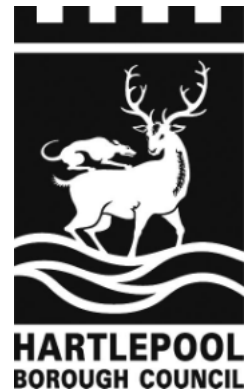


TRANSPORT AND NEIGHBOURHOODS PORTFOLIO DECISION SCHEDULE



Monday, 21 June 2010

at 9.00 am

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

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

1. KEY DECISIONS

- 1.1 Additional Highway Maintenance Funding 2010/11 – *Assistant Director (Transport and Engineering)*
- 1.2 Highway Planned Maintenance Works (Five -Year Programme) – *Assistant Director (Transport and Engineering)*

2. OTHER ITEMS REQUIRING DECISION

- 2.1 Adoption Of Highways Hartlepool Marina – *Assistant Director (Transport and Engineering)*
- 2.2 Neighbourhood Consultative Forum Minor Works Budget 2010/2011 – *Assistant Director (Neighbourhood Services)*
- 2.3 Pride In Hartlepool Small Grants Scheme – *Assistant Director (Neighbourhood Services)*
- 2.4 Revised Local Transport Plan (LTP) Budget Allocations For 2010/11 – *Assistant Director (Transport and Engineering)*

3. ITEMS FOR INFORMATION

- 3.1 Neighbourhood Action Team - Environmental Enforcement – *Assistant Director (Neighbourhood Services)*

4. REPORTS FROM OVERVIEW OF SCRUTINY FORUMS

No items

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
21 June 2010



Report of: Assistant Director (Transportation and Engineering)

Subject: ADDITIONAL HIGHWAY MAINTENANCE
FUNDING 2010/11

SUMMARY

1. PURPOSE OF REPORT

To advise on addition funding received from Central Government towards the repair of highways damaged during the extreme winter weather together with additional Council funding and to seek approval for a programme of works using this funding.

2. SUMMARY OF CONTENTS

Details of Government and internal funding provision and proposed programme of works

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

Key Decision Tests (i) & (ii) applies. Forward Plan Number RN2510.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

That the additional programme of highway maintenance works for 2010/11 be approved.

Report of: Assistant Director (Transportation and Engineering)

Subject: ADDITIONAL HIGHWAY MAINTENANCE FUNDING 2010/11

1. PURPOSE OF REPORT

- 1.1 To advise on addition funding received from Central Government towards the repair of highways damaged during the extreme winter weather together with additional Council funding and to seek approval for a programme of works using this funding.

2. BACKGROUND

- 2.1 On 24th March 2010 the Chancellor of the Exchequer, in his Budget announcement, made provision for £100 million of funding for local authorities to assist in repair to the damage to their highways following the extreme winter weather experienced over the previous few months.
- 2.2 The funding has been distributed formulaically based on the road length component of the Departments highway maintenance capital funding formula. This means that Hartlepool's share of the funding has been calculated at £108,300.
- 2.3 The funding has been distributed as revenue grant under section 31 of the Local Government Act 2003 and has conditions attached to it requiring that it be spent on repairs to the authority's highway network resulting from, or worsened by, the 2009/10 winter weather.
- 2.4 In the interests of transparency it is also required that each Authority provide, by 31st October 2010, a brief public statement (made available on the local authority's web site and copied to the Department for Transport) on how it has spent the money.
- 2.5 While an *ad hoc* patching approach to filling individual holes in the carriageway is possible the DfT states they are eager to see Authorities use this additional funding in a way that will maximise the benefits to the road user over the longer term. In this respect it is intended to utilise the money for resurfacing rather than patching works, providing longer term benefits to the town by enhancing the five-year programme.

- 2.6 In addition to the monies provided by the DfT, because of the extreme winter weather, a managed under spend on highway maintenance for 2009/10 has provided another £200,000 for works in 2010/11.

3. PROPOSALS

- 3.1 As with the 5 year highway maintenance programme schemes have been selected on the basis of condition survey results and inspector reports together with requests from Elected Members and members of the public through the Neighbourhood Forums.
- 3.2 The roads and footways indicated in **Appendix 1** are those that are in the most need of repair, as identified by the methods detailed above
- 3.3 As far as has been practical the available funding has been distributed evenly on schemes in each of the three Neighbourhood areas.

4. RISK IMPLICATIONS

- 4.1 The Government have clearly stated that the funding made available is to be spent on repairs to the authority's highway network resulting from, or worsened by, the 2009/10 winter weather and that a public statement be made by 31st October 2010 of how it has spent the money.
- 4.2 In light of the above it is recommended that, in order to simplify the programme, all of the available funding is spent on resurfacing roads in the town as identified using the method detailed in 3 above.
- 4.3 This, and the 5 year programme, are both supplemented by a continuing patching programme for other areas not included for resurfacing.

5. FINANCIAL CONSIDERATIONS

- 5.1 The total budget for the additional highway maintenance works is £308,300. This is made up of £108,300 from Central Government and £200,000 from a managed under spend of 2009/10 revenue budgets accrued into 2010/11.

6. CONSULTATION

- 6.1 Although no direct consultation has taken place customer feedback, through the Council's Contact Centre, Neighbourhood Forums and Elected Members have all been taken into consideration when developing the programme of works

7. RECOMMENDATIONS

- 7.1 That the additional programme of highway maintenance works for 2010/11 be approved.

8. REASONS FOR RECOMMENDATIONS

- 8.1 To deliver a programme of highway maintenance works to maximise the benefits to the road user over the longer term, as recommended by Central Government.

9. CONTACT OFFICER

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APPENDIX 1

<u>STREET</u>	<u>EXTENT</u>	<u>PREVIOUSLY</u>
Clarence Street	Full Length	New
Millbank Rd (phase 1)	Powlet Road to No 40	New
Millbank Rd (phase 2)	No 40 to Parton Street	New
Millbank Rd (phase 3)	Parton Street to Junction	New
Montague Street	Full length	Year 2
Nesham Road	Full length	New
Owton Manor In	No 196 to Jameson (HRA)	Year 2
Queensland/Regency	Full Length	Year 5
Stockton Road	St Aidens to Sydenham Rd (HRA)	New
Westerdale Road	Junction to No 36	New
The Grove	Grange Road to No 23	Year 5
Roseberry Road	Full Length	Year3
Ruskin Avenue	Full Length	New
Granville Avenue	Junction to No 41	Year 2
Lealholm Road	Full length	New
Pickering Grove	Full Length	Year 5
Blairgowrie	Full length	New
Buckie	Full Length	New
Brechin	Full Length	New
Banff	Full length	Year 4
Ballater	Full length	New
Barra	Full Length	New
Beauley	Full length	New

<u>STREET</u>	<u>EXTENT</u>	<u>PREVIOUSLY</u>
Dunbar Road	Full length + Parking Strip	New
Glamorgan Grove	Full Length + Parking Areas	Year 4
Shropshire Walk	Full Length	Year 5
Silver Street	Full Length	New
Cobden Street	Full Length	New
Barnard Grove	Full Length	Year 5
Lister St back Street	Full Length	New
Lucan Street	Full Length	New

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
21 June 2010



Report of: Assistant Director (Transportation and Engineering Services)

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

SUMMARY

1. PURPOSE OF REPORT

To seek approval to the five-year planned highway maintenance programme for the period April 2010 to March 2015.

2. SUMMARY OF CONTENTS

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

It is the responsibility of the Portfolio Holder.

4. TYPE OF DECISION

Key Decision Test (ii) applies. Forward Plan Number RN2210.

5. DECISION MAKING ROUTE

Directly to Portfolio Holder.

6. DECISION(S) REQUIRED

That the amended five-year programme for planned maintenance be approved.

Report of: Assistant Director (Transportation and Engineering Services)

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 2010 to March 2015 (**Appendix 1**).

