

# TRANSPORT AND NEIGHBOURHOODS PORTFOLIO DECISION SCHEDULE



**Monday, 26 April 2010**

**at 9.00 am**

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

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

## **1. KEY DECISIONS**

- 1.1 Smart Ticketing For The North East Initiative (NESTI) - *Assistant Director (Transportation and Engineering Services)*

## **2. OTHER ITEMS REQUIRING DECISION**

- 2.1 Arriva Fares Increase - *Assistant Director (Transportation and Engineering Services)*
- 2.2 Blakelock Gardens – Puffin Crossing - *Assistant Director (Transportation and Engineering Services)*
- 2.3 Burbank Street – Residential Permit Controlled Parking Scheme – *Assistant Director (Transportation and Engineering Services)*
- 2.4 Leyburn Street And Penrhyn Street – Residents Only Permit Parking Controls - *Assistant Director (Transportation and Engineering Services)*
- 2.5 Furness Street – Residential Permit Controlled Parking Scheme - *Assistant Director (Transportation and Engineering Services)*
- 2.6 H1 Service Alterations – *Assistant Director (Transportation and Engineering Services)*
- 2.7 Minor Works Proposals – Neighbourhood Consultative Forums – *Assistant Director (Neighbourhood Services)*
- 2.8 Proposed New Bus Shelter In Easington Road (Southbound) – *Assistant Director (Transportation and Engineering Services)*
- 2.9 Pride In Hartlepool Proposals – *Assistant Director (Neighbourhood Services)*

### **3. ITEMS FOR INFORMATION**

- 3.1 Elected Members Transport Group - *Assistant Director (Transportation and Engineering Services)*
- 3.2 Tees Valley: Plugged In Places Initiative - *Assistant Director (Transportation and Engineering Services)*
- 3.3 Throston Grange Lane – Petition For Crossing - *Assistant Director (Transportation and Engineering Services)*

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

No items.

## **TRANSPORT AND NEIGHBOURHOODS PORTFOLIO**

Report To Portfolio Holder  
26 April 2010



**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** SMART TICKETING FOR THE NORTH EAST INITIATIVE (NESTI)

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### SUMMARY

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

To seek approval for Local Transport Plan funding to be allocated to the development and implementation of Smart Ticketing infrastructure for the North East region.

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

Details of the scheme and Government funding allocations

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

It is the responsibility of the Portfolio Holder.

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

Key Decision test (i) and (ii) apply.

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

Directly to Portfolio Holder

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

That approval be granted to allocate Local Transport Plan funding, transferred from the Regional Funding Allocation, towards the development and implementation of a Smart Ticketing Infrastructure for the North East region

**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** SMART TICKETING FOR THE NORTH EAST INITIATIVE (NESTI)

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## **1. PURPOSE OF REPORT**

- 1.1 To seek approval for Local Transport Plan funding to be allocated to the development and implementation of Smart Ticketing infrastructure for the North East region.

## **2. BACKGROUND**

- 2.1 NESTI is an informal collaborative programme of work between Nexus, Tees Valley Joint Strategy Unit, Durham County Council, Northumberland County Council and key transport operators. Its aim is to develop Smart Ticketing across the North East.
- 2.2 Smart Ticketing is a long standing goal of North East Authorities, both to make public transport easier to use and to link up transport and wider public services making them more accessible to customers.
- 2.3 Government is currently consulting on the development of a strategy for “smart and integrated ticketing”. In the consultation document the Department for Transport sets out its vision as follows “ Our vision for public transport in England is of universal coverage of smart ticketing infrastructure supported by integrated and innovative ticket products which can be purchased easily and quickly, leading to a significantly improved travelling experience for the passenger”
- 2.4 NESTI will deliver an infrastructure that allows the use of a single smart card to make a public transport journey using any combination of participating operators across the North East. Customers would be able to load their regular travel products onto smartcards and a “pay as you go” system (known as an e-purse) would be accepted by transport operators across the region as an alternative to cash payment.
- 2.5 Smartcards issued by NESTI could be available for Local Authority wider use (e.g. accessing library books or paying for school meals) as well as for travel on public transport.
- 2.6 On 7<sup>th</sup> October 2009 the Leaders and Elected Mayors of the North East Councils agreed to the NESTI Project going forward and the use for the

project of additional funding recently made available for that purpose to each member authority from the Regional Funding Allocation (RFA).

- 2.7 They also agreed that a Partnership Board be set up, within a governance structure, giving a formal link back to the Leaders and Elected Mayors.
- 2.8 Subsequently the Tyne and Wear Integrated Transport Authority have agreed to act as lead authority for the project, with the Tyne and Wear Passenger Transport Executive (Nexus) acting as programme manager, subject to all the partner authorities entering into a formal agreement to regulate the funding and governance arrangements.

### **3. PROPOSALS**

- 3.1 £10 million of capital funding in total has been top-sliced from the North East RFA pot and has been fed into each Local Authority's Integrated Transport Block. This has provided a significant opportunity for the North East Authorities to pool their resources to deliver NESTI.
- 3.2 This funding will be used along side existing and future capital resources to procure the necessary equipment and its installation to establish a smart ticketing infrastructure for the North East over the period 2010-2013.
- 3.3 A fully costed proposal for ongoing scheme management will be developed and presented to each Local Authority by NESTI. Therefore there are no ongoing revenue commitments. Although it is anticipated that efficiency savings may be generated through economies of scale and centralised support services, these are as yet unquantified. No Local Authority will be obligated to ongoing revenue support as a result of having committed capital to the project.

### **4. FINANCIAL CONSIDERATIONS**

- 4.1 Hartlepool Borough Council's contribution to the programme is calculated at £303,850 which has been received through the Integrated Transport Block allocation in October 2009.
- 4.2 At this time no other capital or revenue commitments are required.

### **5. LEGAL CONSIDERATIONS**

- 5.1 A collaboration agreement has been drafted by the Tyne and Wear Integrated Transport Authority to be signed by all Authorities involved with the scheme

## **6. RECOMMENDATIONS**

- 6.1 That approval be granted to allocate Local Transport Plan funding, transferred from the Regional Funding Allocation, towards the development and implementation of a Smart Ticketing Infrastructure for the North East region

## **7. REASONS FOR RECOMMENDATIONS**

To ensure that Hartlepool becomes a part of the smarter ticketing initiative for the North East of England thus providing its residents with the same opportunities as all other residents of the North of England.

## **8. CONTACT OFFICER**

Mike Blair (Highways, Traffic and Transport Manager)  
Regeneration and Neighbourhoods (Transportation and Engineering)  
Hartlepool Borough Council

Telephone 01429 523252  
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## **TRANSPORT AND NEIGHBOURHOODS PORTFOLIO**

Report to Portfolio Holder  
26 April 2010



**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** ARRIVA FARES INCREASE

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### **SUMMARY**

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

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

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

Details of revised fare scales for Arriva bus services.

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

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

Approval to apply the revised fare scales on supported bus services operated by Arriva.

**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** ARRIVA FARES INCREASE

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## 1. PURPOSE OF REPORT

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

## 2. BACKGROUND

- 2.1 Hartlepool Borough Council supports a number of bus services that are contracted to Arriva.
- 2.2 Following a period of increasing costs of bus operation, including the increasing price of fuel and anticipated wage costs in line with the annual wage award, fares on Arriva's commercial services in Hartlepool were increased from 28 March 2010.

## 3. PROPOSALS

- 3.1 To avoid confusion with passengers, it is custom and practice to implement the same fare scales on supported contracts as commercial services. The revised fare scales are provided in the table below.

Arriva Proposed Fare Scales

	CURRENT FARE		PROPOSED FARE
<b>1 stage</b>	1.00		1.00
<b>2 stages</b>	1.00		1.00
<b>3 stages</b>	1.30		1.35
<b>4 stages</b>	1.30		1.35
<b>5-8 stages</b>	1.30		1.35



**4. FINANCIAL CONSIDERATIONS**

- 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 It is recommended that approval be given to apply the revised fare scales on supported bus services operated by Arriva with immediate effect.

**6. REASON FOR RECOMMENDATION**

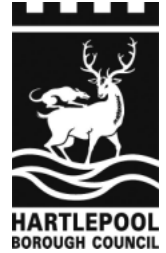
To avoid confusion for passengers on Arriva services by ensuring that the same fare scale is used on commercial and supported services.

