairing existing blocks and pointing of joints between blockwork. The tendered value of these works was £87,306.81 and the contract was awarded to Seymour CEC Ltd.
- 2.4 Additional to these works, Middlesbrough Borough Council's Laboratory Services were commissioned to drill boreholes through the structure in order to gain an understanding of the composition of the structure and the infill materials in order to inform the proposed phase 2 works. This initial investigation highlighted concern in respect of voids found within the structure itself.
- 2.5 The tendered works commenced on Monday 16 February 2009 with an eight week contract period. During the course of these works further investigation of the structure has been carried out and the voids identified from the boreholes have been assessed as large cavities behind the outer wall.

- 2.6 It is essential that these cavities are filled as soon as possible to maintain the integrity of the structure. The most efficient and cost effective way to achieve this would be to include this work within the scope of the current contract as the Contractor is currently mobilised to site, comparable rates within the tender are competitive and the work can be carried out quickly.

3. FINANCIAL IMPLICATIONS

- 3.1 SCRAPT allocated £100,000 for repair work to the North Pier in 2008/09 and 2009/10 and it is proposed that the 2009/10 allocation is used to carry out the work identified.

4. RECOMMENDATION

- 4.1 Portfolio Holder approval is given to extend the scope of work of the current contract up to the value of the budget available, in order to undertake the additional repair work identified.

5. REASON FOR RECOMMENDATION

- 5.1 To utilise the existing budget to carry out the identified repair work in the most efficient, cost effective and expeditious manner.

6. BACKGROUND PAPERS

Report to the Cabinet dated 4 February 2008.
Scheme files in the Engineering Consultancy Unit.

7. CONTACT OFFICER

Dennis Hancock – Principal Engineer
Neighbourhood Services (Technical Services)
Hartlepool Borough Council

Telephone Number: (01429) 523207
Email: dennis.hancock@hartlepool.gov.uk

NEIGHBOURHOOD AND COMMUNITIES PORTFOLIO

Report to Portfolio Holder
27 April 2009



Report of: Head of Technical Services

Subject: RESIDENT'S ONLY PARKING CONTROLS –
ALSTON STREET

SUMMARY

1. PURPOSE OF REPORT

To consider a petition and results of a consultation with residents to withdraw Alston Street from any residential permit controlled parking restrictions.

2. SUMMARY OF CONTENTS

The report outlines the background and considers the implications of the request. This matter was deferred at the meeting held on 31 March 2009, subject to consideration of the results from a second consultation with residents.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

Non Key.

5. DECISION MAKING ROUTE

This is an executive decision by The Portfolio Holder.

6. DECISION(S) REQUIRED

To either withdraw the parking controls or retain the status quo.

Report of: Head of Technical Services

Subject: RESIDENT'S ONLY PARKING CONTROLS –
ALSTON STREET

1. PURPOSE OF REPORT

- 1.1 To consider a petition and results of a consultation with residents to withdraw Alston Street from any residential permit controlled parking restrictions.

2. BACKGROUND

- 2.1 A report on this issue was considered by the Portfolio Holder at the meeting held 31 March 2009. The report detailed the background of the case and identified the results of a consultation carried out with residents.
- 2.2 The number of returned responses from residents was low in comparison to those who had signed the petition. As the consultation results were inconclusive, the Portfolio Holder decided to defer a decision on this matter and re-consult with those residents who had failed to respond.
- 2.3 This further consultation will take place with residents until 17 April 2009, and the results will be presented to the meeting.

3. PROPOSALS

- 3.1 The removal of the controlled parking restrictions would remove the need for residents to display a permit. The scheme would however be unrestricted and the Council would be limited in terms of what enforcement action, if any, it could take against vehicles that parked within the street.
- 3.2 The opt out from the scheme would require any signage and carriageway markings to be removed in Alston Street. The signs will however be reused within other controlled parking zones.
- 3.3 The current permits for residents of Alston Street expire on 31 March 2009. For this reason it is proposed that any decision to remove the scheme from permit controls should be applicable as and when the current permits expire. Alternatively the current permits would be

deemed valid for a further month (to allow renewal applications to be processed) should the decision be to retain the permit restrictions.

4. FINANCIAL CONSIDERATIONS

- 4.1 If Alston Street were to be removed from the scheme there would be some minimal costs associated with advertising the amendments to the legal orders. This would be met from the parking services operational budget.