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), 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 2010/2011 the allocation for highway maintenance from the Local Transport Plan is £709,000 and from revenue is approximately £393,000, making a total allocation of £1,102,000. Of this £370,000 is committed to miscellaneous works. This leaves £732,000 for general highway maintenance schemes. In real terms, this equates to £1,878/km. 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 In the past, the unclassified 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 unclassified 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 when results are available.
- 3.7 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) £709,000
 Revenue £393,000
 Total £1,102,000

- 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 £732,000

5. RECOMMENDATIONS

- 5.1 That the amended five-year programme for planned maintenance be approved.

6. CONTACT OFFICER

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Regeneration and Neighbourhoods Department
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FIVE YEAR PROGRAMME - YEAR 1

<u>Road</u>	<u>Location</u>	<u>Treatment</u>	<u>Last Year?</u>
Easington Road	John Howe to Holdforth Road (SD)	Surface Dress	Year 3
Amberton Road	No 6 to Millbank Road	C'way Resurface	Year 3
Arabella Street	Marine Drive to Fredric Street	C'way Resurface	Year 2
Arran grove	Full Length	C'way Resurface	Year 2
Baltic Street	Full Length	C'way Resurface	Year 5
Brierton lane	Catcote to Eskdale	C'way Resurface	New
Brinkbum Road	Baden St to Blakelock Gdns (HRA)	C'way Resurface	New
Brougham Tce	Lancaster Rd to Millbank Road	C'way Resurface	Year 2
Burwell Walk	Full Length	C'way Resurface	Year 3
Bute Avenue	Full Length	C'way Resurface	Year 3
Carisbrooke Road	Hylton Rd to Valley Drive	C'way Resurface	Year 2
Caroline Street	Full Length	C'way Resurface	New
Church Walk	No 15 to Croft Terrace	C'way Resurface	New
Clavering Road	Rear of 51 to 55	C'way Resurface	Year 3
Egton Road	Full Length	C'way Resurface	New
Falkirk Road	Full Length	C'way Resurface	Year 4
Fastnet Grove	Full Length	C'way Resurface	Year 2
Fens Shop Service Rd	Full length	C'way Resurface	New
Garside Drive	Full length	C'way Resurface	Year 2
Gibson Grove	Full Length	C'way Resurface	Year 5
Glentower Grove	Turning head	C'way Resurface	New
Gray Street	Part	C'way Resurface	New

APPENDIX 1

<u>Road</u>	<u>Location</u>	<u>Treatment</u>	<u>Last Year?</u>
Henrietta Street	Fredric Street to Stub end	C'way Resurface	Year 2
Hurworth Street	Raby Road to No 3	C'way Resurface	New
Lamont Grove	Full Length	C'way Resurface	New
Macaulay Road	Swift Close to Boswell Grove	C'way Resurface	New
Marlowe Road	Catcote to Benett + Cul-de-Sac	C'way Resurface	Year 2
Muir Grove	Full Length	C'way Resurface	New
Mulgrave Road	Grange Rd to Sheriff St	C'way Resurface	Year 2
Naisberry Cross Road	Junction Area	C'way Resurface	New
Nicholson Way	Joyce Road to Butterwick	C'way Resurface	Year 2
Oakland Road	Junction to No 23	C'way Resurface	Year 2
Ormesby Road	Full Length	C'way Resurface	Year 4
Osborne Road	Lister to Elwick Rd	C'way Resurface	Year 3
Queensberry Avenue	Full Length	C'way Resurface	Year 3
Regent Square	Full length	C'way Resurface	Year 5
Sandbanks			
Drive	No 1 to No 20	C'way Resurface	Year 2
Spring Garden Road	Full length	C'way Resurface	Year 5
Station lane	Gillpark to Rail bridge (HRA)	C'way Resurface	New
Swalebrooke Avenue	Kingsley Avenue to No 62	C'way Resurface	Year 2
Thackeray			
Road	Full length	C'way Resurface	New
Upton Walk	Full Length	C'way Resurface	New
Wentworth Grove	Full length	C'way Resurface	Year 3
Westbourne Gve	No 39 to Stockton Rd	C'way Resurface	New
Windemere Rd	Brenda Rd to Haswell Ave	C'way Resurface	New
Wynyard Rd (phase 1)	Turning Circle to No 211 (HRA)	C'way Resurface	New
Wynyard Rd (phase 2)	Farr Walk to No 96 (HRA)	C'way Resurface	New

<u>Road</u>	<u>Location</u>	<u>Treatment</u>	<u>Last Year?</u>
<u>Footway Works</u>			
Purvis Place	Miers Ave to Garside Drive	F'path Recon	New
Warren Road	Winterbottom to West View	F'path Recon	Year 4
Catcote Road	Callander to Campbell	F'path Recon	New
Rossmere Way	O/s Youth Club	F'path Recon	Year 3
Sandringham Rd	No 4 to Murray St	F'path Recon	Year 2
Albert Street	Various	F'path Recon	Year 2
Burbank Street	Clark Street to Thompson Street	F'path Recon	Year 2
Green Street	Full length	F'path Recon	Year 2
Windemere Rd	Ashgrove to Bakers	F'path Recon	Year 2
Marlowe Road	Various	F'path Recon	Year 2
<u>Verge Works</u>			
Masefield Road	Various	Verge Recon	Year 2
Drayton Road	Various	Verge Recon	Year 2
Sinclair Road	Various	Verge Recon	Year 2

FIVE YEAR PROGRAMME - YEAR 2

<u>Location</u>	<u>From</u>	<u>To</u>	<u>Treatment</u>	<u>Last Year</u>
Croxton/Truro Drive Junction	Junction Area		Carriageway Resurfacing	Year 2
Maxwell Road	O/S church bus stop		Footway Reconstruction	Year 2
Northgate	Middlegate	Abbey Street	Carriageway Resurfacing	Year 2
Beacon/Alliance/Trinity	Back Street	Durham Street	Carriageway Resurfacing	Year 3
Sunningdale Grove	Clavering Junction	Rear of 8 Bellasis	Carriageway Resurfacing	Year 3
Challoner Road	Jesmond Gdns	Raby Road	Carriageway Resurfacing	Year 3
Everett Street	Chester Road	Jesmond Road	Carriageway Resurfacing	Year 3
Burke Place	Frederic Street	Stub End	Carriageway Resurfacing	Year 3
Moreland Street	Clark Street	Full Length	Carriageway Resurfacing	Year 3
Hereford Street	Wensleydale	Kendal	Carriageway Resurfacing	Year 3
Egerton Rd	Hylton Rd	Parklands	Carriageway Resurfacing	Year 3
Grove Close	The Grove	To End	Carriageway Resurfacing	Year 3
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
Dalton Village Road Section 3	Village	A19	Carriageway Resurfacing	Year 3

FIVE YEAR PROGRAMME - YEAR 3

<u>Location</u>	<u>From</u>	<u>To</u>	<u>Treatment</u>	<u>Last Year</u>
Penrith Street	Winston Close	Howard Street	Carriageway Resurfacing	Year 4
Mapleton Road	School Entrance	Avondale Gdns	Carriageway Resurfacing	Year 4
Hart Village road	Naisberry Farm Bungalow	Elwick Crossing	Carriageway Resurfacing	Year 4
Glamorgan Grove	Throston Grange Lane	Library	Carriageway Resurfacing	Year 4
Wharton Terrace	1st Speed Hump	Milbank Road	Carriageway Resurfacing	Year 4
Howden Road	Ridlington Way	Goldsmith Ave	Carriageway Resurfacing	Year 4
Southbrooke Avenue	Westbrooke Ave	Kingsley Ave	Carriageway Resurfacing	Year 4
Zetland Road	Welldeck Road	Suggitt Street	Carriageway Resurfacing	Year 4
Cundall Road	Welldeck 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
Joppa	From o/s No 5	Jameson Road	Carriageway Resurfacing	Year 4
Jura Grove	Jameson Road	Grove End	Carriageway Resurfacing	Year 4