**7. CONTACT OFFICER**

- 7.1 Geoff Knowlson (Public Transport Officer)  
Regeneration and Neighbourhoods (Transportation and Engineering)  
Hartlepool Borough Council

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Email: [geoff.knowlson@hartlepool.gov.uk](mailto:geoff.knowlson@hartlepool.gov.uk)

**TRANSPORT AND NEIGHBOURHOODS  
PORTFOLIO  
REPORT TO PORTFOLIO HOLDER  
26 April 2010**



**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** BLAKELOCK GARDENS – PUFFIN CROSSING

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## SUMMARY

### 1. PURPOSE OF REPORT

To seek approval in principle, subject to funding, for the installation of a puffin crossing on Blakelock Gardens.

### 2. SUMMARY OF CONTENTS

The report details the background to the scheme and the consultation to be undertaken.

### 3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

### 4. TYPE OF DECISION

Non key decision.

### 5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

### 6. DECISION(S) REQUIRED

The Portfolio Holder approves the implementation of the scheme in principle, subject to funding.

**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** BLAKELOCK GARDENS – PUFFIN CROSSING

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**1. PURPOSE OF REPORT**

- 1.1 To seek approval in principle, subject to funding, for the installation of a puffin crossing on Blakelock Gardens.

**2. BACKGROUND**

- 2.1 A request has been made by local residents, and also via the Central Neighbourhood Consultative Forum, for some form of pedestrian crossing provision on Blakelock Gardens.
- 2.2 Speed surveys have been carried out on the road which showed a relatively high 85<sup>th</sup> percentile figure of 39mph, which indicates that a puffin (light controlled) crossing would be the appropriate type for this location. As well as assisting pedestrians in crossing the road, a crossing would also help to control speeds, as drivers would be aware of the possibility of being faced with a red light.
- 2.3 The closure of Elwick Road Post Office in recent years has meant that a significant number of elderly people now cross Blakelock Gardens, in order to access the Shrewsbury Street Post Office instead to collect their pensions. There is also a playground situated on Blakelock Gardens, and a crossing would provide a safer crossing point for children going to and from it.
- 2.4 The forthcoming re-routing of bus services will also mean that buses no longer use Baden Street from 2 May, and a crossing would help people access the proposed bus stops on Blakelock Gardens, particularly elderly residents of the nearby Jubilee and Victoria Homes.

**3. PROPOSALS**

- 3.1 It is proposed to site a puffin crossing on Blakelock Gardens, to the east of Brinkburn Road, as shown in **Appendix 1**.
- 3.2 It is important to install the crossing as close to the pedestrian desire line as possible, which is to and from Brinkburn Road, in order to maximise its use.

- 3.3 To overcome design standards governing the distance a crossing must be situated from a junction, a build out is proposed in order to prevent left turning traffic into Blakelock Gardens. This will allow the crossing to be installed closer to the junction as pedestrians using it will not come into conflict with turning traffic. Surveys have been carried out which found very low numbers of vehicles currently making the left turn manoeuvre.

#### **4. FINANCIAL CONSIDERATIONS**

- 4.1 The scheme is estimated to cost in the region of £45,000. Funding applications are in the process of being made as follows:-
- £10,000 from the Town Centre Communities NAP Forum.
  - £15,000 from the Central Neighbourhood Consultative Forum.
- 4.2 This would leave a balance of £20,000 to be found from the Council's Local Transport Plan, when schemes are prioritised for the new financial year.

#### **5 CONSULTATION**

- 5.1 Full consultation will be undertaken with nearby residents, businesses and ward councillors, should the required funding be forthcoming.

#### **6 RECOMMENDATION**

- 6.1 The Portfolio Holder approves the implementation of the scheme in principle, subject to funding and positive public consultation.

#### **7 REASON FOR RECOMMENDATION**

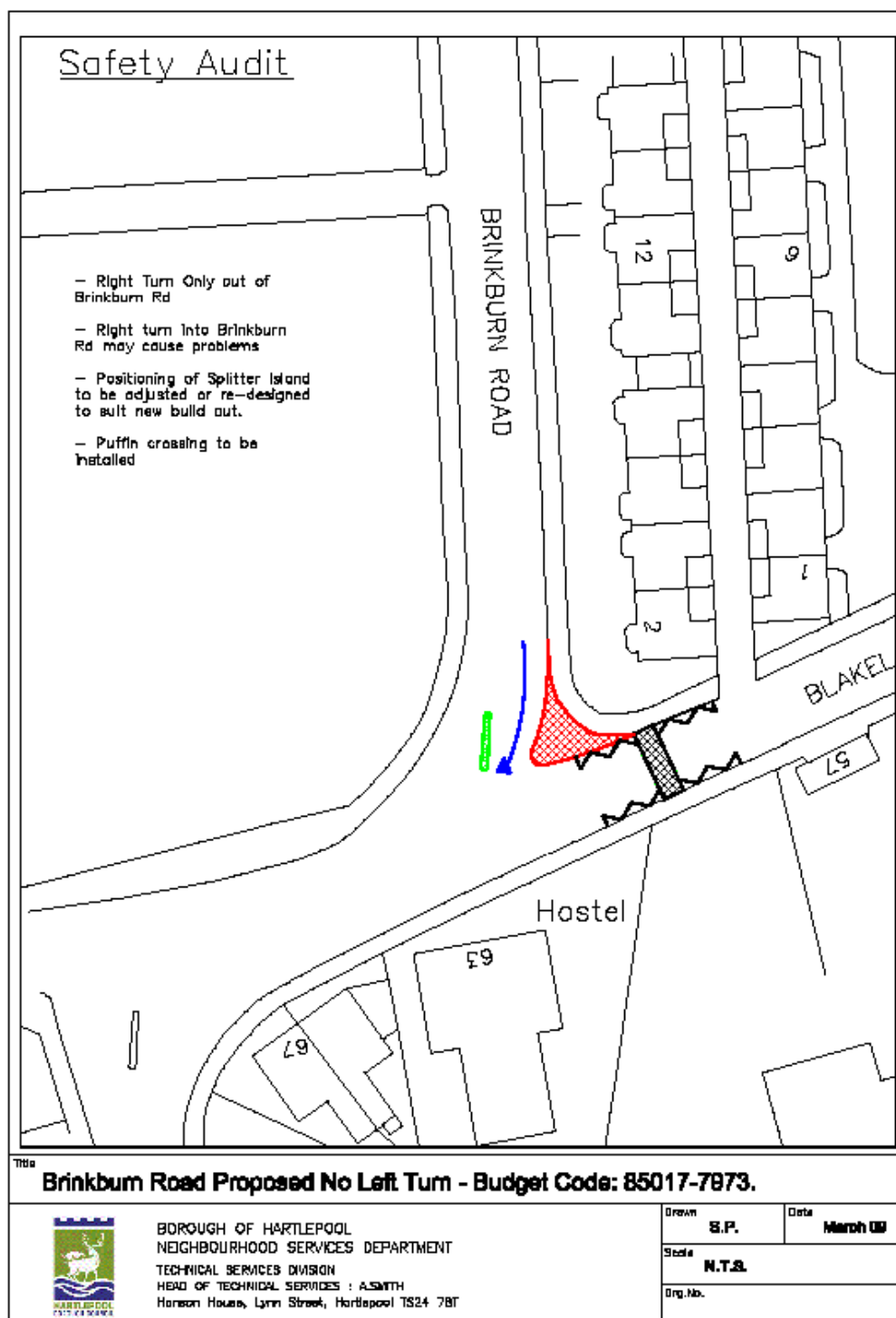
- 7.1 To provide a safer pedestrian crossing point on Blakelock Gardens.

#### **8 CONTACT OFFICER**

- 8.1 Peter Frost (Traffic Team Leader)  
Regeneration and Neighbourhoods (Transportation and Engineering)  
Hartlepool Borough Council

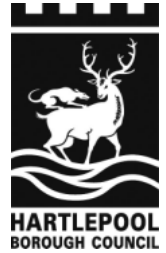
Telephone Number 01429 523200  
Email: [peter.frost@hartlepool.gov.uk](mailto:peter.frost@hartlepool.gov.uk)

# APPENDIX 1



## **TRANSPORT AND NEIGHBOURHOODS PORTFOLIO**

Report to Portfolio Holder  
26 April 2010



**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** BURBANK STREET – RESIDENTIAL PERMIT CONTROLLED PARKING SCHEME

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### SUMMARY

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

To consider the introduction of permit controlled resident only parking restrictions in Burbank Street.

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

The report outlines the background and considers the implications of the request.

