

NORTH NEIGHBOURHOOD CONSULTATIVE FORUM AGENDA



Wednesday, 16 February 2011

at 2.00 pm

in Throston Grange Community Centre, Glamorgan Grove, Hartlepool

MEMBERS: NORTH NEIGHBOURHOOD CONSULTATIVE FORUM:

Councillors Atkinson, Barclay, Barker, Cook, Fleet, Fleming, Griffin, Jackson, J Marshall, J W Marshall, McKenna, Plant, Rogan, Thomas and Wright

Resident Representatives: Christine Blakey, John Cambridge, John Maxwell, Joan Norman, Linda Shields, Bob Steel and Joan Steel

- 1. WELCOME AND INTRODUCTIONS**
- 2. APOLOGIES FOR ABSENCE**
- 3. TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS**
- 4. MINUTES**
 - 4.1 To confirm the minutes of the North Neighbourhood Consultative Forum meeting held on 15 December 2010
 - 4.2 Matters arising
 - 4.3 To receive the minutes of the North Area Police and Community Safety Consultative Forum held on 12 January 2011
- 5. PUBLIC QUESTION TIME**

6. ITEMS FOR CONSULTATION

- 6.1 Hartlepool Local Transport Plan 3 – *Assistant Director (Transportation & Traffic)*

7. ITEMS FOR DISCUSSION and/or INFORMATION

- 7.1 Verbal Update on Linear Parks – *Neighbourhood Manager (North)*
7.2 Verbal Update on Neighbourhood Action Plans – *Neighbourhood Manager (North)*

8. ITEMS FOR DECISION

- 8.1 Minor Works Report – *Neighbourhood Manager (North)*

9. WARD ISSUES FROM WARD MEMBERS AND RESIDENT REPRESENTATIVES

10. DATE, TIME AND VENUE OF NEXT MEETING

The next meeting of the North Police and Community Safety Consultative Forum will take place on Wednesday, 16 March 2011 at Throston Grange Community Centre, Glamorgan Grove, commencing at 2.00 pm.

The next meeting of the North Neighbourhood Consultative Forum will take place on Wednesday, 6 April 2011 at West View Community Centre, Miers Avenue commencing at 10.00 am

WARDS

Brus
Dyke House
Hart
St Hilda
Throston

NORTH NEIGHBOURHOOD CONSULTATIVE FORUM

15 December 2010

MINUTES OF THE MEETING



The meeting commenced at 10.00 a.m. in the West View Community Centre,
Miers Avenue, Hartlepool.

PRESENT:

Chair: Councillor Mary Fleet - Dyke House Ward

Vice Chair: Bob Steel (Resident Representative)

Councillor Rob Cook - Hart Ward

Councillor Christopher McKenna - Throston Ward

Resident Representatives: Christine Blakey, John Cambridge, and Joan Steel.

Public: Mr D Nin, Mr A Vale and Mrs V Porritt.

Officers: Karen Oliver, Neighbourhood Manager (North)
Garry Jones, Neighbourhood Services Officer
Peter Nixon, Senior Traffic Technician
Derek Gouldbum, Urban and Planning Policy Manager
Ann Callaghan, Neighbourhood Development Officer (North)
Kate Ainger, Pride in Hartlepool Officer
Joanne Taylor, School Environmental Action Officer
David Cosgrove, Democratic Services Team.

Housing Hartlepool Representative: L McPartlin.

Fire Brigade Representative: Peter Bradley.

36. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Atkinson, Barker, Griffin, Jackson, Rogan and Wright and Resident Representatives Joan Norman and Linda Shields.

37. DECLARATIONS OF INTEREST

None.

38. INQUORATE MEETING

The Chair noted that the meeting was inquorate. In accordance with the

constitution and the wishes of those present, the Chair indicated that the meeting would proceed though the Minor Works items would have to be forwarded to the Portfolio Holder with a note to that effect.

39. MINUTES OF THE MEETING HELD ON 20 OCTOBER 2010

Confirmed.

40. MATTERS ARISING

With reference to the 91 year-old gentleman referred to in page 4 of the minutes, a Councillor reported that the gentleman was now in care home, though this had been achieved at his own expense and not funded by the local authority.

Mayoral Chains – no schools had taken up the offer to be involved in the designing of the new chains. It was suggested that the offer be remade.

Middlegate parking issues – concern was expressed at the problems caused by vehicles parking indiscriminately when events were being held at the Borough Hall. Officers indicated that they would examine potential solutions to the problem, although it was agreed that finding a complete solution may be unlikely due to the limited parking facilities in that location.

Meeting Venues – The Chair suggested that as the meeting was inquorate and poorly attended, the discussion on venues be deferred to the next meeting.

41. MINUTES OF THE MEETING OF THE NORTH AREA POLICE AND COMMUNITY SAFETY FORUM HELD ON 10 NOVEMBER 2010

Received.

42. PUBLIC QUESTION TIME

A resident had submitted a question in relation to the proposed works to the Town Wall. It was reported that there would be a full consultation process on the proposals.

A resident submitted a question in relation to the burning of waste at the Steetley site. It was reported that the contractor engaged to remove the pier had been burning waste and had lost control of one of the fires. Officers had visited the site and the burning of waste had ceased. The Fire Brigade reported that they had not been called out to the site recently.