5. LEGAL CONSIDERATIONS

- 5.1 The removal of Alston Street from the residents parking scheme would require the revocation of the order controlling parking at this location. The Order would be required to be advertised as part of the formal legal process.

6. RECOMMENDATIONS

- 6.1 To either withdraw the parking controls or retain the status quo.

7. REASONS FOR RECOMMENDATIONS

- 7.1 To allow the results of the second consultation to be considered with those residents who had previously failed to respond.

8. CONTACT OFFICER

Philip Hepburn, Parking Services Manager
Neighbourhood Services (Technical Services)
Hartlepool Borough Council

Telephone Number: (01429) 523258
Email: Philip.hepbum@hartlepool.gov.uk

NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO

Report To Portfolio Holder
27th April, 2009



Report of: Head of Community Strategy

Subject: Migration Impacts Fund

SUMMARY

1.0 PURPOSE OF REPORT

- 1.1 To seek the Portfolio Holder's approval for outline proposals for Hartlepool's submission to the Government Office for the North East Migration Impacts Fund.

2.0 SUMMARY OF CONTENTS

- 2.1 The report outlines the aims of the Government's newly announced Migration Impacts Fund and sets out the broad parameters of Hartlepool's proposed submission.

3.0 RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has responsibility for Asylum seekers and Neighbourhood management.

4.0 TYPE OF DECISION

Non Key

5.0 DECISION MAKING ROUTE

Hartlepool Partnership, 24th April 09

6.0 DECISION(S) REQUIRED

To approve the broad outline of Hartlepool's application for funding to the Government's Migration Impacts Fund.

Report of: Head of Community Strategy

Subject: Migration Impacts Fund

1.0 PURPOSE OF REPORT

- 1.1 To seek the Portfolio Holder's approval for outline proposals for Hartlepool's submission to the Government Office for the North East Migration Impacts Fund.

2.0 BACKGROUND

- 2.1 The Government's *Path to Citizenship* Green Paper published in February 2008 set out that the Government will establish a fund to help local public services respond quickly and flexibly to ease short term pressures caused by inward, international migration. The fund was formally launched on 19 March 2009. It will run for up to 2 years, 2009-10 and 2010-11.
- 2.2 The North East will receive nearly £1.39 million to distribute among local service providers. Communities and Local Government have used Office of National Statistics data to determine the regional allocations. Regions with higher levels of migration or with less experience in dealing with its impacts have received more.
- 2.3 All providers, such as Police, Primary Care Trusts, Local Authorities and voluntary sector organisations, are eligible to apply. Applications require the endorsement of the relevant Local Strategic Partnership.
- 2.4 Projects can apply for funding for up to two years for 2009/10 and 2010/11. However, the Government is only guaranteeing funding offers until 31st March 2010. Offers for continued funding after this date will be provisional. Applications need to be lodged with Government office by Friday 1st May. Details of the funding decision will be communicated to applicants in the week beginning 15 June.

3.0 OUTLINE OF HARTLEPOOL BIDS

- 3.1 Across Hartlepool the numbers of migrants are comparatively low, though they represent a wide and diverse community with 27 different languages spoken. Across a wide range of services, including education, training, health & social care, community safety, tourism and employment the intervention required to support appropriate service delivery is significant.
- 3.2 The preparation of Hartlepool's bid has been coordinated by the Hartlepool Partnership Support Team. In discussions with colleagues a number of proposals were identified. These included:

	Year 1 2009/10	Year 2 2010/11
Community Cohesion Support Safer Hartlepool Partnership	45	45
Migrant Worker Support Adult Education	30	30
Advice & Development Worker NDC / Neighbourhood Management	45	45
Migrant Worker Employee Support Economic Development	45	45
Migrant Workers Volunteer Support Tall Ships Office	10	10
Midwifery Support PCT	10	10
Health Trainers PCT	50	50
Virtual Signpost Project HCFE / Safer Hartlepool Partnership	54	40
Total	289K	275K

- 3.3 International migration is one of the most difficult components of population change to measure accurately. Large numbers of people travel into and out of the UK every year although migration numbers can be very different between one part of the country and another. There is no single, comprehensive source which can provide the information, at national and local levels, that is required for statistical purposes.