FIVE YEAR PROGRAMME - YEAR 4

<u>Location</u>	<u>From</u>	<u>To</u>	<u>Treatment</u>	<u>Last Year</u>
Plymouth Grove	Wiltshire Way	Plymouth Walk	Carriageway Resurfacing	Year 5
Bellasis Grove	rear of 1	rear of 5	Carriageway Resurfacing	Year 5
Back Of Throston Street	Rear of 130 Durham St	Rear of Club	Carriageway Resurfacing	Year 5
The Fens	Number 34	Number 29	Carriageway Resurfacing	Year 5
Hutone Place	Lazenby Road	Stub end	Carriageway Resurfacing	Year 5
Magdalene Drive	Butts Lane	School Entrance	Carriageway Resurfacing	Year 5
Worset Lane	Claypit Farm	A179	Carriageway Resurfacing	Year 5
Studley Road	Full Length		Carriageway Resurfacing	Year 5
Kyle Ave	Full Length		Carriageway Resurfacing	Year 5
Hardwick Court	Full Length		Carriageway Resurfacing	Year 5
Comrie Road	Caithness Rd	Cairn Road	Carriageway Resurfacing	Year 5

FIVE YEAR PROGRAMME - YEAR 5

<u>Location</u>	<u>From</u>	<u>To</u>	<u>Treatment</u>	<u>Last Year</u>
Alston Street	Full Length		Carriageway Resurfacing	New
Baden Street (HRA)	Elwick to Brinkburn	Brinkburn	Carriageway Resurfacing	New
Bangor Street	Full Length		Carriageway Resurfacing	New
Brinkburn Road (HRA)_	Baden	Blakelock	Carriageway Resurfacing	New
Browning Avenue	Catcote	Ruskin	Carriageway Resurfacing	New
Burn Valley Street	Full Length		Carriageway Resurfacing	New
Burnston	Junction Area		Carriageway Resurfacing	New
Colenso Street	Full length		Carriageway Resurfacing	New
Egerton Road	Valley Drive	No 49	Carriageway Resurfacing	New
Elison Street	Full length		Carriageway Resurfacing	New
Eltringham	Full Length		Carriageway Resurfacing	New
Grosvenor Street	Full Length		Carriageway Resurfacing	New
Hylton Road (phase 1)	Carisbrooke	No 39	Carriageway Resurfacing	New
Hylton Road (phase 2)	No 39 to	Coatham Drive	Carriageway Resurfacing	New
Hylton Road (phase 3)	Catham Drive	Valley Drive	Carriageway Resurfacing	New
Kimberley Street	Full length		Carriageway Resurfacing	New
Leyburn Street	Full length		Carriageway Resurfacing	New
Lucan Street	Full Length		Carriageway Resurfacing	New
Lynnfield Road	Junction with Dent Street		Carriageway Resurfacing	New
Martin Grove	Full Length		Carriageway Resurfacing	New
North Drive	Wooler Road	No 4	Carriageway Resurfacing	New
Oxford Road (HRA)	Caladonian	Pebbles	Carriageway Resurfacing	New
Oxford Street	No 7	No 15	Carriageway Resurfacing	New
Park Road (phase 2) HRA	Osborne	Altringham	Carriageway Resurfacing	New
Park Road (phase 3) HRA	Elltringham	Eldon	Carriageway Resurfacing	New
Park Road (phase1) HRA	York Road	Osborne	Carriageway Resurfacing	New

FIVE YEAR PROGRAMME - YEAR 5 cont'd

<u>Location</u>	<u>From</u>	<u>To</u>	<u>Treatment</u>	<u>Last Year</u>
Richard Court	Lister Street	Back Street	Carriageway Resurfacing	New
Rydal Street	Full Length		Carriageway Resurfacing	New
South Drive	Wooler Road	No 8	Carriageway Resurfacing	New
Southburn Terrace	Stockton Street	No 19	Carriageway Resurfacing	New
Stockton Street HRA)	Burn Rd R'bt	Burn valley R'bt	Carriageway Resurfacing	New
Stranton	Shops Area		Carriageway Resurfacing	New
Waldon Street	Elwick to Car Park	Car Park	Carriageway Resurfacing	New
Wansbeck gardens	Park Road	No 13	Carriageway Resurfacing	New
Wordsworth Avenue	No 3	No 49	Carriageway Resurfacing	New
Young Street	Murray St	Dent Street	Carriageway Resurfacing	New
Gray Street	Part		Carriageway Resurfacing	New
Millpool (phase 1)	Haxby	Bridgepool	Carriageway Resurfacing	New
Millpool (phase 2)	Bridgepool	Union Street	Carriageway Resurfacing	New
Hurworth Street	Raby Road	No 3	Carriageway Resurfacing	New
Alloa grove	Full length		Carriageway Resurfacing	New
Alva grove	Full Length		Carriageway Resurfacing	New
Ayr grove	Full Length		Carriageway Resurfacing	New
Caithness Road	Junction Area	Torquay Ave	Carriageway Resurfacing	New
Claymore Road	No 1	No 7	Carriageway Resurfacing	New
Darvel Road	Full Length		Carriageway Resurfacing	New

FIVE YEAR PROGRAMME - YEAR 5 cont'd

<u>Location</u>	<u>From</u>	<u>To</u>	<u>Treatment</u>	<u>Last Year</u>
Egton Road	Full Length	No 19	Carriageway Resurfacing	New
Fife grove	Full Length		Carriageway Resurfacing	New
Gillpark Grove	Full length		Carriageway Resurfacing	New
Glaisedale grove	Full Length		Carriageway Resurfacing	New
Highland Road	Junction		Carriageway Resurfacing	New
Huntley Road	Full length	No 17	Carriageway Resurfacing	New
Moffat Road	Cul-de-Sac		Carriageway Resurfacing	New
Motherwell Road	No 5		Carriageway Resurfacing	New
Muir Grove	Full Length		Carriageway Resurfacing	New
Spalding Road	Junction Area		Carriageway Resurfacing	New
Wisbech car park	Parking Areas		Carriageway Resurfacing	New

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
21 June 2010



Report of: Assistant Director (Transportation and Engineering)

Subject: ADOPTION OF HIGHWAYS HARTLEPOOL MARINA

SUMMARY

1. PURPOSE OF REPORT

To provide an update in respect of the proposals to adopt the highways on Hartlepool Marina and seek approval to pursue adoption through the legal process contained within Section 53 of the Highways Act 1980.

2. SUMMARY OF CONTENTS

A history of previous negotiations with landowners and stakeholders, financial implications and legal options.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has responsibility for highway issues.

4. TYPE OF DECISION

This is a non-key decision.

5. DECISION MAKING ROUTE

Previously approved by this Portfolio on 20th July 2009.

6. DECISION(S) REQUIRED

That approval is granted to pursue the adoption of the roads and footways on Hartlepool Marina by way of application to Magistrates Court under Section 53 of the Highways Act 1980.

Report of: Assistant Director (Transportation and Engineering)

Subject: ADOPTION OF HIGHWAYS HARTLEPOOL MARINA

1. PURPOSE OF REPORT

- 1.1 To provide an update in respect of the proposals to adopt the highways on Hartlepool Marina and seek approval to pursue adoption through the legal process contained within Section 53 of the Highways Act 1980

2. BACKGROUND

- 2.1 On 20th July 2009 a report was submitted to this Portfolio to seek approval to proceed with the adoption of roads and footways on Hartlepool Marina, known as Harbour Walk and Navigation Point, together with the car park at Navigation Point.
- 2.2 When work commenced on the development of Hartlepool Marina the developer, the Mandale Group, had reached agreement with the Local Authority that the internal roads would remain privately owned and maintained
- 2.3 However it had become clear that the maintenance and cleaning of the area was not of a standard deemed acceptable by the public or businesses situated on the Marina. There had been many complaints to the Authority, all of which had been passed onto the developer.
- 2.4 In 2002 initial approaches were made by the developer with a view to the roads becoming adopted highway and thus maintained by the Council.
- 2.5 Since that time there had been several meetings between the Council, developer and stakeholders resulting in an agreed way forward enabling the adoption of the roads, footways and car park at Navigation Point. It was intended that the sewers would remain the responsibility of the developer.
- 2.6 Having set a date of 24th July 2009 for the adoption to be completed, the developer decided that he would only complete the adoption process if the Council took responsibility for the sewers as well as the roads and footpaths.