A resident submitted a question requesting an update on the Mayoral chains issue, which the Neighbourhood manager indicated had been responded to under Matters Arising.

43. HARTLEPOOL CORE STRATEGY – PUBLIC CONSULTATION ON THE REVISED PREFERRED OPTIONS REPORT

The Urban and Planning Policy Manager informed the forum of the second consultation process that had started on the Hartlepool Core Strategy and outlined the main points of the strategy and circulated consultation leaflets and plans to those present. Copies of the full strategy document were available on the Council's website and at the Central Library, Civic Centre and Bryan Hanson House. The consultation period would end on 11 February 2011.

The forum noted the lack of any proposed social or affordable housing at Wynyard, particularly in light of the location of the site for the new hospital. Officers indicated that the hospital proposal may include an element of housing for staff. Development at Wynyard was aimed at

the prestige end of the market but any developer would be required to make a contribution which would be used to fund developments elsewhere in the borough.

Resident Representatives expressed concern at the potential redevelopment of the Jackson's Landing site, particularly the redevelopment of the car park area. There was general concern at the lack of adequate parking provided by developers. The Urban and Planning Policy Manager commented that he was not aware of any planning application for the redevelopment of Jackson's Landing. The Core Strategy was strategic document concerned with sites and not the details of what was on them. It was aiming for a balance between brown and green field development and looked towards the longer-term future of the town.

44. PRESENTATION ON THE BIG TIDY UP CAMPAIGN

The Pride in Hartlepool Officer gave presentation to the forum outlining some of the achievements of the 'Big Tidy Up' and the groups and schools involved. The Vice-Chair commented that an informative report had been submitted to the Hartlepool Partnership which complimented this item and asked if it could be forwarded to the forum members. Resident Representatives commented that this was a great way to involve younger people in keeping the town tidy and hoped that this would not be lost through the cuts the council was proposing. Officers indicated that all council services had to be reviewed and reappraised.

45. PRESENTATION ON THE SCHOOLS ENVIRONMENTAL ACTION INITIATIVE

The School Environmental Action Officer presented a DVD video to the forum

showing the work that had been undertaken with schools in the town. The DVD had formed part of a showcase of environmental action work that had been part of a presentation at the Tall Ships event. The DVD was also sent to schools around the town.

46. MINOR WORKS

The Chair reminded Members that the recommendations to the Portfolio Holder would refer to the meeting being inquorate.

Installation of Security Fencing at Chester Road Allotments

The Neighbourhood Manager outlined a proposal for match funding to support a grant application for the installation of security fencing at the Chester Road allotments. The total cost of the scheme to replace the fencing to the rear of the site to match that at Jesmond Road School was £37,000 and in accordance with the requirement of the Section 17 capital funding grant regime, £13,000 (35%) was required to be matched from other sources. £7,000 was to be funded by the Environmental Management Section that manages the allotment service. This forum was requested to fund an amount of £5,000.

Forum Members did question if the allotment holders had undertaken any fund raising themselves. The Officer indicated that while the allotment holders did have an active 'holders' society, the allotments were local authority owned which limited the external funding to which they had access.

The Forum supported the proposal as submitted.

47. ANY OTHER ITEMS WHICH THE CHAIRMAN CONSIDERS ARE URGENT

The Chairman ruled that the following items of business should be considered by the Committee as a matter of urgency in accordance with the provisions of Section 100(B) (4)(b) of the Local Government Act 1972 in order that the matter could be dealt with without delay.

48. MINOR WORKS

The Neighbourhood Manager submitted a report proposing the removal of a large raised planter adjacent to the elderly peoples bungalows in Lime Crescent. The raised bed would be replaced with trees and soft landscaping. Residents had raised their concerns over the planter for several years and requested its removal. The other works going on in the area provided an excellent opportunity to have this work done by the contractor on site. The cost of the scheme had been estimated at around £10,000 though every effort would be taken to keep the costs down.

Members suggested that Housing Hartlepool be approached again to contribute to the scheme as it would benefit their residents and they had the ability to bring funds to the scheme that the Council couldn't. The Neighbourhood Manager indicated that she would contact Housing Hartlepool again to discuss some funding for this scheme and would report back to Members if alternative funding could be obtained.

The Forum agreed the funding of £10,000. However, should any bids to S.106 funding be available the minor works fund for the North Forum would be reimbursed.

48. WARD ISSUES FROM WARD MEMBERS AND RESIDENT REPRESENTATIVES

A resident complained of speeding vehicles in Goldsmith Avenue and that she had had her car damaged four times. The resident asked if it would be possible to have speed humps installed in the road to alleviate the problem.

Officers indicated that they would undertake a speed survey in the area to determine the scale of the problem and report back to a future meeting.

A Resident Representative indicated that the traffic calming installed in Falcon Road appeared to have done little to slow vehicles down. It was also suggested that humps should be installed on Silverbirch. Officers indicated that once the full scheme was implemented in Falcon Road, residents should see an effect. The scheme was designed to deter vehicles from using the route rather than just slowing them down. Silverbirch had yet to be adopted, once development had been completed and the road adopted, traffic management could be considered further.