- 3.4 The total amount of funding available for the region is £1.4m over two years i.e. £700,000 per year. Hartlepool has a relatively small population of migrant workers. Research by the University of Northumbria¹ shows that the Tees Valley has low numbers of A8 registered workers - 19% of the regional total. Realistically therefore, Hartlepool would not expect to receive funding in the region of £564,000
- 3.5 In the course of negotiations it became clear that the Hartlepool College of Further Education working with the Safer Hartlepool Partnership wished to submit a separate bid.
- 3.6 A composite bid for the remainder of the proposals has been prepared that is proportionate and incorporates the key elements of the projects.
- 3.7 The bid coordinated by the Hartlepool Partnership Support Team covers the following areas:
- 3.8 **Advice and Development Worker**

This proposal involves funding to employ an advice and development worker who would be dedicated to targeting the needs of new and recent immigrants to Hartlepool. Specifically the role of the worker would be as follows-

- To improve community cohesion and partnership working and to support the delivery of our community safety and prevention work
- To promote integration through ESOL classes
- To provide individual advice and signposting to agencies
- To provide links with existing agencies such as community safety, housing, health, and children's services
- To support migrants in their working life, liaising with employers and signposting support
- Support to develop the Tall Ships Volunteer Programme to support Migrant Workers' participation;
- To support the BME Lettings group in providing additional research and information.

The level of funding required to support this project is £45,000 for year 1 and £50,000 for year 2.

3.9 **Health Trainer**

The Health Trainer programme supports people across Hartlepool to improve their overall health and well-being. Focusing primarily on healthy eating, smoking cessation and exercise promotion the health trainers help to signpost residents to services already available in the community. The Health Trainers reach out to people from a range of

¹ Equality and Diversity in the North East: a statistical profile, Amy O'Donnell with Lalith Welamedage & Elaine Lambie, August 2008

geographical locations and communities and support people who may be particularly apprehensive about accessing services that are currently available.

It is proposed that as part of the wider Health Trainer programme, a dedicated Health Trainer is appointed to work with migrants and their families as they enter the town to address their physical and emotional health needs. The Health Trainer will be culturally sensitive and aware of the needs of certain ethnic groups. Specific literature and visual resources will be required to support the individual and their families. The level of funding required to support this proposal is £50,000 for year one and a further £50,000 for year two

3.10 Midwifery Support

Hartlepool PCT has also identified an additional pressure to their midwifery service. Additional support is required in terms of offering support and advice on Breast Feeding. The level of funding required to provide this support is estimated at £10,000 for year one and a further £10,000 for year two.

3.11 Should the above proposals be approved by the LSP Board for a bid submission then the total funding request to the Migration Impact Fund will be £105,000 for year one and a further £110,000 for year 2. The total bid will therefore be £215,000.

3.12 As LSPs are not legal entities able to receive funds directly, it is proposed that Hartlepool Borough Council acts as lead partner and accountable body for the bid.

4.0 HCFE AND SAFER HARTLEPOOL PARTNERSHIP PROPOSAL.

4.1 Virtual Signpost Project

It is intended that the project will operate as a partnership project between HCFE and the Safer Hartlepool Partnership to focus on:

- Ability to speak English and maximising the opportunities of education, training and employment of migrants,
- Improving partnership working at the local level,
- Community safety campaigns targeting migrant groups.
- Increase uptake of training and education opportunities from migrant communities and English for speakers of other languages (ESOL) learners,
- Increase community safety by better targeting Migrant/ BME communities,
- Improved community intelligence through closer working relationships and greater focus on migrant concerns,

- creation of a “virtual community” which signposts Migrant/BME users to services within the Safer Hartlepool Partners (Police, Local Authority, Fire, Health and Voluntary Sectors)

5.0 DECISION REQUIRED

- 5.1 To approve the broad outline of Hartlepool's application for funding to the Government's Migration Impacts Fund and give delegated approval to the Head of Community Strategy to work up the final bid in discussion with partners and the Portfolio Holder.

NEIGHBOURHOODS AND COMMUNITIES PORTFOLIO

Report To Portfolio Holder
27th April 2009



Report of: Head of Community Strategy

Subject: RIFT HOUSE/BURN VALLEY
NEIGHBOURHOOD

SUMMARY

1.0 PURPOSE OF REPORT

The purpose of the report is to seek Portfolio Holder approval for the amendment of the Rift House/Burn Valley and NDC neighbourhood boundaries and to rename the Rift House/Burn Valley Forum as the Rift House Forum.