- 2.7 Under normal circumstances sewers are adopted by the Sewer Authority for an area, Northumbrian Water in this case. However the sewers on this development have been found to be seriously substandard and Northumbrian Water will not adopt them because of this fact. There are regular occasions whereby the sewers require to be cleaned as they are blocked by fatty deposits (possibly from the restaurants in the area)
- 2.8 Because of the associated financial risk the Council are unable to take responsibility for the sewers and hence negotiations in respect of adoption have broken down.
- 2.9 Mandale have subsequently introduced pay and display charges to the car park at Navigation Point and are not cleaning the area to a reasonable standard.

3. PROPOSALS

- 3.1 Due to the strategic nature of the roads and footways in the Marina area, specifically as a way of accessing leisure and employment facilities, it is important that proper maintenance and cleansing operations are carried out.
- 3.2 The Marina and its facilities attract visitors from across the Tees Valley area and further afield and it is important for the reputation of the town that they leave with a good impression and would wish to visit again.
- 3.3 Without control of the highway network this Council are unable to ensure that this is the case.
- 3.4 In this respect it is proposed that the Council, as the Highway Authority, make application to the Magistrates Court, under Section 53 of the Highways Act 1980, to adopt the highways on the Marina.
- 3.5 This section of the Act enables a Magistrates Court to extinguish liability to maintain a private highway and make it the responsibility of the Highway Authority to maintain.

4. RISK IMPLICATIONS

- 4.1 Should the roads and footways on Hartlepool Marina remain in the control of Mandale it is likely that they will deteriorate through lack of maintenance and cleansing, thus damaging the reputation of the town through negative feedback from visitors.

5. FINANCIAL CONSIDERATIONS

- 5.1 Once adopted the responsibility of all future maintenance and cleansing would fall on the Council. The cost of this would be met through current maintenance budgets, although the Magistrates Court do have the ability to award the Council money from the developer as part of their decision making process.
- 5.2 A recent inspection of the area has indicated that the roads and footways are in a very similar condition to what they were when previously reported in July 2009. This would indicate that an immediate maintenance requirement of £50k will still be needed to bring the area to an acceptable standard and a possible further £500k in future years, should full reconstruction ever become necessary.

6. LEGAL CONSIDERATIONS

- 6.1 The Council (as Highways Authority) intend to make an application to the Magistrates Court under Section 53 of the Highways Act 1980 to adopt the roads and footways on the Marina.
- 6.2 Where a person is liable by reason of tenure, enclosure or prescription to maintain a highway, either he or the Highway Authority can apply to the local Magistrates for an order under this section of the Act that the liability of that person to maintain the highway shall be extinguished. If an order is made, the highway then becomes a highway maintainable at the public expense.
- 6.3 Where the Magistrates make an order extinguishing the private liability to maintain the highway, the person whose liability it was has to pay to the Highway Authority a sum agreed between them or annual payments over a number of years. If agreement cannot be reached the matter is referred to an arbitrator appointed by the Secretary of State.

7. RECOMMENDATIONS

- 7.1 That approval is granted to pursue the adoption of the roads and footways on Hartlepool Marina by way of application to Magistrates Court under Section 53 of the Highways Act 1980

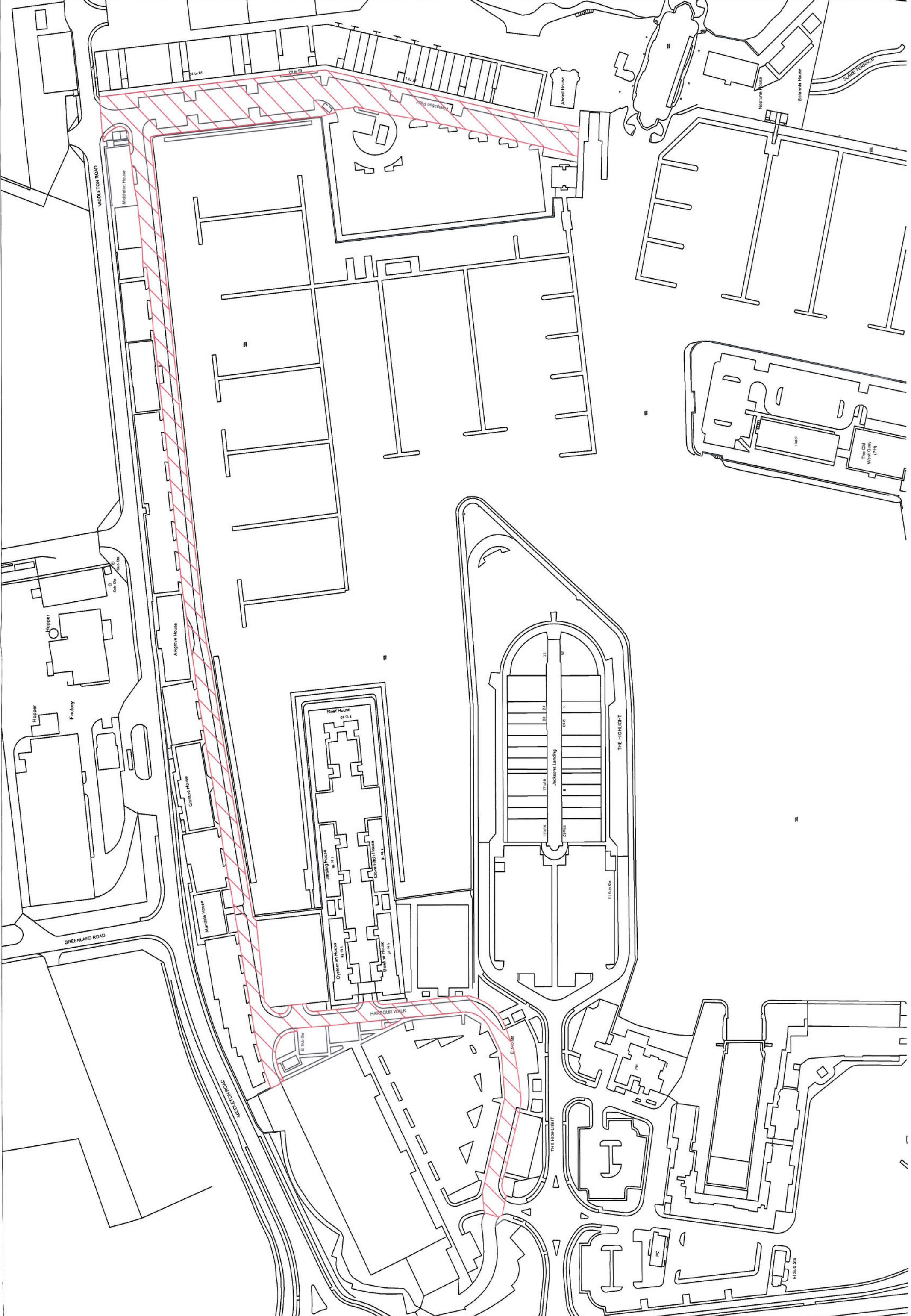
8. REASONS FOR RECOMMENDATIONS

- 8.1 To ensure that the roads and footways on the Marina are maintained and cleaned to an appropriate standard.

9. CONTACT OFFICER

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TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
21 June 2010



Report of: Assistant Director (Neighbourhood Services)

Subject: NEIGHBOURHOOD CONSULTATIVE FORUM
MINOR WORKS BUDGET 2010/2011

SUMMARY

1. PURPOSE OF REPORT

To seek approval to delegate powers to the Assistant Director (Neighbourhood Services) with regard to the approval of Neighbourhood Consultative Forum Minor Works Schemes.