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

The Portfolio Holder has responsibility for traffic and transport related 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 Portfolio Holder approves the creation of a resident only permit controlled parking scheme at Burbank Street

**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** BURBANK STREET – RESIDENTIAL PERMIT CONTROLLED PARKING SCHEME

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**1. PURPOSE OF REPORT**

- 1.1 To consider the introduction of permit controlled resident only parking restrictions in Burbank Street.

**2. BACKGROUND**

- 2.1 Burbank Street is within the Stranton Ward and is on the fringe of the current resident permit parking control restrictions. Residents have noticed a considerable increase in vehicular traffic and long stay parking congestion at this location. This has resulted in a number of requests for the Council to assist residents by introducing permit controlled parking and provide residents with some available convenient accessible parking spaces.
- 2.2 The area is currently bordered by a number of controlled parking restrictions which have indirectly displaced a number of vehicles to the closest most convenient non regulated parking location. The close proximity of Burbank Street to the town centre and the ongoing reduction of previously available parking space in the surrounding area has exacerbated the need to control parking for residents of Burbank Street.
- 2.3 Residents began to request assistance when Whitby Walk was first included as a resident parking zone, however more recently the development of HCFE and the housing development in Charles Street have reduced the availability of previously unregulated land that had been utilised for “free” parking and this has increased demand for unregulated on street parking space in this area of the town.
- 2.4 More recently the decision of the Post Office Collection Office to close its car park have added to displaced traffic from both customers and staff and the consequential displacement has added to the already busy on street parking availability.

- 2.5 New Traffic Regulation Orders were recently introduced in Clark Street to control traffic and provide an improved road safety scheme for the area. The new scheme did however also recognise that measures may displace some of the vehicles into neighbouring streets and there may therefore be a necessity to protect residents by establishing a permit controlled parking scheme within Burbank Street.
- 2.6 The consultation with residents was carried out prior to the recent introduction of the Traffic Regulation Orders in Clark Street and there has now been a noticeable increase in the number of parked cars and requests from residents for assistance. The number of residents supporting the scheme has therefore significantly increased since the original consultation took place.
- 2.7 The following table shows the results of the consultation with residents:

Number of Properties consulted	Number of consultations returned	Number in favour of creating a resident permit controlled scheme	% in favour of creating a resident permit controlled scheme	Number against creating a resident permit controlled scheme	% against creating a resident permit controlled scheme
47	17	15	88%	2	12%

### 3. PROPOSALS

- 3.1 The extent of the proposed permit scheme is shown as **Appendix 1** of this report.
- 3.2 The resident's consultation included detailed information in relation to how the permit controlled scheme would work, the cost per permit and hours of enforcement etc.
- 3.3 Burbank Street would be included within the Council's residential Zone G which will expire on 31<sup>st</sup> May 2010. Any approval to include this location within the controlled permit zone would therefore be aimed to coincide with the renewal date for the rest of the zone.
- 3.4 The location would fall within the discounted town centre permit area. The cost of any resident permit would therefore be charged at £5 per annum.



#### **4. FINANCIAL CONSIDERATIONS**

- 4.1 The cost of placing public notice amendments to the existing parking orders would incur an advertisement charge which would be met from the Parking Services operational budget

#### **LEGAL CONSIDERATIONS**

- 4.2 Parking Orders will be required to be created to include Burbank Street within the permit controlled parking zone. The Orders will be required to be advertised as part of the formal legal process.

#### **CONSULTATION**

- 4.3 Consultation has taken place with the residents affected by the proposal. The proposed scheme has also been present to the Burbank Residents Association and local Ward Councillors have also been consulted as part of the consultation process.

#### **5. RECOMMENDATION**

- 5.1 That the Portfolio Holder approves the creation of a residents only permit controlled parking scheme at Burbank Street

#### **6. REASON FOR RECOMMENDATION**

- 6.1 To reflect the majority of views expressed by residents.

#### **7. BACKGROUND PAPERS**

None.

#### **8. CONTACT OFFICER**

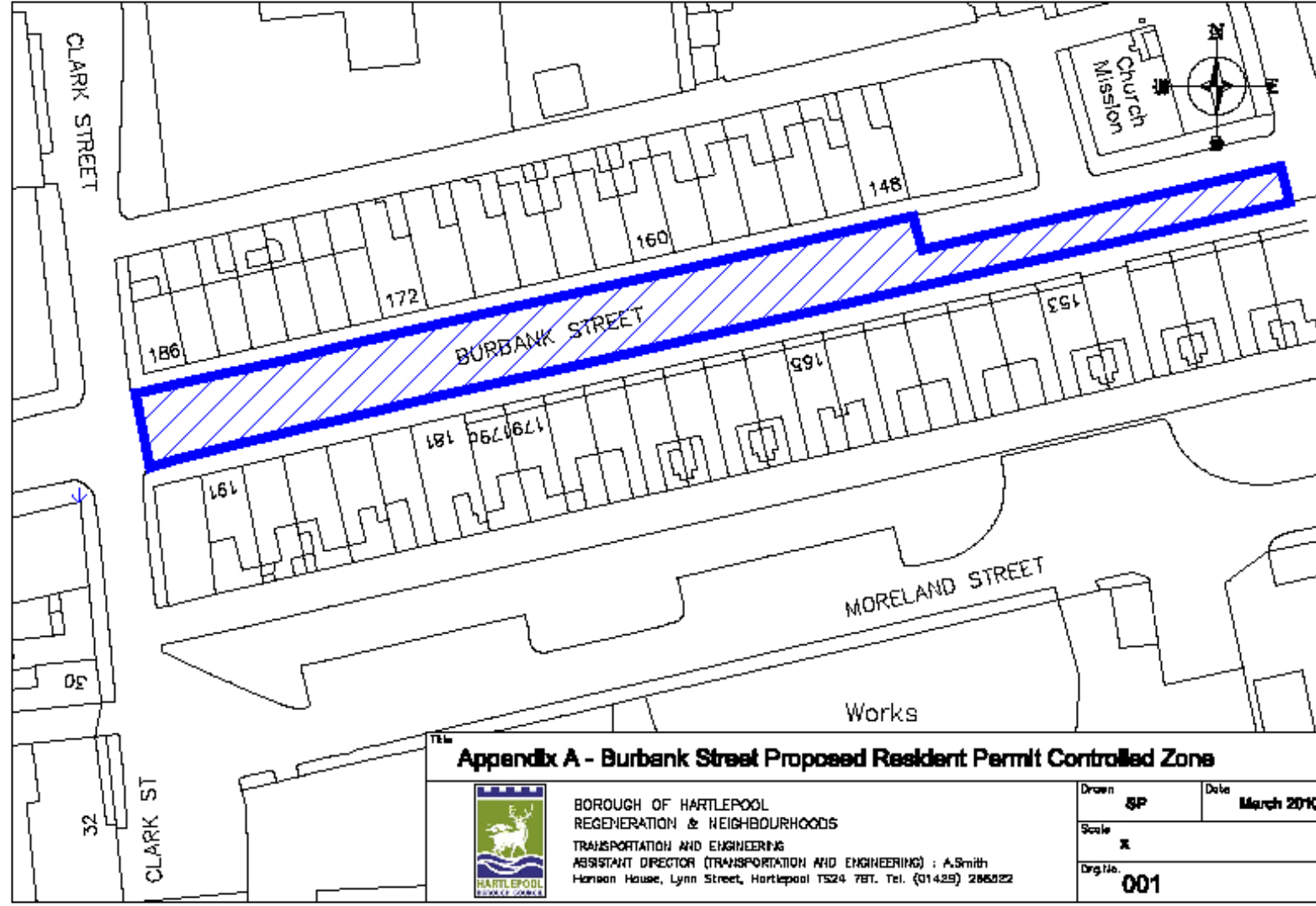
Phil Hepbum, Parking Services Manager  
Neighbourhood Services (Technical Services)  
Hartlepool Borough Council

Tel: 01429 523258

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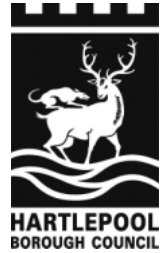
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### APPENDIX 1



## **TRANSPORT AND NEIGHBOURHOODS PORTFOLIO**

Report to Portfolio Holder  
26 April 2010



**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** LEYBURN STREET AND PENRHYN STREET – RESIDENTS ONLY PERMIT PARKING CONTROLS

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### **SUMMARY**

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

To consider the removal of permit controlled parking restrictions in Leyburn Street and Penrhyn Street and provide an update on further consultation carried out with residents.