2.0 SUMMARY OF CONTENTS

This report outlines a request received from Burn Valley area residents to amend the Rift House/Burn Valley and NDC neighbourhood boundaries. The proposed amendment is outlined in **Appendix 1** and is recommended for approval by the Portfolio Holder.

3.0 RELEVANCE TO PORTFOLIO MEMBER

Neighbourhood Action Plans (NAPs) fall within the remit of the Neighbourhoods and Communities Portfolio Holder.

4.0 TYPE OF DECISION

Non-key decision

5.0 DECISION MAKING ROUTE

Hartlepool Partnership meeting 24th April 2009.
Portfolio Holder meeting 27th April 2009.

6.0 DECISION(S) REQUIRED

The Portfolio Holder is requested to approve the amendment of the Rift House/Burn Valley and NDC neighbourhood boundaries as set out in Appendix 1 and to rename the Rift House/Burn Valley Forum as the Rift House Forum.

Report of: Head of Community Strategy

Subject: RIFT HOUSE/BURN VALLEY
NEIGHBOURHOOD

1.0 PURPOSE OF REPORT

- 1.1 The purpose of the report is to seek approval for the amendment of the Rift House/Burn Valley and NDC neighbourhood boundaries and to rename the Rift House/Burn Valley Forum as the Rift House Forum.

2.0 BACKGROUND

- 2.1 The Neighbourhood Renewal Strategy for Hartlepool was originally agreed in 2002 and set out 7 priority neighbourhoods. Since then Neighbourhood Action Plans (NAPs) have been developed for each of the priority neighbourhoods. NAPs aim to deliver the Neighbourhood Renewal Strategy at a local level and are used to inform and improve local service delivery. NAP Forums have been developed within each of the priority neighbourhoods to bring together residents, Councillors and service providers to take forward the delivery of their NAP.
- 2.2 The Rift House/Burn Valley neighbourhood covers two distinct communities within the central area of the Borough. The Rift House area is predominantly social housing built during the post war period. In contrast the Burn Valley area is older privately owned/rented street housing. The two communities have different issues and priorities and in the past the NAP Forum's Residents' Priorities Budget has been split to enable each area to address their own priorities.
- 2.3 The NDC neighbourhood was defined in 2001 with the aim of including the maximum number of households allowed by central government within its boundaries in order to maximise the number of residents who could benefit from the NDC programme.

3.0 REQUEST FROM BURN VALLEY RESIDENTS

- 3.1 Burn Valley Ward Councillors have approached the Central Neighbourhood Manager on behalf of their residents to request that the Rift House/Burn Valley and NDC neighbourhood boundaries be amended so that the Burn Valley area is incorporated within the NDC neighbourhood as set out in Appendix 1. It is felt that the Burn Valley

area has a more natural affinity with the NDC neighbourhood due to shared issues and priorities.

- 3.2 This amendment would not alter the Neighbourhood Renewal Area boundary as a whole but would seek to alter the layout of two of the neighbourhoods within it. In turn, this would alter the areas covered by the Rift House/Burn Valley Forum and the NDC Neighbourhood Panel.
- 3.3 The request has been considered and is supported by both the Rift House/Burn Valley Forum and the NDC Neighbourhood Panel. Therefore it is proposed that the Portfolio Holder support this request and that the Rift House/Burn Valley Forum is renamed the Rift House Forum to reflect its new boundary.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The Rift House/Burn Valley Forum is set to receive £31,100 of Working Neighbourhoods Fund (WNF) Residents' Priorities Budget for 2009/10. It is proposed that this is split proportionally between the Rift House and Burn Valley areas according to their population within the 10% most deprived nationally.

5.0 RISK IMPLICATIONS

- 5.1 If the proposed boundary amendment is not approved then there is a risk that the Rift House/Burn Valley NAP Forum will maintain a broad focus in response to the diverse issues and priorities within the neighbourhood. This will limit the impact of the NAP approach and potential improvements within the neighbourhood may not be fully realised.

6.0 RECOMMENDATION

- 6.1 The Portfolio Holder is requested to approve the amendment of the Rift House/Burn Valley and NDC neighbourhood boundaries as set out in Appendix 1 and to rename the Rift House/Burn Valley Forum as the Rift House Forum.