2. SUMMARY OF CONTENTS

The report provides an overview of the Neighbourhood Consultative Forum Minor Works Schemes and highlights areas where improvements could be made to enable the process to function in a more efficient way.

3. RELEVANCE TO PORTFOLIO MEMBER

Portfolio Holder has responsibility for Neighbourhood Consultative Forum Minor Works Schemes.

4. TYPE OF DECISION

Non Key Decision

5. DECISION MAKING ROUTE

Transport and Neighbourhoods Portfolio on 21 June 2010.

6. DECISION(S) REQUIRED

The Portfolio Holder is requested to delegate authority to the Assistant Director (Neighbourhood Services) to approve Minor Works Schemes in line with the criteria contained in section 2 and receive annual reports detailing the Minor Works Schemes carried out across the three Forum areas each financial year.

Report: Assistant Director (Neighbourhood Services)

Subject: NEIGHBOURHOOD CONSULTATIVE FORUM
MINOR WORKS BUDGET 2010/2011

1. PURPOSE OF REPORT

- 1.1 To seek approval to delegate powers to the Assistant Director (Neighbourhood Services) with regard to the proposal and approval of Neighbourhood Consultative Forum Minor Works Schemes.

2. BACKGROUND

- 2.1 The Neighbourhood Consultative Forums are responsible for recommending and undertaking Minor Works for the general improvement of the three Forum Areas from a budget allocated by the Council.
- 2.2 To date the remit of the Forum has been to request approval for proposed Minor Works Schemes from the Transport and Neighbourhoods Portfolio Holder. If approval is given, then these works are progressed in the normal way. No schemes have ever been rejected.
- 2.3 The Forums are delegated £52,000 each financial year as a Minor Works Budget and an additional allocation of £20,000 has been made from Highways Budgets (£10,000 from the Local Transport Plan and £10,000 from the Highways Maintenance Budget). This money issued to address specific highways issues raised by the three Forum Areas.
- 2.4 Further to this, an additional £15,000 is allocated to the Forum to address the common issue of the conversion of grass verges to hard standing, where the Forums considers this appropriate.
- 2.5 To summarise each Forum has a minor works budget of £87k.
- 2.6 The framework, when considering proposed schemes, is as follows:
- (i) Outline schemes to be proposed by Members, Residents, Residents' Representatives or Officers:
 - (ii) The Chair and Vice Chair of the Neighbourhood Consultative Forum assess the proposal and where appropriate, instruct Officers to cost the works and report to the Forum;

- (iii) Reports to the Forum include estimated costs, alternative options where appropriate, residents' views and any other related information.
- (iv) Minor Works Schemes are likely to include any works of improvement to the area which benefit the community or a number of individual residents and enhance the quality of life in the neighbourhood. Individual repairs and improvements would not normally be funded from this budget but would be referred to other departmental budgets.

3. PROPOSAL

- 3.1 The Forums meet every 8 weeks, where Minor Works schemes are considered, following each round a report is prepared for the Transport and Neighbourhood Portfolio Holder pulling together all 3 Forum Minor Works scheme for approval. This is time consuming and can cause delays in implementation due to the schedule of the Neighbourhood Consultative Forum and Portfolio Holder meetings.
- 3.2 Since the introduction of the Forums in 1999 all Minor Works Schemes have received Portfolio Holder approval. The debate as to whether schemes should go ahead is taken at the Neighbourhood Consultative Forum meeting.
- 3.3 At the commencement of each financial year the Portfolio Holder will receive a report from the Assistant Director (Neighbourhood Services) detailing the total monies allocated to the Neighbourhood Consultative Forums for that particular year. The report will also provide a concise overview of the types of projects that are able to benefit from the minor works monies.
- 3.4 At the end of the financial year the Portfolio Holder will receive a further concise report detailing the schemes funding.

4. LEGAL CONSIDERATIONS

- 4.1 It is a legal requirement for an executive Portfolio Holder to authorise minor works monies however, the Portfolio Holder may delegate these powers to an appropriate senior officer of the Council.

5. RISK IMPLICATIONS

- 5.1 There are no direct risk implications with delegating powers to the Assistant Director, Neighbourhood Services; however, allocated Minor Works monies not spent by the end of the financial year may have a negative impact on the amounts allocated in the following year.

6. RECOMMENDATION

- 6.1 The Portfolio Holder is requested to delegate authority to the Assistant Director (Neighbourhood Services) to approve Minor Works Schemes in line with the criteria contained in section 2 and receive annual reports detailing the Minor Works Schemes carried out across the three Forum areas each financial year.

7. CONTACT OFFICER

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TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
21 June 2010



Report of: Assistant Director (Neighbourhood Services)

Subject: PRIDE IN HARTLEPOOL SMALL GRANTS
SCHEME

SUMMARY

1. PURPOSE OF REPORT

To seek approval for the Assistant Director, Neighbourhood Services, to sanction projects funded by the Pride in Hartlepool Small Grants Scheme.

2. SUMMARY OF CONTENTS

This report provides an overview of the Pride in Hartlepool Small Grants Scheme and highlights a number of areas where improvements could be made to enable the scheme to function in a more efficient way.

3. RELEVANCE TO PORTFOLIO MEMBER

Portfolio Holder has responsibility for environmental initiatives.

4. TYPE OF DECISION

Non Key

5. DECISION MAKING ROUTE

Portfolio Holder meeting on 21 June 2010.

6. DECISION(S) REQUIRED

That the Portfolio Holder delegates powers to the Assistant Director, Neighbourhood Services, to sanction projects funded by the Pride in Hartlepool Small Grants Scheme.

Report of: Assistant Director (Neighbourhood Services)

Subject: PRIDE IN HARTLEPOOL SMALL GRANTS
SCHEME

1. PURPOSE OF REPORT

- 1.1 To seek approval for the Assistant Director, Neighbourhood Services, to sanction projects funded by the Pride in Hartlepool Small Grants Scheme.

2. BACKGROUND AND OVERVIEW

- 2.1 The Pride in Hartlepool Small Grants Scheme is open to any 'not-for-profit' organisation or group such as a school or resident association to carry out environmental improvements in their area; certain other organisations such as care homes and private nurseries may also apply.
- 2.2 The organisation must be based within Hartlepool and the project must take place within the town boundary; the project must also benefit and involve the local community and applicants are required to evidence the longer-term sustainability of the project after funding has lapsed. In addition, the project must be sited on public land, which is easily accessible. Although dispensations are made for security provision, organisations must be able to show there will be significant public access to the site via open days etc.
- 2.3 Currently, the Grant Scheme receives £13,000 per year core funding and an additional contribution of £5,000 from each of the three Neighbourhood Forums' Minor Works budgets, making a total of £28,000 per year.
- 2.4 Organisations can apply for up to £2,000 towards the cost of their project. Examples of past projects, which have received funding, include gardens at community centres, numerous hanging basket projects across the town, school garden projects and even a composting toilet for the Briarfields Allotment site.
- 2.5 Applications are made via an application form, which can be downloaded from the Pride in Hartlepool website or sent out upon request. Advice and assistance with grant applications is readily available through the Pride in Hartlepool team.

- 2.6 Application forms are collated and written up into a monthly report, which is submitted to the Pride in Hartlepool Steering Group. The Steering Group assesses each project on its own merit and makes a determination on funding. There are three possible outcomes: the application will be turned down, in which case the organisation may re-apply taking into account the reasons for refusal; the project will be approved in part, the project will be fully approved.
- 2.7 If the project is approved by the Steering Group, the decision must then be ratified by the Executive Portfolio Holder for Transport and Neighbourhoods the following month.