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

The report outlines the background and considers the implications of the resident consultation responses.

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

The Portfolio Holder has responsibility for traffic and transport related 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 residents only permit controlled scheme be retained in Penrhyn Street and removed from Leyburn Street.

**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** LEYBURN STREET AND PENRHYN STREET – RESIDENTS ONLY PERMIT PARKING CONTROLS

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## **1. PURPOSE OF REPORT**

- 1.1 To consider the removal of permit controlled parking restrictions in Leyburn Street and Penrhyn Street and provide an update on further consultation carried out with residents.

## **2. BACKGROUND**

- 2.1 Leyburn Street and Penrhyn Street are currently within Zone I of the Hartlepool Borough Council residential controlled permit parking scheme. They are located south of Elwick Road on the fringe of the current residential restrictions. A location plan is shown as **Appendix 1** of this report.
- 2.2 A report was submitted for consideration by the Portfolio Holder (18 January 2010) which set out the results of a consultation with residents to remove both locations from the permit controlled scheme. The recommendation of the report reflected the views of the majority of residents to remove Leyburn Street but retain permit controls in Penrhyn Street, however The Portfolio Holder was concerned at the lack of returned responses and asked for further consultation to take place with those residents that had previously failed to respond.
- 2.1 As a result, further consultation has been carried out with a number of properties and the combined responses received are now 66% for residents of Leyburn Street 58% for residents of Penrhyn Street.

## **3. PROPOSALS**

- 3.1 The residents consultation included detailed information in relation to how the permit controlled scheme would work, the cost per permit, hours of enforcement etc.
- 3.2 The permits for resident zone I were due to be renewed on 1 April 2010. The decision to retain any location within the zone will therefore require a retrospective renewal of the permits, whilst any removal of the restrictions would be with immediate effect.

3.3 Both locations fall within the discounted town centre permit area. The cost of any resident permit would be charged at £5 per annum.

3.4 The combined consultation results are shown in the table below.

Location	Number of properties consulted	Number of returned forms	% of returned forms in favour of retaining resident permit parking	% of returned forms opposed to retaining resident permit parking
Leyburn Street	32	21	38% (8)	62% (13)
Penrhyn Street	29	17	65% (11)	35% (6)

3.5 Of the 66% of Leyburn Street residents who responded to the consultation 38% were in favour of retaining the restrictions and 62% against. Of the 58% of Penrhyn Street residents who responded, 65% were in favour of retaining the controls whilst 35% would prefer to see the restrictions removed.

#### **4. FINANCIAL CONSIDERATIONS**

4.1 The cost of a permit would be as per the charges approved by Cabinet. The residents permit parking scheme in Penrhyn Street is already in place and there would therefore be no addition financial considerations. Should Leyburn Street be removed from the zone the Legal Orders would need to be revoked which would consequently involve an advertising cost for the Public Notices.

#### **LEGAL CONSIDERATIONS**

4.2 As Penrhyn Street is already controlled by an existing Parking Order there would be no requirement to amend the existing Legal Orders. Should Leyburn Street be removed from the zone the existing legal order would need to be revoked.

#### **CONSULTATION**

4.3 Consultation has taken place with the residents affected by the proposal. The local Ward Councillors have also been consulted as part of the consultation process.

**5. RECOMMENDATION**

- 5.1 That the residents only permit controlled scheme be retained in Penrhyn Street and removed from Leyburn Street.

**6. REASON FOR RECOMMENDATION**

- 6.1 To reflect the majority of views expressed by residents who completed and returned the consultation responses.

**7. BACKGROUND PAPERS**

- 7.1 Transport and Neighbourhoods Portfolio report of 18 Jan 2010.

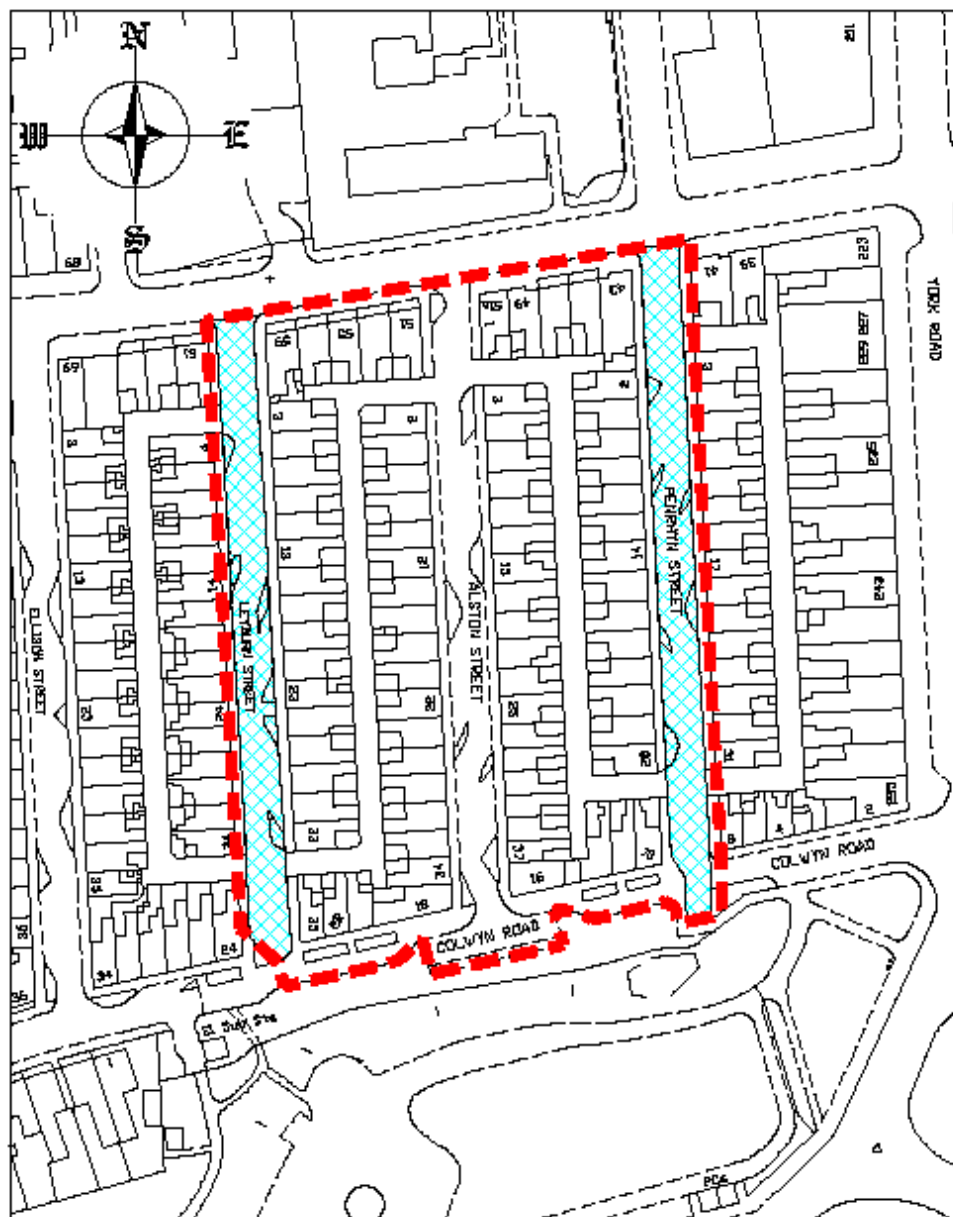
**8. CONTACT OFFICER**

Phil Hepbum, Parking Services Manager  
Neighbourhood Services (Technical Services)  
Hartlepool Borough Council

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E-mail: [Philip.hepbum@hartlepool.gov.uk](mailto:Philip.hepbum@hartlepool.gov.uk)

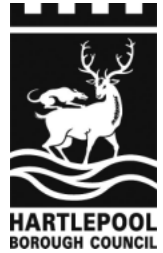
# APPENDIX 1



<b>TITLE</b> Appendix A – Penrhyn Street & Leyburn Street Consultation			
BOROUGH OF HARTLEPOOL REGENERATION & NEIGHBOURHOODS DEPARTMENT TRANSPORTATION & ENGINEERING SERVICES ASSISTANT DIRECTOR : A.Smith		DRAWN M.R.	CHECKED
		SCALE 1:1 DDD	DATE Dec '08
		DRG. NO.	REV.