A Resident Representative reported that local youths had taken to pushing over pieces of street furniture such as the bus stop on Verner Road. Officers indicated they would follow the report up.

A Councillor raised concern at motorcycles and four-wheel drive vehicles driving off Old Cemetery Road and through the Linear Park. Officers indicated that they were aware of the issue and sought assistance from residents with the problem. If anyone saw any vehicles, bikes or cars, driving across the park, they should report them to the Police, with vehicle number plates if possible. The Police were aware of the

problem and the damage being caused but needed witness reports.

A Resident representative raised concerns at the low attendance and particularly poor attendance by elected Councillors. The Resident Representative commented that the meetings should be publicised more through the local media to encourage higher attendance. Concern was also expressed at how the details of the resident representatives were shown on the council website. Officers indicated that both issues were in hand.

The meeting concluded at 12.05 p.m.

North Neighbourhood consultative Forum15 December 2010

Issues Raised/Action Sheet

Issue Details	Action Taken	Officer
Middlegate parking issues – concerns have been raised in relation to indiscriminate parking when events being held at the Borough Hall, Headland.	Highways currently exploring feasibility of placing double yellow lines at the junction of Middlegate and Northgate.	Peter Nixon
Town Wall, Headland Resident requested details on proposed sea defences.	Resident Consultation letters delivered in December 2010. Consultants currently collating responses – outcome and report expected early March 2011.	Mike Pearson
Minor Work Scheme to remove raised bed at Lime Crescent, Dyke House. Councillor Cook asked officers to seek 106 funding – Scheme agreed by Forum £10,000.	Officers have been able to find a £3,400 contribution from 106 agreement. The minor work cost has now been reduced to £6,600 with £3,400 to be returned to Minor Works Budget.	Karen Oliver
Resident raised issues of speeding along Goldsmith Avenue – request for speed humps.	Traffic technician has established that speeding is not an issue, but will investigate other measures which may be applicable and report back to the forum.	Peter Nixon
An issue was raised that the street nameplate on the grass verge in Studland Drive had been knocked down.	The Street name plate has been reinstated to its original position.	Garry Jones
The bus post and concrete base had been pushed over at Coast Road/Verner Road Junction.	A new post and sign has been fitted to the original position.	Garry Jones

WARDS

Brus
Dyke House
Hart
St Hilda
Throston

***NORTH AREA POLICE &
COMMUNITY SAFETY
CONSULTATIVE FORUM***

12 January 2011

MINUTES OF THE MEETING



The meeting commenced at 10.00 a.m. at West View Community Centre, Miers Avenue, Hartlepool

PRESENT:

Chair: Councillor Mary Fleet – Dyke House Ward

Councillor Sheila Griffin	- Brus Ward
Councillor John Marshall	- St Hilda Ward
Councillor Stephen Thomas	- Dyke House Ward

Resident Representatives: Christine Blakey, John Cambridge, Joan Noman and Linda Shields

Residents: Mary Power, Cath Torley, Liz Torley, Alan Vale

Officers: Karen Oliver, Neighbourhood Manager
Nick Stone, Senior Anti-Social Behaviour Officer
Shelley Watson, Project Officer
Peter Gouldsbro, Community Safety Officer
Ann Callaghan, Neighbourhood Development Officer
Sarah Bird, Democratic Services Officer

Police: Chief Inspector Lynn Beeston and Inspector Mick Brown
Fire: Peter Bradley, Community Liaison Officer

9. WELCOME AND INTRODUCTION

The Chair welcomed those present to the meeting.

10. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Barker, J W Marshall

and Wright as well as Resident Representatives Bob and Joan Steel.

**11. MINUTES OF THE MEETING HELD
ON 10 NOVEMBER 2010**

These were confirmed as an accurate account.

12. MATTERS ARISING

None.

13. UPDATE FROM THE POLICE

Inspector Mick Brown provided an update with details of District and North area performance over the last three months as well as Forcewide and Hartlepool for December 2010. Overall crime rates were falling and during December there had been an overall 33% reduction in crime.

Inspector Brown highlighted a number of items of interest concerning the Headland, Gray Street, North cemetery, Hartfields, King Oswy Shops and St Hild's School. He reminded the Forum that there had been a decrease in neighbourhood policing staff available because some had been deployed on Operation Respect which targeted known criminals. He highlighted that diversionary activities were still being run for young people. The Forum was informed of the new Domestic Violence Protocol which had recently been introduced to tackle the problem.

King Oswy Site – A resident mentioned an offence of theft of fencing which he had reported to Officers. However he had experienced a delay in being able to report this offence as the West View Office was not open 7 days a week. He was advised to ring 01642 326326 to report any crime as this was answered 24 hours every day. Inspector Brown advised the meeting of the metal strategy whereby the police worked closely with scrap metal dealers to combat crime.

Nuisance and Malicious Snowballing – A resident and his neighbours had experienced anti-social snowballing during recent bad weather which he had advised police of, and been told that

friendly snowballing did not constitute anti-social behaviour. He also advised the meeting of an instance where King Oswy Drive had been blocked by snowballs. Inspector Brown said that these activities would be taken seriously and had since followed up the complaint.