3. THE CURRENT SYSTEM – PROBLEMS

- 3.1 The current system is somewhat convoluted even for the smallest of projects, from the initial approach by a group seeking grant aid, it can take up to four months before a determination is made. This can impact upon the feasibility of a project, particularly for school groups who may be looking to benefit their curriculum. Without knowledge of the available grant fund monies, the Pride in Hartlepool team tends not to encourage applications until around April time. With school holidays, this can effectively contract the school year.
- 3.2 All groups obtaining grant monies are required to submit final invoices before the end of the financial year, as a carry-over of funds is not normally permitted. Again, this can significantly constrict the time available to complete projects, and in some cases projects may be jeopardised and/or groups may need to re-apply for funding in the new financial year.
- 3.3 The present lengthy process of applying for Pride in Hartlepool grant monies creates a 'concertina' effect at the end of the year, with a degree of urgency to then close down projects. This does not allow sufficient time to carry out a comprehensive and meaningful evaluation of the projects, or establish whether or not they have achieved their desired outcomes.

4. PROPOSALS

- 4.1 It is proposed that the Portfolio Holder delegates powers to the Assistant Director, Neighbourhood Services, to sanction projects funded by the Pride in Hartlepool Small Grant Scheme.

- 4.2 At the commencement of each financial year, the Portfolio Holder will receive a report from the Assistant Director, Neighbourhood Services, detailing the total monies allocated to the Pride in Hartlepool Small Grant Scheme in that particular year. The report will also provide a concise overview of the types of projects and community groups that are able to benefit from the scheme.
- 4.3 At the end of each financial year, the Portfolio Holder will receive a further concise report summarising the projects and community groups that have received grant monies from the scheme; the report will also detail the outcomes from each project.

5. LEGAL CONSIDERATIONS

- 5.1 It is a legal requirement for an executive Portfolio Holder to authorise grants; however, the portfolio holder may delegate these powers to an appropriate senior officer of the council.

6. RISK IMPLICATIONS

- 6.1 There are no direct risk implications with delegating powers to the Assistant Director, Neighbourhood Services; however, allocated grant monies not spent by the end of the financial year may have a negative impact on the amounts allocated in the following year. This of course will impact upon the ability of the Pride in Hartlepool team to offer assistance with future projects within the community. Streamlining the democratic process will seek to eliminate that risk.

7. RECOMMENDATIONS

- 7.1 That the Portfolio Holder delegates powers to the Assistant Director, Neighbourhood Services, to sanction projects funded by the Pride in Hartlepool Small Grant Scheme.

8. REASONS FOR RECOMMENDATIONS

- 8.1 This report highlights a number of issues with the Pride in Hartlepool Small Grant Scheme and the implications they have for the scheme itself. Essentially, these issues revolve around a process that is perhaps more complex than it needs to be. The present SDO (Service Delivery Options) and BPR (Business Process Re-engineering) initiatives encourage departments to look at ways to improve efficiency and reduce costs. Whilst the whole process of delivering services by the Pride in Hartlepool team will be challenged under the SDO and BPR reviews, the proposed streamlining of the democratic process will have an immediate positive impact.

9. CONTACT OFFICER

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TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
21 June 2010



Report of: Assistant Director (Transportation and Engineering)

Subject: REVISED LOCAL TRANSPORT PLAN (LTP)
BUDGET ALLOCATIONS FOR 2010/11

SUMMARY

1. PURPOSE OF REPORT

To provide information on the local transport capital outturn expenditure in 2009/10 and seek approval for the revised LTP budget allocations and programme for integrated transport and structural maintenance in 2010/11.

2. SUMMARY OF CONTENTS

The report provides details of the 2009/10 local transport capital allocations, the revised budget allocations and the actual allocations as from April 2010.

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 Portfolio Holder approves the revised distribution of local transport capital funding for 2010/11.

Report of: Assistant Director (Transportation and Engineering)

Subject: REVISED LTP BUDGET ALLOCATIONS FOR 2010/11

1. PURPOSE OF REPORT

- 1.1 To provide information on the local transport capital outturn expenditure in 2009/10 and seek approval for the revised LTP budget allocations and programme for integrated transport and structural maintenance in 2010/11.

2. BACKGROUND

- 2.1 At the Neighbourhood and Communities Portfolio meeting on 28th January 2008, the three year local transport capital allocation for 2008/09 to 2010/11 was reported for Integrated Transport and Structural Maintenance and approval given for the proposed budget allocations.
- 2.2 The 2009/10 final outturn expenditure and funding to be carried forward is as follows: (excluding transport interchange)

	2009/10		2010/11
	Allocation	Expenditure	Allocation
Integrated Transport Block	£1,089,000	£454,060	£1,035,000
Maintenance of Roads & Bridges	£743,000	£346,525	£779,000
Carried Forward from Previous Year	-	-	£1,553,774
Total	-	-	£2,845,415

3. CONSIDERATION OF THE ISSUES

Integrated Transport

- 3.1 In 2009/10 there was a significant shortfall in the number of schemes that were able to be delivered. This was due partly to the exceptionally severe weather conditions that prevented works on site and to land ownership, utility and design issues around various cycling and junction improvement schemes.

- 3.2 Table 1 provides the original and revised budget allocations together with a reason for the change.

Structural Maintenance

- 3.3 There are no changes to the allocations for the structural maintenance of highways and bridges in 2010/11.

4. CONSULTATION

- 4.1 Extensive consultation with stakeholders and the public was undertaken as an integral part of the developing Hartlepool's second Local Transport Plan (2006-2011). The revised distribution of funding is based on the original allocation set out in the LTP document (Table 10.4) with the changes highlighted in this report.

5. FINANCIAL ISSUES

- 5.1 The revised allocation is based on the local transport capital settlement announced in November 2007 with the addition of funding carried forward from 2009/10.

6. RECOMMENDATIONS

- 6.1 That the Portfolio Holder approves the revised distribution of local transport capital funding for 2010/11.

7. REASONS FOR RECOMMENDATIONS

- 7.1 To show compliance with auditing procedures

8. CONTACT OFFICER

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Table 1 – Revised LTP Capital Budget Allocations for 2010/2011

Scheme Type	Scheme	Original Budget(£)	Revised Budget(£)	Comments
Bus Priority Schemes	Bus Quality Corridor	100,000	100,000	Allocation to be used as local contribution towards projects identified in Tees Valley Bus Network Improvement bid
Bus Infrastructure Schemes	Improvements to existing bus stops Low Floor Bus Infrastructure	20,000 30,000	20,000 33,483	Small under spend on low floor bus infrastructure carried forward from 2009/10
Public Transport Interchange	Hartlepool Transport Interchange	0	726,679	Carried forward from 2009/10
Cycling Schemes	Cycle tracks / Lanes New Advanced Stop Lines Cycle route signage New cycle parking facilities	121,000 5,000 5,000 5,000	225,348 10,000 13,340 5,000	Budgets adjusted for under spend in 2009/10
Walking Schemes	Other Walking Schemes		22,982	Under spend from 2009/10
Travel Plans	Workplace Schools	10,000 15,000	24,785 15,827	Budgets adjusted for under spend in 2009/10
Local safety Schemes	Safer routes to school Public transport CCTV Street lighting Other safety schemes Safer streets initiative	80,000 10,000 70,000 25,000 20,000	108,300 0 80,241 28,976 22,583	Budgets adjusted for under spend in 2009/10 Scheme completed funding reallocated to LTP3 monitoring and development
Road Crossings	Uncontrolled crossings	30,000	33,745	Budget adjusted for under spend in 2009/10

Scheme Type	Scheme	Original Budget(£)	Revised Budget(£)	Comments
Traffic Management and Traffic Calming	Other traffic management schemes Parking lay-bys School 20mph schemes Neighbourhood Forums Car Park ITS	155,000 25,000 10,000 30,000 114,000	159,226 25,000 17,593 30,000 114,000	Budgets adjusted for under spend in 2009/10
Local Road Schemes		50,000	400,686	Budget adjusted for under spend in 2009/10
Miscellaneous Schemes	Car park improvements Road safety and education Motor cycle training Smarter travel awareness LTP monitoring and development	50,000 20,000 20,000 10,000 5000	50,000 36,017 20,000 18,719 42,500	Budgets adjusted for under spend in 2009/10 Additional funding allocated for development of LTP3 comprising of £15k under spend from 09/10, £10k from public transport cctv
Highway Maintenance	Carriageways Footways	659,000 50,000	837,000 50,000	Under spend from 2009/10
Bridge Strengthening & Maintenance	Maintenance	70,000	109,563	Under spend from 2009/10
Total		1,814,000	3,381,593	Including transport interchange

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
21 June 2010



Report of: Assistant Director (Neighbourhood Services)

Subject: NEIGHBOURHOOD ACTION TEAM -
ENVIRONMENTAL ENFORCEMENT

SUMMARY

1. PURPOSE OF REPORT

To inform the Portfolio Holder of the key activities and performance of the Neighbourhood Action team over the past 12 months and of new initiatives introduced by the Neighbourhood Action Team, aimed at improving the environment and providing a safer, cleaner place for people to work and live

2. SUMMARY OF CONTENTS

The Neighbourhood Action Team's achievements contribute significantly to providing a safer, cleaner environment for the people of Hartlepool. The team is therefore fundamental to the Council's key aims and objectives.