## **TRANSPORT AND NEIGHBOURHOODS PORTFOLIO**

Report to Portfolio Holder  
26 April 2010



**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** FURNESS STREET – RESIDENTIAL PERMIT CONTROLLED PARKING SCHEME

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### SUMMARY

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

To consider the removal of permit controlled parking restrictions in Furness Street.

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

The report outlines the background and considers the implications of the resident consultation responses.

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

The Portfolio Holder has responsibility for traffic and transport related 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 residents only permit controlled scheme be retained and that the petition to remove the permit controls therefore be rejected.



**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** FURNESS STREET – RESIDENTIAL PERMIT CONTROLLED PARKING SCHEME

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**1. PURPOSE OF REPORT**

- 1.1 To consider the removal of permit controlled parking restrictions in Furness Street.

**2. BACKGROUND**

- 2.1 Furness Street is currently within Zone H of the Hartlepool Borough Council residential controlled permit parking scheme. The controls are well established and were originally introduced at the request of residents to assist overcome parking congestion particularly on match days. The close proximity to Victoria Park had historically created excess traffic and reduced the availability of parking spaces for residents.
- 2.2 In early February of this year, HBC received a petition from 16 residents of Furness Street, asking for the current permit controls to be removed. (A copy of the petition will be available at the meeting). The petition had indicated there was no longer the support for residents to continue with the parking controls. As a result a full consultation was carried out with all the residents of Furness Street.
- 2.3 During the consultation process a secondary petition / consultation summary was submitted by the local Resident Association contradicting the earlier petition. This petition was signed by 26 residents, of whom 23 opposed the suggestion to withdraw the permit controls, whilst 3 supported the proposal. A copy of this petition will also be made available at the meeting.
- 2.4 The following table shows the results of the survey conducted by HBC with residents of Furness Street. A total of 60 properties were consulted, of which responses were received from 22 properties, 6 supported the request to remove the controls whilst 16 opposed the request indicating they would prefer to see the permit controls be retained. At the time of the consultation, it is estimated up to 6 properties may have been empty/ vacant.

Number of Properties consulted	Number of consultations returned	Number in favour of removing permit controls	% in favour of removing permit controls	Number against removing permit controls	% against removing permit controls
60	22	6	27%	16	73%

### 3. PROPOSALS

- 3.1 Furness Street is already part of the controlled permit zone. The annual permits for this location were due to be renewed in March 2010; however the parking enforcement was suspended at the request of residents until the outcome of this petition was known. Should the decision be to retain permit controls, enforcement will be reinstated once residents have been given an opportunity to renew their permits.

### 4. FINANCIAL CONSIDERATIONS

- 4.1 The cost of a permit would be as per the charges approved by Cabinet. The residents permit parking scheme is already in place and there would therefore be no addition financial considerations.

#### LEGAL CONSIDERATIONS

- 4.2 As Furness Street is already controlled by an existing Parking Order there would be no requirement to amend the existing Legal Orders.

#### CONSULTATION

- 4.3 Consultation has taken place with the residents affected by the proposal. The local Resident Association have stated they wish to see the permits controls be retained. The local Ward Councillors have also been consulted as part of the consultation process.

### 5. RECOMMENDATION

- 5.1 That the residents only permit controlled scheme be retained and that the petition to remove the permit controls is therefore rejected.

### 6. REASON FOR RECOMMENDATION

- 6.1 To reflect the majority of views expressed by residents who completed and returned the consultation responses, or who signed a secondary

petition conducted by the Local Residents Association wishing to see the permit controls be retained.

**7. BACKGROUND PAPERS**

None.

**8. CONTACT OFFICER**

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## **TRANSPORT AND NEIGHBOURHOODS PORTFOLIO**

Report to Portfolio Holder  
26 April 2010



**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** H1 SERVICE ALTERATIONS

---

### SUMMARY

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

To seek approval to change the route of Service H1, a Hartlepool Borough Council Supported Service operated by Compass Royston.

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

Description of proposed new route for Service H1, and the reasons for altering the route.

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

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

Approval to alter the route of Hartlepool Borough Council supported service H1 operated by Compass Royston.

**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** H1 SERVICE ALTERATIONS

---

## 1. PURPOSE OF REPORT

- 1.1 To seek approval to alter the route of the Hartlepool Borough Council supported service H1 operated by Compass Royston.

## 2. BACKGROUND

- 2.1 Hartlepool Borough Council supports the H1 bus service which provides a valuable link between the University Hospital of Hartlepool and the North Tees Hospital Stockton. The contract was awarded to Compass Royston.
- 2.2 The Hartlepool Link “Hartlepool Transport Report November 2009”, raised a number of issues concerning transport links between Hartlepool University Hospital and North Tees University Hospital. One of the issues raised was the limited route and times of the H1. The point was made that a change in route and an increase in the number of bus stops from which to access the service would improve its profile, and possibly increase patronage.
- 2.3 At present the H1 service operates as an Express Service and only picks up passengers at the University Hospital of Hartlepool, York Road ramp and Queens Meadow Business Park (A689), on its route out of Hartlepool. It then calls at Nuffield Hospital before arriving at North Tees Hospital.
- 2.4 Negotiations have taken place with Compass Royston to increase the number of stops that passengers can use to board the service. Compass Royston have agreed in principle to this, at no extra cost to Hartlepool Borough Council.
- 2.5 The proposed route alteration will observe all stops between the University Hospital of Hartlepool in Holdforth Road, and Newton Bewley. See **Appendix 1**:- “Proposed Route and Timetable Revision”, for a detailed description of the route.
- 2.6 There will be no change to the flat fare charge of £2.70 adult single & £4.50 adult return. The H1 service also provides free travel for those passengers with a National Concessionary Bus Pass.

### **3. FINANCIAL CONSIDERATIONS**

- 3.1 There are no financial implications to the Council as a result of the proposed alterations.

### **4. RECOMMENDATION**

- 4.1 It is recommended that approval be given to change the route of Service H1, a Hartlepool Borough Council supported service operated by Compass Royston, as described in **Appendix 1** “Proposed Route and Timetable Revision.”

### **5. REASON FOR RECOMMENDATION**

- 5.1 The proposed change to route of Service H1 and increase in the number of bus stops it can be accessed from can be achieved at no extra cost to the Council.
- 5.2 The accessibility improvement to the H1 service will in some cases reduce the need for an extra journey by public transport for passengers wishing to connect with it. This in turn may generate extra interest and patronage.

### **6. CONTACT OFFICER**

- 6.1 Geoff Knowlson (Public Transport Officer)  
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## APPENDIX 1

**PROPOSED ROUTE & TIMETABLE REVISION****ROUTE DESCRIPTION FOR COMPASS ROYSTON SERVICE H1****Service No: H1** (*Hartlepool Hospital – North Tees Hospital*)

Holdforth Road, Easington Road, Raby Road, York Road, Stockton Road, Oxford Road, Catcote Road, Owton Manor Lane, A689 Stockton Road, A689, A19, A1027 Norton Ring Road, Junction Road, Durham Road, Hardwick Road, Middlefield Road, North Tees Hospital Bus Halt.

**Service No: H1** (*North Tees Hospital – Hartlepool Hospital*)

North Tees Hospital Bus Halt, Hardwick Road, Durham Road, Junction Road, A1027 Norton Ring Road, A19, A689, A689 Stockton Road, Owton Manor Lane, Catcote Road, Oxford Road, Stockton Road, York Road, Raby Road, Winterbottom Avenue, Holdforth Road.