Threat to Safety – A resident reported an incident when he had felt threatened after finding an intruder and then a firework in his garden. Inspector Brown said that he hoped that people would be brought to justice and the community could feel safe. The Fire Brigade Community Liaison Officer said that a letterbox lock could be fitted.

Crime Statistics – A resident representative queried the statistics presented to the forum and was assured that these figures were accurate but they could be presented in a different format in order to make them more user friendly.

Response by Call Taker – A Member expressed concern at the response given to a resident when phoning the police. The Chief Inspector said that staff received training in handling calls but if anyone had a complaint as to how they had been treated, this would be followed up as all calls were monitored.

The Chair thanked the Chief Inspector and Inspector for attending the meeting.

14. UPDATE FROM THE FIRE BRIGADE

Officer Peter Bradley attended the meeting in order to give an update on Fires which had occurred in the North area of the town. Both F1 (of monetary value) and F3 (rubbish) fires had decreased since same period the previous year. Fewer home safety checks had been carried out but this was because of the recent bad weather. He

advised the Forum of diversionary activities in Chatham Road.

Brus Tunnel Fire – A resident asked for details of a recent fire at the security hut on this site and Officer Bradley stated that there was now new security on the site.

The Chair thanked Officer Bradley for his input.

15. UPDATE FROM THE ANTI SOCIAL BEHAVIOUR UNIT

The Senior Anti-Social Behaviour (ASB) Officer advised the Forum on various items of interest at the unit including publicising the annual Anti-Social Behaviour Awareness Day at the Borough Hall on 8 February which was to be attended by all Year 8 pupils across the town. As part of the development of a new Social Behaviour Strategy, two focus groups had been carried out with residents to elicit their views.

Evictions – A resident expressed concern asking where residents would go if they were served with notice. The Senior ASB Officer stated that these were only served as a last resort and continued efforts would be made to work with the residents in order to rectify any problems. A Member expressed concern that problem residents would be moved from one area to another and cause distress to neighbours. He stated that families could be told to move out of their home and then move into private rented accommodation and cause problems there as well. The Senior ASB Officer assured the meeting that residents were supported by many partner agencies and cases were not closed until the problem was resolved.

The Senior ASB Officer was thanked for his presentation.

16. CRIME AND DISORDER CO-ORDINATION UPDATE

Project Officer Shelley Watson updated the meeting on the 12 month Strategic Assessment Business Process. The priorities for the next 4 years included reduction of crime and repeat victimisation, reduction of harm caused by alcohol and substance misuse, the creation of confident, cohesive and safe communities and the reduction of offending and re-offending. The annual priorities for 2011/12 were also outlined.

Crime Reduction – A Member commented that no matter what preventative measures were put in place, crime would never be nil.

ASB in Owner Occupied Premises – Following a question from a resident representative, it was clarified that resident owners of premises could also be the subject of an ASB Order.

Cyber Bullying – A resident representative praised police who had recently been involved in an incident of this.

The Project Officer was thanked for her attendance.

17. PUBLIC QUESTION TIME

Spion Kop – A resident highlighted that intruders on quad bikes were gaining entrance to this area via the embankment. Inspector Brown said that he was aware of the problem and action had been taken.

CCTV Operation – A resident representative highlighted that an incident had occurred in Asda but CCTV footage was unavailable. She asked that CCTV

operators keep an eye out for suspicious incidents.

Anti-Social Behaviour – A resident representative asked what measures Hartlepool had in place to ensure that ASB did not result in tragic consequences like the Fiona Pilkington case in Leicestershire. Chief Inspector Beeston said that the police did their utmost to support those suffering similar problems.

CHAIR.

Land Adjacent to Durham Street Methodist Church – A Member advised the meeting that fly tipping was taking place in this area which had been under restoration for some time. The Fire Officer stated that he had been liaising with the owner with a view to clearing up the site. The Member suggested enforcement action should be considered.

Lack of CCTV Cameras in the North Area – A Member highlighted the lack of CCTV cameras in the North Area of the town. He cited that other areas had recently received funding for upgrading of their systems whilst the Old Cemetery Road camera had never been replaced after being vandalised. The Neighbourhood Manager said that the Joint Action Group was currently looking into the possibility of funding. The Community Safety Officer agreed to provide an update at the next meeting.

<p>18. ANY OTHER ITEMS WHICH THE CHAIRMAN CONSIDERS ARE URGENT</p>

No items.

The meeting concluded at 11.49 am.

Report of: ASSISTANT DIRECTOR (TRANSPORTATION & TRAFFIC)

Subject: HARTLEPOOL BOROUGH COUNCIL DRAFT LTP3

1. PURPOSE OF REPORT

- 1.1 To provide Hartlepool Borough Council with appropriate comments, via consultation with the Neighbourhood Consultative Forums, relating to the content of the Provisional Hartlepool Local Transport Plan 2011.

2. BACKGROUND

- 2.1 The draft third Local Transport Plan has been developed to deliver outcomes that have been identified as priorities by all stakeholders including those identified through the Sustainable Community Strategy in the Environment Theme.
- 2.2 The Council's Second Local Transport Plan (LTP2) covers the period to 31st March 2011, after this date the Council's Third Local Transport Plan (LTP3) will come in to effect.