3. RELEVANCE TO PORTFOLIO MEMBER

Portfolio Holder has responsibility for environmental initiatives.

4. TYPE OF DECISION

Non Key Decision.

5. DECISION MAKING ROUTE

Portfolio Holder meeting on 21 June 2010.

6. DECISION(S) REQUIRED

That the Portfolio Holder notes the content of the report.

Report of: Assistant Director (Neighbourhood Services)

Subject: NEIGHBOURHOOD ACTION TEAM -
ENVIRONMENTAL ENFORCEMENT

1. PURPOSE OF REPORT

- 1.1 To inform the Portfolio Holder of the key activities and performance of the Neighbourhood Action team over the past 12 months.
- 1.2 To inform the Portfolio Holder of new initiatives introduced by the Neighbourhood Action Team, aimed at improving the environment and providing a safer, cleaner place for people to work and live.

2. ACHIEVEMENTS OVER THE LAST 12 MONTHS

Dogs Related Issues

- 2.1 Dog Control Orders introduced at the start of last year are proving effective in combating the nuisance caused by irresponsible dog owners. The 5 Orders, which replaced existing and dated dog by-laws are:
 - Fouling of Land by Dogs Order
 - Dogs on leads by Direction Order
 - Dogs (Specified Maximum) Order (4)
 - Dogs on Leads Order
 - Dogs Exclusion Order
- 2..2 The new Orders carry a fixed penalty of £80, are proving particularly effective in addressing the problems caused by dogs roaming in gated back streets and in children's playgrounds throughout the town. Over the past year 332 people have received fixed penalty notices in connection with dog related incidents.
- 2.3 A total of 337 stray dogs were seized, though a number of these were returned direct to their owners following a continued free micro-chipping initiative, which has assisted greatly in controlling the number of strays in the town.

- 2.4 Part 6 of the Clean Neighbourhoods & Environment Act 2005, introduced in April 2006, revokes Police responsibilities for dealing with stray dogs and effectively the Council is now responsible for this function 24 hours a day, 7 days a week. In order to deliver this statutory service, a reception centre has been established with the Councils kennelling facility at Low Fallowfield Farm kennels; further efficiencies have been made with the introduction of a dog collection service, which is also provided by Low Fallowfield Farm Kennels.

Litter

- 2.5 The Clean Neighbourhoods and Environment Act has provided enforcement officers with greater powers to tackle litter and over the past year more than 575 fixed penalty notices of £75 were issued to people seen littering. In particular, people dropping cigarette ends have been the target of enforcement; this is due to the increase in the amount cigarette-related litter on the streets, thought to be as a result of the smoking ban.
- 2.6 Despite the clampdown on cigarette-related litter, the team has embarked upon a campaign to encourage smokers to behave in a more-responsible manner with continued work being carried out with the victuallers association and landlords themselves; in addition, further street litter bins have been adapted or replaced to take cigarette ends.

Fly tipping / Covert Surveillance

- 2.7 The Neighbourhood Action Team continues to be extremely active in pursuing people who fly tip and over the last 12 months 1383 reported cases have been investigated. Although the vast majority of these reports were relatively small amounts of household waste left in back streets, the team has had tremendous success in bringing to justice those companies/individuals who deposit truck-loads of controlled wastes in more-remote areas of the town.
- 2.8 Fly tipping of this nature is an extremely difficult crime to detect; however, the use of covert surveillance cameras has meant that fly tippers can never be sure they are not being watched, and much of the Neighbourhood Action Teams success is attributable to this technique.
- 2.9 Following the successful use of covert surveillance cameras in detecting fly tippers, the same technology is being used to combat other types of crime and anti-social behaviour such as criminal damage, arson and social unrest.

Abandoned and nuisance vehicles / ANPR vehicle

- 2.10 The purge over the last few years on abandoned and nuisance vehicles in Hartlepool has paid tremendous dividends with significant reductions in vehicle arson and vehicle related crime being reported by the Fire Brigade and Police. Indeed, the Fire Brigade has describe the reduction in vehicle arson as ‘unprecedented’ and considers the Neighbourhood Action Team’s nuisance vehicle initiative as being the main reason for this success.
- 2.11 The Council’s Neighbourhood Action Team has become very proficient at dealing with this town-wide nuisance and over the years and number of untaxed, abandoned and nuisance vehicles in Hartlepool has dropped significantly. Although a further 130 vehicles were seized over the past 12 months, this figure is significantly down on previous years; it is also indicative of the trend.
- 2.12 The use of the team’s mobile ANPR (Automatic Number Plate Recognition) vehicle has contributed to the success of this initiative and to assist further, the team is developing procedures with Cleveland Police to enable ‘out-of-hours’ ANPR patrols by police officers and PCSO’s. This will provide wider intelligence on the locality of nuisance vehicles and enable specific planned operations to facilitate their removal.

Stop, Search and Seize operations

- 2.13 This initiative was launched by the team as a joint operation between the council’s Neighbourhood Action Team, VOSA, Customs & Excise, Environment Agency and the Police. Primarily, it was considered effective in identifying commercial vehicles involved in fly tipping, as the drivers of the vehicles are asked to show evidence of their waste carriers licence. However, vehicles are also checked for road-worthiness, tanks are dipped for red-diesel, and the Police carry out full person-checks on all drivers.
- 2.14 Actions taken by the participating agencies vary from the issuing of producers and defect rectification notices to impounding vehicles and arresting drivers in extreme cases of non-compliance.
- 2.15 A series of Stop, Search and Seize operations over the last year has seen 81 vehicles stopped in roadside checks and interest from external enforcement agencies is growing. Recent interest has been shown by British Transport Police and the enforcement arm of British Telecom who are keen to tackle the serious issue of ‘cable thefts’.

- 2.16 This initiative will be further used over the coming year as the team assists with increased policing at the Council's Household Waste Recycling Centre, and other waste sites in the town.

National Indicator 196 Improved Street and Environmental Cleanliness – Fly Tipping

- 2.17 This National Indicator measures how effective local authorities are in dealing the issue of fly tipping. Using a matrix system, authorities are graded on a scale of 1 to 4, with grade 1 being 'Very Effective' and grade 4 being 'Poor'. The matrix applies weightings/scorings for a variety of actions used by local authorities when tackling issues of fly tipping; these include the following:

- Warning letters
- Statutory Notices
- Investigations
- Fixed Penalty Notices
- Duty of Care Inspections
- Stop Search & Seize
- Vehicle Seizure
- Formal Cautions
- Prosecutions
- Injunctions

- 2.18 Due to a significant increase in enforcement activities over the past year, and the severity of those actions taken, Hartlepool Borough Council, through its Neighbourhood Action Team, has, for the second consecutive year, achieved Grade 1 – 'Very Effective'.

- 2.19 It is anticipated this would again place Hartlepool Borough Council in the top quartile of local authorities assessed on this particular National Indicator.