**TIMETABLE SPECIFICATION FOR COMPASS ROYSTON SERVICE H1****LIMITED STOP:**

*this service observes all stops on line of route within the Borough of Hartlepool (between Hartlepool Hospital and Newton Bewley) and then stops only at the Nuffield Hospital and North Tees Hospital*

**SERVICE NO: H1****MONDAY - SUNDAY** (except Bank Hols)

University Hospital of Hartlepool (Holdforth Road)	0900	1030	1245	1415	1645	1815
York Road, Central Library	0908	1038	1253	1423	1653	1823
Catcote Road (Wynyard Road Shops)	0918	1048	1303	1433	1703	1833
Queens Meadow Business Park (A689)	0923	1053	1308	1438	1708	1838
Newton Bewley	0927	1057	1312	1442	1712	1842
Nuffield Hospital, Norton	0936	1106	1321	1451	1721	1851
University Hospital of North Tees, Stockton	0942	1112	1327	1457	1727	1857
University Hospital of North Tees, Stockton	0945	1115	1330	1600	1730	2010
Nuffield Hospital, Norton	0950	1120	1335	1605	1735	2015
Newton Bewley	0959	1129	1344	1614	1744	2024
Queens Meadow Business Park (A689)	1003	1133	1348	1618	1748	2028
Catcote Road (Wynyard Road Shops)	1008	1138	1353	1623	1753	2033
York Road, Central Library	1018	1148	1403	1633	1803	2043
University Hospital of Hartlepool (Holdforth Road)	1027	1157	1412	1642	1812	2052

**DESTINATION DISPLAY**

Show 'North Tees Hospital' or 'Hartlepool University Hospital' as appropriate (alternative wording must be approved by the Joint Public Transport Group)

**FARETABLE SPECIFICATION FOR COMPASS ROYSTON SERVICE H1****SERVICE NO: H1** (a special flat fare applies)

Adult Single (between any two stops): £2.70

Adult Return (between any two stops): £4.50

## **TRANSPORT AND NEIGHBOURHOODS PORTFOLIO**

Report to Portfolio Holder  
26 April 2010



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

**Subject:** MINOR WORKS PROPOSALS –  
NEIGHBOURHOOD CONSULTATIVE  
FORUMS

---

### SUMMARY

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

To consider the recommendations of the Neighbourhood Consultative Forums in respect of Minor Works funding during 2009/2010.

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

The report advises on Minor Works proposals supported at the December 2009 and February 2010 rounds of Neighbourhood Consultative Forums.

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

Recommendations of spend on Minor Works Schemes must be ratified by the Portfolio Holder for Transport and Neighbourhoods.

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

Non-key.

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

- Neighbourhood Consultative Forums
- Recommendations of Neighbourhood Consultative Forums to Transport and Neighbourhoods Portfolio

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

Portfolio Holder to agree the recommendations of the Neighbourhood Consultative Forums in respect of Minor Works proposals.



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

**Subject:** MINOR WORKS PROPOSALS –  
NEIGHBOURHOOD CONSULTATIVE  
FORUMS

---

**1. PURPOSE OF REPORT**

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

**2. BACKGROUND**

- 2.1 The last cycle of Neighbourhood Consultative Forums in December and February recommended the following schemes for approval.

**3. PROPOSALS**

**3.1 North Neighbourhood Consultative Forum**

No schemes were submitted for consideration at the December 2009 or February 2010 North Neighbourhood Consultative Forum.

**3.2 Central Neighbourhood Consultative Forum**

The following schemes were submitted for consideration at the December 2009 Central Neighbourhood Consultative Forum. No schemes were submitted for consideration at the February 2010 Central Neighbourhood Consultative Forum.

**Hart Ward - Front Street Hart Village**

Hart Parish Council had requested that the safety railings in the village are renewed due to their age and design. The costs provided would enable the first phase of these works to go ahead. The total cost of phase one of the scheme is £8,387. Hart Parish Council is contributing £2,500 towards this scheme, and the Forum was asked to approve £5,887 to enable the scheme to proceed.

**Total cost to Forum: £5,887**

Elwick Ward - North Lane Elwick Village

Elwick Parish Council had requested the renewal of a timber fence which forms a safety barrier to the open running beck through the village. The total cost of the scheme is £400. Elwick Parish Council is contributing £200 towards the scheme and the Forum was requested to approve the remaining £200 to enable the scheme to go ahead.

**Total cost to Forum : £200**

Foggy Furze Ward - Greta Avenue

Local residents have requested this scheme to visually improve the look of an area of open space located at the junction of Greta Avenue and Caledonian Road. Rose bushes in this area currently act as a litter trap.

Consequently the scheme proposed will remove the existing rose bushes and replace them with more attractive and manageable shrubbery. The Forum were asked to approve the total cost of funding this scheme to enable the scheme to go ahead.

**Total cost of scheme: £1,000**

Burn Valley Ward - Baden Street

As part of the ongoing visual and safety improvements currently underway in Baden Street, a traffic calming scheme incorporating a raised platform and a zebra crossing has been designed to slow down traffic and enable pedestrians to cross safely at the point on Baden Street between the Burn Valley Gardens.

It is anticipated that there will be a contribution of £15,874 towards this scheme from the combined funds of the NDC/Burn Valley Forum and Local Transport Plan. The Forum was therefore requested to approve £9,126 to enable the scheme to go ahead.

**Total contribution towards scheme: £ 9,126**

Rift House Ward - Macaulay Road and Sinclair Road

Residents from the bungalows in Sinclair Road have requested the installation of fencing to improve security at this location and to address problems associated with anti-social behaviour. The scheme also aims to reduce the fear of crime, and provide reassurance to the occupants of the bungalows.

The Rift House NAP Forum is meeting the majority of the costs of this scheme (£3,100), but a further £700 is needed to enable the scheme to go ahead as planned. The Forum was therefore requested to approve £700 to enable the scheme to go ahead.

**Total cost to Forum : £ 700**

Stranton Ward - Maritime Avenue

Residents of Chandlers Close have requested a cross path to be constructed across the existing grassed verge to improve access. The Forum was asked to approve £500 enable the scheme to go ahead.

**Total cost to Forum : £500**

3.3 **South Neighbourhood Consultative Forum**

No schemes were submitted for consideration at the December South Neighbourhood Consultative Forum. The following schemes were submitted for consideration at the February 2010 South Neighbourhood Consultative Forum.

Fens Ward - Catcote Road and Spilsby Close

Removal of existing crab apple trees and replace with a more suitable variety as recommended by the Arboricultural Officer. Residents had raised concerns that the fruit from these trees has been used in various acts of anti social behaviour in the area.

**Total cost of scheme: £400**

Fens Ward - Newark Road

Concerns were raised by elected members regarding the poor lighting at this location and it was proposed that one column be installed to improve the lighting in the area, therefore making it a safer place to walk on an evening.

**Total cost of scheme: £1,500**

Fens Ward - Crowland Road

To improve lighting in Crowland Road it was proposed to install 12 new columns which will be a significant upgrade to the existing old concrete columns. This proposal was recommended by the Street Lighting Manager after requests were made by elected members to improve the lighting on the Fens.

**Total cost of scheme: £10,200**

Seaton Ward - The Green, Seaton

To continue the development of this area as a conservation area it was proposed to remove the existing old lighting columns and install two new period style lighting columns.

**Total cost of scheme: £3,775**

**4. RECOMMENDATION**

- 4.1 To agree the recommendations of the Neighbourhood Consultative Forums in respect of Minor Works proposals.

**5. BACKGROUND PAPERS**

- 5.1 Neighbourhood Consultative Forum Reports:  
North: 16 December 2009 and 17 February 2010  
Central: 17 December 2009 and 18 February 2010  
South: 18 December 2009 and 19 February 2010

**6. CONTACT OFFICER**

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## **TRANSPORT AND NEIGHBOURHOODS PORTFOLIO**

Report to Portfolio Holder  
26 April 2010



**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** PROPOSED NEW BUS SHELTER IN EASINGTON ROAD (SOUTHBOUND)

---

### SUMMARY

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

To seek approval for the installation of a new bus shelter in Easington Road, southbound, at the “Parkstone Grove “ Stand 2 bus stop.

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

Background information on the request for the installation of a bus shelter at Easington Road.

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

The Portfolio Holder has responsibility for Traffic & Transportation issues.

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

Non key decision.

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

This is an executive decision of the Portfolio Holder.

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

Approval for installation of a bus shelter at Easington Road.

**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** PROPOSED NEW BUS SHELTER IN EASINGTON ROAD (SOUTHBOUND)

---

## **1. PURPOSE OF REPORT**

- 1.1 To seek approval for the installation of a new bus shelter in Easington Road southbound at the “Parkstone Grove “ Stand 2 bus stop.

## **2. BACKGROUND**

- 2.1 An elderly resident of Dorchester Drive submitted a letter to the Mayor requesting that a shelter be installed in Easington Road, at the “Parkstone Grove” stand 2 southbound bus stop. A copy of this letter was forwarded to the Traffic & Transport Section for the request to be assessed.
- 2.2 The bus services which use this stop are the X35 Go North East, and Arriva Service 24. A search of our records indicates that there used to be a shelter at this location which was removed more than 14 years ago.
- 2.3 If approved, the bus shelter to be installed would have seating, lighting, and at a later date real time display information.