3. THIRD LOCAL TRANSPORT PLAN (DRAFT) – BRIEF OUTLINE

- 3.1 The Draft plan has been developed in the way reported and in accordance with the most up to date guidance available from central government.
- 3.2 The provisional document has been set out in the following sections

Section 1- Introduction

This section provides the background as to how and why the document has been produced and how it links to National, Regional, Sub-Regional and Local agendas.

Section 2- Tees Valley Transport Strategy

This section details the sub-regional issues and agendas and explains how Hartlepool fits into this.

Section 3- Transport in Hartlepool

Sets out how transport impacts upon residents, businesses and visitors to the Borough including details of travel demand patterns and key pressures on the transport network.

Section 4- LTP 3 Vision and Objectives

Sets out the vision and objectives for the third Local Transport Plan and considers how transport supports and contributes to the Council's wider policy agendas and aspirations for all who live, work and visit the town.

Section 5- Delivering Sustainable Economic Growth

Identifies how transport can contribute to sustainable economic growth in Hartlepool.

Section 6- Reducing the Impact of Transport on the Environment and Tackling Climate Change.

Looks at how the LTP can support Hartlepool's Climate Strategy by reducing the impact of transport on the environment.

Section 7- Safer and Healthier Travel

Relates to improving transport related safety and security as well as promoting healthier travel.

Section 8- Improve Equality of Opportunity through access to Services

Where people live impacts directly upon their ability to access services as their ability to travel is affected by the quality of the transport available to them. This section looks at how transport options can be positively influenced.

Section 9- Quality of Life

This section deals with ensuring that transport helps to improve quality of life for all.

Section 10- Linking the Objectives

Links together the objectives identified in sections 5 to 9 of the Plan.

Part 2 of the Plan identifies the intended Delivery Programme towards achieving the objectives set out over the first four years for which budgets have been indicated.

- 3.3 The recent settlement letter, from the Department for Transport, for the Integrated Transport and Structural Maintenance block funding for the next four years has shown large reductions in the indicative budgets previously indicated by the outgoing Government. The differences are tabled below:

	2011/12 £000s	2012/13 £000s	2013/14 £000s	2014/15 £000s
Integrated Transport Block				
Indicative Budget	1169	1193	1217	1241
Actual Budget	526	561	561	790
Difference	-55%	-53%	-54%	-36%

	2011/12 £000s	2012/13 £000s	2013/14 £000s	2014/15 £000s
Highways Capital Maintenance Block				
Indicative Budget	864	881	899	917
Actual Budget	823	849	781	766
Difference	-5%	-4%	-13%	-16%
* Note: 2011/12 and 2012/13 are final allocations, 2013/14 and 2014/15 are indicative.				

- 3.4 It can be seen from the above that the Integrated Transport Block has been reduced significantly from indicative budgets provided before the change in Government and subsequent to the Comprehensive Spending Review.
- 3.5 Capital maintenance budgets have also been reduced but by a much lesser degree.
- 3.6 Given the above reductions and the existing commitment towards the Tees Valley Bus Network Improvement programme (£238k per year up to and including 2014/15), the Councils ability to build on previous LTP successes is restricted over the first four years of the new plan period.
- 3.7 The Government have also announced a new Local Sustainable Transport Fund which will be available for Councils to bid for additional funding to support their LTP aspirations. The overall value of the Fund, over the four year period to 2014/15, is £560 million and guidance is awaited as to the process for bidding and the criteria as to how the decisions on the allocation of funding will be taken. Initial indication are that this criteria will include meeting the core objectives of supporting economic growth and reducing carbon and that bids will need to demonstrate value for money, deliverability and affordability for a four year package of works (i.e. there will only be two rounds of bidding in 2011/12 for the full four year allocation).

4. RECOMMENDATION

- 4.1 ***To note the Report and provide comments to the appropriate contact officer as detailed below.***

5.0 CONTACT OFFICER

- 5.1 Please send your comments to : Neil Jeffery
LTP Co-ordinator
Hartlepool Borough Council
1 Church Street
HARTLEPOOL
TS24 7DS

or e-mail : transport@hartlepool.gov.uk

The LTP3 Draft Report can be downloaded via the Council website

www.hartlepool.gov.uk

After accessing this website, the Home Page is displayed.

Under the column headed “**I Am**”

- Click on “**Interested In The Local Transport Plan**”
- Another page is then displayed. Scroll down until the section headed LTP3 Draft Report is visible.
- Within the narrative, there is a section worded “**All 3 of these reports can be accessed from here**”. Click on this link.
- A new page is then displayed and under the heading LTP3 DRAFT, there is a link “**LTP3 Draft**”. Click on this link.
- Then click on the “**Download Now**” link (the report is in .PDF format)

If you are unable to access the Draft LTP3 report, via a computer, then please telephone the above Contact Officer on 01429 523585, and arrangements will be made to provide you with a hard copy.