Illegal Burning – Longhill and Sandgate Industrial Estates

- 2.20 Last year's update report detailed the initiative aimed at tackling an upsurge in the numbers of illegal fires on the Longhill and Sandgate Industrial Estates, which proved to be a tremendous success and the Fire Brigade reported a 'significant decrease' in the number of incidents it attended over the year. With continued monitoring of the situation over the year, the initiative continues to contain these illegal activities and the Fire Brigade has again reported a downward trend in the number of incidents it attends on the estate.

Section 46 Initiative

- 2.21 The Neighbourhood Action Team has continued its efforts to improve the quality of life for local residents by specifying Council rules associated with domestic household waste, including recycling. Similar to last year, enforcement measures have been taken where appropriate through the issuing of formal notices under section 46 of the EPA (Environmental Protection Act) 1990, which specify those rules; failure to comply with the Notice results in the resident being issued with a fixed penalty of £100.
- 2.22 Over the past year, more than 541 Section 46 Notices have been issued to properties in areas of concern. Further to this, 244 people have received fixed penalties for a breach of the notice.
- 2.23 It is evident this initiative is very effective in tackling the problems associated with domestic household waste, particularly in back street areas of the town, and many back streets have seen a marked improvement in cleanliness and safety.

Section 46 Initiative – Recycling

- 2.24 Following portfolio holder approval towards the end of last year, the Section 46 initiative is now being deployed to help increase domestic household waste recycling in areas where there is evidence of low participation in the Council's kerbside recycling scheme.
- 2.25 Using the same principle, the initiative is carried out with significant education and guidance for residents; enforcement is only used as a last resort where residents choose to blatantly ignore the Council's requests for them to recycle.
- 2.26 The initial campaign has targeted around 3,000 households in 10 areas of the town with low participation. Following the inspection of 1000 wheeled bins, 350 properties were identified as only partially recycling or not recycling at all. Accordingly these properties were served with a section 46 notice.
- 2.27 As a result of the campaign, 724 recycling containers have been distributed upon request in the targeted areas during January to March 2010; this compares with 309 in the same area for the same period of 2009.

- 2.28 Although the initiative is still in its early stages, statistics show that tonnages of dry recyclable waste has increased in the targeted areas, albeit by only 1.41%, for the period January to March 2010; this is in comparison with the same period in 2009. Composted waste is down by 172.5 tons, due to the long cold winter period; however, residual waste tonnages are also down by 598.21 tons. A number of factors have contributed to this outcome, including waste minimisation schemes, such as those introduced by supermarkets, and also the economic downturn.
- 2.29 A participation survey is currently being undertaken in the targeted areas before the initiative is rolled-out to other areas. A further update will be provided to the Portfolio Holder later in the year.

Commercial Waste Initiative

- 2.30 Commercial Waste issues range from businesses that have no formal arrangements in place, to those who have inappropriate waste receptacles. Often, this leads to wastes being strewn around the streets of Hartlepool and/or wastes being handled inappropriately by unlicensed companies/individuals - in the latter case, waste materials are often found dumped in farmer's fields etc.
- 2.31 To help alleviate this growing problem, officers from the Neighbourhood Action Team have routinely approach businesses to establish whether their commercial waste arrangements are appropriate. Businesses failing to meet the required standards are reminded of their obligations under sections 33, 34 and 47 of the Environmental Protection Act 1990 relating to their wastes.
- 2.32 The Neighbourhood Action Team will not hesitate to take enforcement action against businesses or individuals where it considers appropriate to do so.
- 2.33 It is envisaged this initiative will contribute to cleaner streets, fewer cases of fly tipping, and a potential increase in revenue as more businesses take up trade waste agreements with the Council.

3. NEW AND FORTHCOMING INITIATIVES

Waste Site Initiative

- 3.1 As an extension to the successful multi-agency approach to the issue of 'illegal burning' at waste sites in Hartlepool, a similar approach is intended, which is aimed at ensuring waste sites comply with appropriate legislation, planning permissions and permits. Enforcement sections from within the Council will work closely with external organisations including the Environment Agency, Police, Fire Brigade, Health & Safety Executive who jointly will carry out pre-arranged and spontaneous visits to waste sites. Visits will offer advice and guidance to operators of waste sites, but enforcement action will be invoked if the need arises.
- 3.2 The aim of this initiative is not only to clamp down on illegal activities at waste sites, but to encourage greater responsibility amongst operators; this in turn will make for a safer and more-attractive business community.

Housing Hartlepool – Responsible Dog Owner initiative

- 3.3 Stray dogs and dog fouling are problematic in social housing areas and the team is looking to work in partnership with Housing Hartlepool and the Dogs Trust to help combat this nuisance.
- 3.4 A joint initiative will seek to have all Housing Hartlepool residents electronically tag their dogs, which will not only encourage responsible dog ownership, but it will also assist in returning the animal to its rightful owner without the involvement of the council's dog pound. In certain cases, free spaying and neutering of animals will also be a consideration aimed at reducing the number of unwanted litters; these ultimately contribute to dog-related problems in social housing areas.
- 3.5 Discussions with Housing Hartlepool are at an early stage; however, it is hoped the initiative can have a link with future tenancy arrangement.

Littering – Juveniles

- 3.6 A person is criminally responsible from the age of ten years; however, bringing the likes of a school pupil to justice is often fraught with difficulties. This can be the case with school children who drop litter on school routes, and who are subsequently issued with a fixed penalty notice by enforcement officers.

- 3.7 The Neighbourhood Action Team receives many complaints from Council members and members of the public about school pupils littering in public places and demand for decisive action is high. Accordingly, the Neighbourhood Action team will be embarking upon a new initiative aimed at simplifying the process of reprimanding a juvenile.
- 3.8 Those seen littering by an enforcement officer will be given the option of paying a fixed penalty fine of £75, or alternatively they may attend an educational course on littering facilitated by the Schools Environmental Action officer. Re-offending within a two year period from the initial offence will render persons liable to a fixed penalty notice, with no other options being available. Failure to pay the fixed penalty notice would ultimately result in the case being referred to a Youth court where this procedure will undoubtedly increase the likelihood of the penalty being upheld. Accordingly, the effectiveness and credibility of issuing fixed penalty notices to juveniles is also increased.
- 3.9 It is anticipated this initiative will receive the support of the magistrates who often insist on educational programmes prior to the issuing of fines.

Household Waste Recycling Centre

- 3.10 The Neighbourhood Action Team will play a key role in stepping up policing of the council's Household Waste Recycling Centre on Burn Rd. The initiative is aimed at increasing the levels of recyclable waste whilst decreasing those of residual waste, and clamping down on the abuse of the site, mainly by traders.
- 3.11 A number of enforcement actions are planned, which will link to tighter regulation by the council's contractor on site, J&B Recycling Ltd. Stop, Search & Seize operations will be increased, vehicles on site will be checked, and persons walking into the site from commercial vehicles on Burn Rd will also be challenged. Dome cameras placed at strategic points on the site will assist in monitoring use of the site and static ANPR cameras will alert staff to problematic vehicles. 'Smart Grease' and 'Smart Water' will assist in curtailing the activities of intruders searching the wastes for scrap metals etc during the night.

4. SECTION 17 – CRIME & DISORDER ACT 1998

- 4.1 By and large, the activities of the Neighbourhood Action Team address many issues, which contribute significantly towards the social decline and visual amenity of the town. Since its inception, the team has made significant inroads into problem-solving within the community, intervening in many environmental issues, which feature highly amongst peoples concerns. In this respect, it is essential for the Council to have an effective means of engaging those who commit crimes against the environment.

5. SUMMARY

- 5.1 The Neighbourhood Action Team's achievements contribute significantly to providing a safer, cleaner environment for the people of Hartlepool. The team is therefore fundamental to the Council's key aims and objectives.

6. RECOMMENDATIONS

- 6.1 That the Portfolio Holder notes the content of the report.

7. CONTACT OFFICER

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