## **3 CONSULTATION**

- 3.1. A written consultation exercise was carried out with the residents of 1-10 Parkstone Grove, and 21, 23, & 25-30 Dorchester Drive, for their views on this proposal. A copy of the letter was also sent to councillors for the Hart and Brus wards for their comments.
- 3.2 14 replies were received from residents, from a total of 18 letters sent. There were 8 replies in favour of the proposal and 6 against from the residents consulted. There were also 2 replies received from councillors, who were against the proposal. One of the councillors is also a resident of Dorchester Drive, and has also responded negatively in this capacity – One of the 6 referred to above. (A plan has been attached showing the locations of occupants in favour and against the proposal. (See **Appendix 1**).

- 3.3 A further letter was sent in by a resident of Parkstone Grove in addition to their original negative consultation reply, objecting once again to the proposal. There used to be a shelter at this location a number of years ago, and the resident claimed that the previous shelter was a gathering point for teenagers and generated anti-social behaviour. The resident was concerned that this would, as in the past, lead to further damage to their garden fence.

#### **4. FINANCIAL CONSIDERATIONS**

- 4.1 The installation of the shelter would be funded from the Council's Local Transport Plan.

#### **5. RECOMMENDATION**

- 5.1 That the installation of a new bus shelter be approved at the existing stop on Easington Road, at Parkstone Grove.

#### **6. REASON FOR RECOMMENDATION**

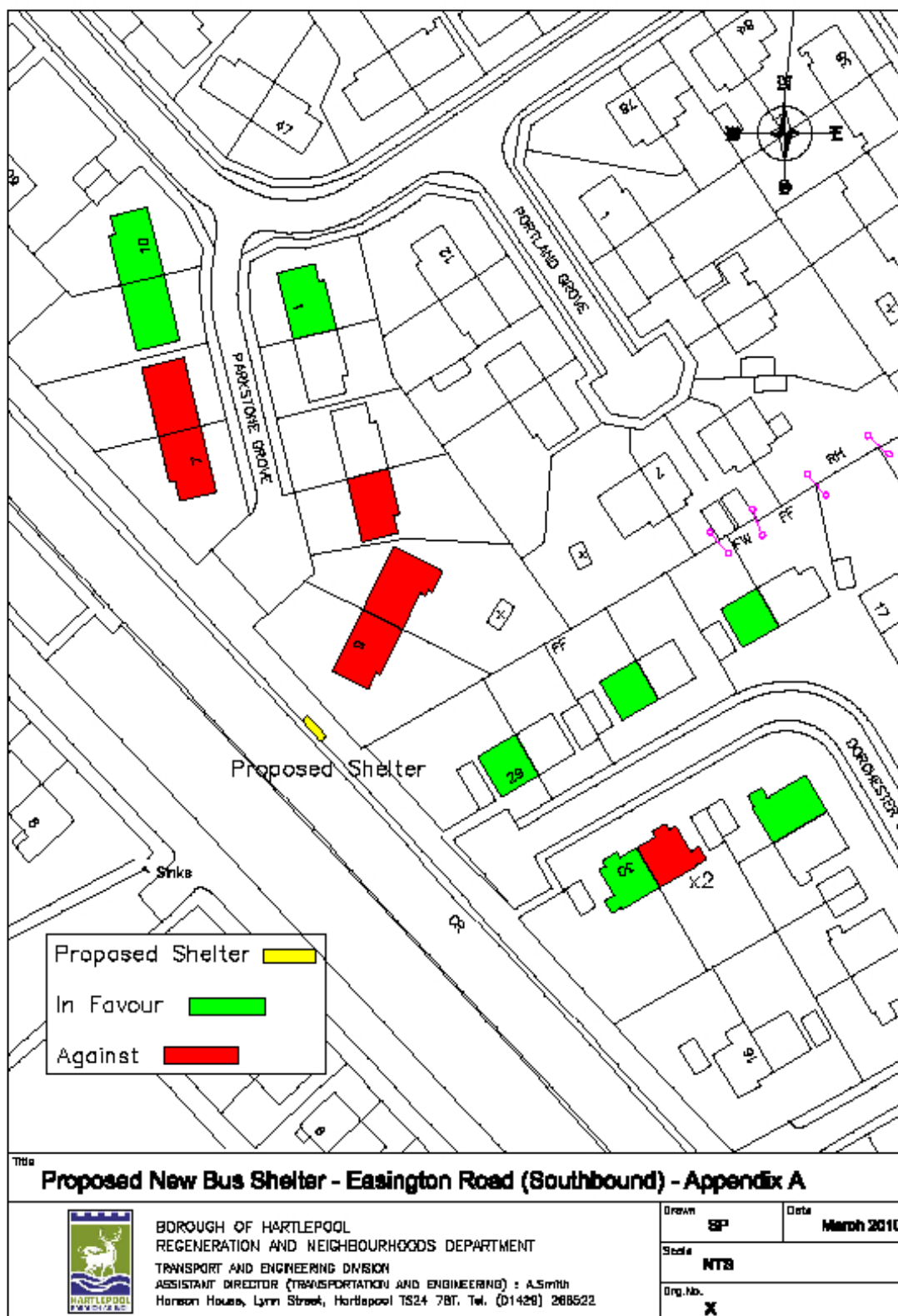
- 6.1 Hartlepool Borough Council is committed to encouraging the use of public transport. The installation of a new bus shelter in Easington Road will provide passengers with shelter from bad weather and the spray generated by the large volumes of traffic which use this busy route in to town. The shelter would also provide seating & lighting which the elderly and disabled would particularly appreciate.
- 6.2 Our records and correspondence received indicate that there used to be a shelter at the Parkstone Grove stop, indicating that there has been an historical demand for a bus shelter at this location.

#### **7. CONTACT OFFICER**

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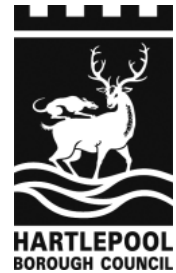
# APPENDIX 1





## **TRANSPORT & NEIGHBOURHOODS PORTFOLIO**

Report to Portfolio Holder  
26 April 2010



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

**Subject:** PRIDE IN HARTLEPOOL PROPOSALS

---

### **SUMMARY**

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

To consider the recommendations of the Pride in Hartlepool Steering Group in respect of proposals for community projects.

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

List of Pride in Hartlepool proposals and recommendations for funding of those proposals.

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

Portfolio Holder has responsibility for environmental initiatives.

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

Non key.

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

Recommendation of the Pride in Hartlepool Steering Group to Transport and Neighbourhoods Portfolio Holder.

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

To agree the recommendations of the Pride in Hartlepool Steering Group in respect of community environmental projects.

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

**Subject:** PRIDE IN HARTLEPOOL PROPOSALS

---

**1. PURPOSE OF REPORT**

- 1.1 To consider the recommendations of the Pride in Hartlepool Steering Group in respect of proposals for community projects.

**2. BACKGROUND**

- 2.1 The Pride in Hartlepool Steering Group met on the 26<sup>th</sup> February and the 26<sup>th</sup> March 2010 and recommended the following for approval:

**3. PROJECT PROPOSALS**

**3.1 Hart Village Front Street Beautification Scheme**

Hart Parish Council are requesting £1,000 towards a beautification scheme for Hart Village. The project aims to install 3 two-tiered planters on the main street outside the former post office building. The planters will be planted-up, watered and maintained by the residents using Parish Council funds so the funding request is just to cover the purchase of the containers.

- 3.1.1 Members recommended that the £1,000 be approved in full.

**3.2 Newton Bewley Parish Council**

Newton Bewley Parish Council are requesting £1,975 towards a beautification scheme for the village. The project aims to install hanging baskets and flower tubs along the main road throughout the village (the A689). As this road will be one of the main access points to Hartlepool for the Tall Ships event the Parish Council are keen to improve the appearance of the village for both residents and visitors.

- 3.2.1 Members recommended that the £1,975 be approved in full.

**4. FINANCIAL CONSIDERATIONS**

- 4.1 The funding for the above projects is available within the Pride in Hartlepool budget.

**5. RECOMMENDATIONS**

- 5.1 That the recommendation of the Pride in Hartlepool Steering Group be approved.

**6. CONTACT OFFICER**

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## **TRANSPORT AND NEIGHBOURHOODS PORTFOLIO**

Report To Portfolio Holder  
26 April 2010



**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** ELECTED MEMBERS TRANSPORT GROUP

---

### SUMMARY

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

To advise the Portfolio Holder of the developments relating to the Elected Members Transport Group, following an exceptional meeting 12 January 2010.

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

This report outlines the progress following an exceptional meeting 12 January 2010.

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

The Portfolio Holder has responsibility for transport matters.

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

Non key.

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

This is for information only.