The deadline for comments to be received, is **Monday 28 February, 2011.**



Hartlepool Borough Council Local Transport Plan 3

September 2010

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1. Introduction

1.1 SCOPE OF LTP3

1.1.1 Our third Local Transport Plan (LTP) will supersede the existing Plan which runs until March 2011.

1.1.2 LTP3 sets out how we can deliver a safe and sustainable transport system within Hartlepool. We recognise that funding, particularly in the short to medium term, is likely to be significantly reduced from those realised within the LTP2 period. Whilst this represents a significant barrier to delivering our aspirations for improving the transport network in Hartlepool, it provides the impetus to work more closely, both internally across service areas and through developing stronger relationships with our partners.

1.1.3 The strategy is not limited to the 5 year timescale of previous LTPs but is designed to look towards 2026 and evolve over this period. This extended timescale ensures that the LTP is aligned with regional strategies and Local Development Frameworks. The strategy will be kept under review within this time period to ensure that it remains current, responding to any changes in circumstances, and taking into account any revisions in guidance and best practice. Over the period of the plan we will work in partnership with other organisations and agencies to deliver a wide range of local transport schemes and policy measures to address identified problems. These improvements will represent a step-change in the delivery of a long-term transport strategy.

1.1.4 By addressing transport problems and concerns we can improve access to jobs and skills, enhance the competitiveness of the region, and also improve social inclusion, health and access to key services. Efficient, effective and attractive transport systems are the way to achieve this objective.

1.1.5 This LTP3 not only works towards national aspirations but will also contribute towards our local transport vision for the year 2021 which is that:

“Hartlepool will have a high quality, integrated and safe transport system that supports continued economic growth and regeneration. It will provide access to key services and facilities for all members of society, promote sustainable travel patterns of development and movement and minimise the adverse effect of traffic on local communities and the environment. The development of transport services and infrastructure will represent best value for money for users, operators and the council”.

- 1.1.6 The LTP3 has been split into two clear sections. Part One is the longer term Local Transport Strategy which sets out the key transport related issues in the Borough, our objectives for LTP3 and our approach to achieving them. Part Two is the Delivery Plan and sets out further details of what actions we will take to achieve the objectives.
- 1.2 PART ONE – LOCAL TRANSPORT STRATEGY
- 1.2.1 Part One of our LTP is the Local Transport Strategy which sets out:
- What we hope to achieve through LTP3 and beyond;
 - What the main issues are which face residents, visitors and businesses in the Borough;
 - Development of clear aims and objectives;
 - Defining the aims and objectives of the Plan to address the challenges Hartlepool face over the Plan Period;
 - How this contributes to delivering the strategy aims across the Tees Valley Region;
 - What options there are for us to achieve our objectives; and
 - How we are going to monitor success
- 1.3 PART TWO – DELIVERY
- 1.3.1 Part Two of the LTP is the Delivery Plan which sets out what we want to deliver in the first five year period following the implementation of the Plan. The Delivery Plan covers:
- How we will manage, maintain and improve the transport networks and services to achieve our objectives for transport and to address local problems;
 - How we will monitor our performance to ensure that we are achieving our objectives efficiently;
 - How we will improve our performance; and
 - What we want to deliver should additional funding be achieved
- 1.4 LINKING LTP3 WITH OTHER POLICIES AND STRATEGIES
- 1.4.1 With a new government recently elected, national and regional policies are likely to change. However, until such time we will work under existing policy guidelines and frameworks.
- 1.4.2 The Government recently published their long term transport strategy, “Delivering a Sustainable Transport System” (DaSTS). This approach was informed and developed following the outcomes of the Eddington Transportation Study and the Stern Review on the Economics of Climate Change. This document sets out the national vision for transport and identified five key goals for transport to contribute towards. These being:
- To support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
 - Reduce transport’s emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;

- To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and
- To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

- 1.4.3 The DaSTS process is a joint responsibility between national Government and the regions leading up to a Transport White Paper in 2012, which will set out the Department for Transport's investment priorities beyond 2014.

Traffic Management Act 2004

- 1.4.4 The aim of the Act is to tackle congestion and reduce disruption on the road network. It places a Network Management Duty on local authorities and provides them with new powers to control and manage traffic on the roads. The Act places a duty on local transport authorities to ensure the expeditious movement of traffic on their road network and the networks of surrounding authorities. The Act also gives authorities additional tools to better manage parking policies, moving traffic enforcement and the co-ordination of street works. Although none of the objectives within LTP3 will be afforded a higher priority than others, the Borough Council must take into account our statutory duties to manage and maintain the highway network and to address road safety. We must therefore always give a priority to fulfilling our statutory duties over exercising other powers we have to improve the highway network.

Local Government Shared Priorities

- 1.4.5 In July 2002, the Government and Local Government Association agreed a set of seven shared priorities for the delivery of public services. These priorities are:
- Raising standards across schools
 - Improving the quality of life of older people and of children, young people and families at risk
 - Promoting healthier communities and narrowing health inequalities
 - Creating safer and stronger communities
 - Transforming the local environment
 - Promoting the economic vitality of localities
 - Meeting local transport needs more effectively
- 1.4.6 As well as being a shared priority itself, transport will also play an integral role in delivering the other shared priorities. Under the transport umbrella, five priorities have been agreed that are central to future transport strategies:
- Delivering accessibility
 - Tackling congestion
 - Safer roads
 - Better air quality
 - Other 'quality of life' issues

Tees Valley City Region: Connectivity and Accessibility Study – Phase 1 Report

1.4.7 A range of issues arising from the evidence on the quality and current use of transport networks in the Tees Valley have been identified. Headline issues focus on:

- The threat posed by the evidence that car ownership and use is rising, with the potential for this to grow quickly as the economy improves, leading to increases in congestion and other adverse impacts from growing car use, including environmental impacts
- The importance of links to London and the rest of the English regions to the south
- The importance of Teesport and good road and rail connections to the port

1.4.8 We will build on the specific issues identified as part of the Tees Valley Connectivity and Accessibility Phase 1 Report and link these with what we have learnt from our previous two LTPs. We will seek to further understand the issues of connectivity and accessibility in the sub-region and which areas suffer from poor connectivity and accessibility. From this we can target resources accordingly and ensure that those with the greatest need benefit from the greatest levels of investment.

Tees Valley Vision

1.4.9 This was the first sub-regional development strategy which aims to transform the Tees Valley economy by 2020. It is made up of 3 elements:

- Creating sustainable jobs
- Creating attractive places
- Creating confident communities

1.4.10 This has been superseded by the Tees Valley City Regions Development Plan (CRDP). The CRDP identifies three specific barriers to growth related to transport:

- The need to improve internal connectivity by public transport
- The need to improve external connectivity to the City Region
- A concern of the Highways Agency about the ability of the A19(T) and A66(T) to cope with future development

1.4.11 The delivery of the CRDP will lead to an increase in trip making over that experienced at present. The challenge for the Tees Valley authorities will be to ensure that a greater proportion of these extra trips are made by modes other than the private vehicle to ensure a shift in modal share away from the private car over time.

Community Strategy

1.4.12 Hartlepool's Community and Neighbourhood Strategies are grouped into one document called Hartlepool's Ambition, which covers the period between 2008 and 2020. The Community Strategy describes a long-term vision relating to Hartlepool's ambition and aspirations for the future:

“Hartlepool will be an ambitious, healthy, respectful, inclusive, thriving and outward-looking community, in an attractive and safe environment, where everyone is able to realise their potential”.

- 1.4.13 The Neighbourhood Renewal Strategy has remained unchanged since 2002 and is to:

“Continue the regeneration of Hartlepool and ensure that local people, organisations and service providers work together to narrow the gap between the most deprived neighbourhoods and the rest of the borough, so that in the future, no-one is seriously disadvantaged by where they live”.

Hartlepool's Local Development Framework

- 1.4.14 Hartlepool's Local Development Framework contains several core strategy preferred options which relate to the key overarching aspirations for Hartlepool. Core Strategy Preferred Option 16 relates to Improving Connectivity. It sets out key areas for improvement as well as more general objectives to:

- Improve connectivity within and beyond Hartlepool;
- Improve accessibility for all;
- Facilitate and support the locational strategy identified in Preferred Option CS1;
- Foster economic growth and inward investment;
- Promote Hartlepool town centre as a strategic public transport interchange;
- Improve the quality and reliability of the bus network
- Promote alternative sustainable modes of transport other than the private car;
- Deliver significant improvements to the rail network;
- Contain an integrated network of cycle and pedestrian routes.

1.5 SUMMARY

- 1.5.1 All our policies and strategies seek to provide a basis from which our strategic aims for Hartlepool, as a Borough, and the wider City Region are developed. Work which we do in Hartlepool will be complemented by work our neighbouring authorities will undertake as part of their LTP3s. Through Tees Valley Unlimited our schemes will link in with more regional schemes and the delivery of these local and regional schemes will have a positive impact on the lives of those living and working in Hartlepool and the surrounding areas.

2. Tees Valley Transport Strategy

This has been taken directly from the Tees Valley Strategy produced for Tees Valley Unlimited.

- 2.1.1 The Tees Valley City Region consists of five local authority districts - Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland, and Stockton-on-Tees - together with parts of neighbouring County Durham and North Yorkshire. The City Region has a population of around 875,000, of which more than 650,000 live in the five Tees Valley local authorities. The area is illustrated in figure 1.