**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** ELECTED MEMBERS TRANSPORT GROUP

---

**1. PURPOSE OF REPORT**

- 1.1 To advise the Portfolio Holder of the developments relating to the Elected Members Transport Group, following an exceptional meeting 12 January 2010.

**2. BACKGROUND**

- 2.1 The Elected Members Transport Group was established to consider findings and outcomes of officer working groups on issues relating to transport provision for the residents of Hartlepool. The aim being to improve cohesion, accessibility and enhance transport provision and promote transport solutions to ensure social agendas are met.
- 2.2 The group have been fundamental in deliberating officer recommendations and findings in relation to transport solutions, enhancing a strong theme of partnership working across this particular theme.
- 2.3 The group remains a significant contributor to the development of transport infrastructure and continues to explore solutions to existing transport problems, making recommendations to be feed into the Council's Executive Forum.
- 2.4 The fundamental purpose and objectives of the group are as follows:
- Consider findings and outcomes in matters relating to transport related issues and which identify significant local issues or areas which may present as an area of concern;
  - In particular the group gave consideration and made recommendations regarding a number of transport development;
  - Members have also been proactive in obtaining a consensus and investigated proposals and related issues for further presentation to the executive.

- 2.5 The progression towards a fully integrated transport system was supported by members of the council and it was considered that this initiative would allow all users to move easily between different types of transport regardless of their mobility needs. It was recommended that the best long-term option for the people of Hartlepool was a single transport service that seamlessly joins a range of modes and operators, and which provides good links to a fully accessible 'mainstream' public transport system.
- 2.6 The Integrated Transport Unit had given further consideration to broader range of current methods of communication relating to transport matters. Within this process it was considered the vital inclusion of Council Members was necessary in order to develop the strategy to its fullest potential.
- 2.7 This initiative has been fundamental to the ongoing success of the Integrated Transport Strategy; in particular it has increased the political understanding and awareness of the requirements for an efficient and sustainable transport.
- 2.8 The group have been contributed in deliberating officer recommendations and findings in relation to transport solutions, enhancing a strong theme of partnership working across this particular theme.
- 2.9 The group has made some significant contributions to the development and awareness of a number of key initiatives, in particular:
  - Consultation regarding the Connect Tees Valley Initiative
  - Bus Awareness Day
  - Introduction of a Health Bus Service
  - Supporting the development of the Integrated Transport Unit
  - Supporting proposals relating to a Major Bus Scheme
  - Supporting proposals relating to a Yellow Bus Service
  - Deliberating recommendations made by the Officer Working Group
  - Supporting broader consultation on matters relating to the Transport Bill

### 3. PROPOSALS

- 3.1 The group remains a significant contributor to the development of transport infrastructure and continues to explore solutions to existing transport problems, making recommendations to be feed into the Council's Executive Forum.
- 3.2 The establishment of the forum has been a major contributor to the development of the Integrated Transport Unit and resulted in recognition from the Government Audit Inspector as a "Good Practice Authority".

- 3.3 As matters have progressed it is considered that the group need only meeting as and when requested in order to focus on specific issues rather than the previous monthly arrangement.

**4. RECOMMENDATION**

- 4.1 It is recommended that the Portfolio Holder agrees the detail of the report and confirm the future regularity of the meeting.

**5. CONTACT OFFICER**

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## **TRANSPORT AND NEIGHBOURHOODS PORTFOLIO**

Report To Portfolio Holder  
26 April 2010



**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** TEES VALLEY: PLUGGED IN PLACES INITIATIVE

---

### **SUMMARY**

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

To advise Portfolio Holder of the developments relating to the Plugged in Places Initiative following a successful funding application made through the Regional Development Agency One North East and the Office for Low Emission Vehicles.

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

This report outlines the progress following an announcement and subsequent press release of the initiative.

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

The Portfolio Holder has responsibility for transport matters.

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

Non key.

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

This is for information only.

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

For information only.



**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** Tees Valley: Plugged In Places Initiative

---

## **1. PURPOSE OF REPORT**

- 1.1 To advise the Portfolio Holder of the developments relating to the Plugged in Places Initiative following a successful funding application made through the Regional Development Agency One North East and the Office for Low Emission Vehicles.

## **2. BACKGROUND**

- 2.1 A fund to roll-out electric vehicle charging points across the country was initially announced by Regional Development Agency One North East and the Office for Low Emission Vehicles (OLEV). As a consequence, a total of 1,300 charging points will now be installed across the region over the next three years on streets, in car parks, at residential and commercial locations and at retail and leisure facilities, after OLEV confirmed funding of £2,978,000 for the regional project through its Plugged in Places programme.
- 2.2 This is a considerable achievement as only three locations have been funded. Our bid (North East) was singled out by the assessors as being the strongest of all submissions and we received particular praise for the support and commitment demonstrated by the region as whole.
- 2.3 Plugged in Places will provide significant funds to establish electric vehicle charging infrastructure across the region. This will enable us to install charging points and to fund research and development into innovative charging technologies such as rapid and inductive charging. The North East is set to become the UK's first 'wired' region and will be home to one of the first and largest networks of charging points in Europe. This is the culmination of almost 18 months of work and confirms the region's leading role in the development of electric vehicles and supporting infrastructure. It will also hopefully enable us to capitalise on this emerging industry, creating new jobs and opportunities for regional businesses.

## **3. PROPOSALS**

- 3.1 The Integrated Transport Unit is working with regional partners in order to plan and install the initiative across the Tees Valley. In addition we are considering further opportunities to procure additional electric vehicles to be used as part of the Council's Vehicle Replacement Programme.

- 3.2 There has already been significant interest in the scheme from a number of regional partners as it will enable them to install charging points at their premises for half the standard price - around £2,500 instead of £5,000, with the difference made up by the Plugged-In Places funding.
- 3.3 Hartlepool Borough Councils intention is to locate a total of four charging points within the following areas:

**2 at the Transport Interchange**  
**1 at the Multi Storey Car Park**  
**1 at Westside Underground Car Park**

- 3.4 Hartlepool Borough Councils contribution to the initiative will therefore be £10,000.

#### **4. RECOMMENDATION**

- 4.1 That the Portfolio Holder agrees the detail of the initiative and will receive a further report with detail on progress in September 2010.

#### **5. CONTACT OFFICER**

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## **TRANSPORT AND NEIGHBOURHOODS PORTFOLIO**

Report to Portfolio Holder  
26 April 2010



**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** THROSTON GRANGE LANE – PETITION FOR CROSSING

---

### **SUMMARY**

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

To inform the Portfolio Holder of a petition received requesting the implementation of some form of pedestrian crossing on Throston Grange Lane.

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

The report gives the details of the request, and the proposed course of action.

#### **3. RELEVANCE TO PORTFOLIO HOLDER**

The Portfolio Holder has responsibility for Traffic and Transportation issues.

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

Non key decision.

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

This is an executive decision by the Portfolio Holder.

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

The Portfolio Holder notes the report.

**Report of:** Assistant Director (Transportation and Engineering Services)

**Subject:** THROSTON GRANGE LANE – PETITION FOR CROSSING

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## **1. PURPOSE OF REPORT**

- 1.1 To inform the Portfolio Holder of a petition received requesting the implementation of some form of pedestrian crossing on Throston Grange Lane.

## **2. BACKGROUND**

- 2.1 A 25 page petition has been submitted from residents of Throston Grange, Bishop Cuthbert and the surrounding area asking that a crossing be introduced on Throston Grange Lane.
- 2.2 The petition specifically refers to the area between Montgomery Grove and Pembroke Grove. There is currently a School Crossing Patroller in operation to the east of this location.

## **3. PROPOSALS**

- 3.1 An investigation will be undertaken into the feasibility of providing a crossing at this location, having regard to the position of bus stops, junctions, etc. The investigation will also assess the speed and volume of traffic on the road, the accident record, and most importantly the number of pedestrians who currently cross this section of road.
- 3.2 The results of the investigation will be reported to a future Portfolio meeting.

## **4. CONSULTATION**

- 4.1 Should the principle of introducing a crossing be approved following the investigation, full consultation will be undertaken with local residents and ward councillors.

**5. RECOMMENDATION**

- 5.1 The Portfolio Holder notes the petition, and the proposed course of action.

**6. REASON FOR RECOMMENDATION**

- 6.1 To inform the Portfolio Holder of the petition, and to advise of the investigation to take place into the feasibility and justification of installing a crossing on Throston Grange Lane.

**7. CONTACT OFFICER**

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