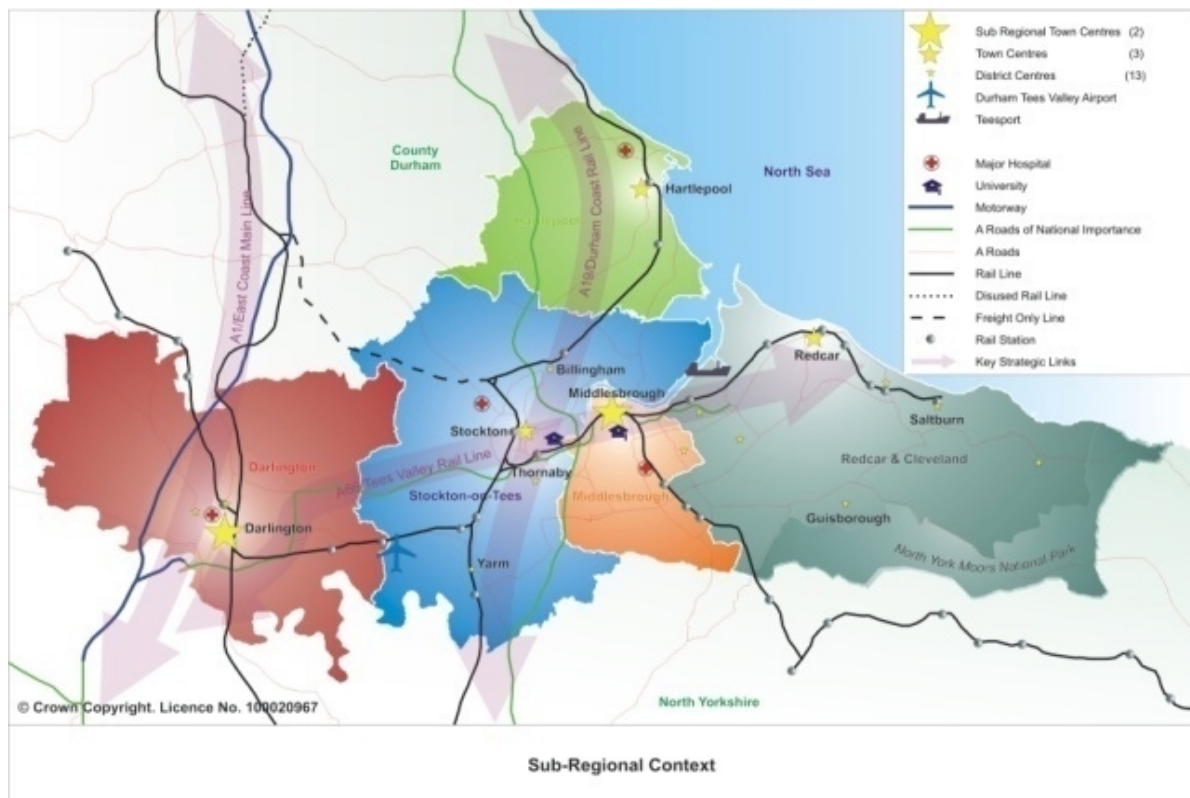


Figure 1

- 2.1.2 Within the City Region, as the economy re-structures following the decline of traditional industries, the priorities are tackling unemployment, and addressing low incomes, deprivation, and the relatively poor quality of life in parts of the City Region. Tees Valley Unlimited (TVU) is a partnership between the five Tees Valley Local Authorities, regional regeneration agencies and business leaders to drive forward the future development of the Tees Valley economy, and provides the overarching vision through which the City Region will develop in order to address these priorities.

2.2 ECONOMIC AND REGENERATION STATEMENT OF AMBITION

- 2.2.1 TVU has mapped out this vision, with its overall aim of delivering a thriving place with a more resilient and more diverse economy, as part of a managed transition, within its economic and regeneration Statement of Ambition¹. This identifies that the economic regeneration of the Tees Valley will only be achieved by building a true sense of place to ensure that people see the Tees Valley as somewhere to live, learn, play and earn. The two key ambitions are to drive the transition to a high value low carbon economy, and to create a more diversified and inclusive economy.
- 2.2.2 The Statement of Ambition focuses on delivering the benefits of a joined up and connected polycentric city region as the driver for economic growth and prosperity. The City Region does not have the critical mass (of population) and the associated levels of market demand to develop all opportunities in all centres and it is therefore important to identify existing strengths in each location to promote a city region with an overall offer which is competitive and sustainable in the 21st Century. It is home to the largest integrated heavy industrial area in the United Kingdom, containing petrochemicals, energy and industrial biotechnology plants of a world scale, the third largest port in the United Kingdom, a steel industry specialising in construction steels and a world-class advanced engineering industry². The advantageous position on the River Tees and associated port related businesses is a major asset, with Teesport's fast growing container terminal handling just under 8% of all UK container traffic.
- 2.2.3 In addition to these national and international assets, the Statement of Ambition sets out the particular roles and functions of the key settlements. These include the market town and mainline connectivity of Darlington, the marina facilities and business incubation space in Hartlepool, the cultural and retail facilities and Teesside University in Middlesbrough, the rural and coastal splendour of Redcar & Cleveland and the engineering companies and business connectivity of Stockton³.
- 2.2.4 However, the Tees Valley has an economy that is performing less well than the UK as a whole. The most recent figures show the Tees Valley's GVA per head to be only 75% of the national average (or 84% if London is excluded)⁴. Unemployment levels are higher than the national average, and issues of deprivation and relatively poor quality of life are widespread. The Tees Valley has unemployment of 5.7%, compared with 4.6% in the North East as a whole and 3.6% nationally⁵. All five of the Tees Valley local authorities are within the 30% most deprived of the 354 local authorities nationally⁶ with Middlesbrough the 9th most deprived local authority nationally.

¹ Tees Valley Unlimited Economic and Regeneration Statement of Ambition, June 2010

² Tees Valley Unlimited Economic and Regeneration Statement of Ambition, June 2010

³ *ibid*

⁴ Tees Valley Unlimited Economic and Regeneration Statement of Ambition, Draft 1, March 2010

⁵ Local Enterprise Partnership: A Proposal, September 2010

⁶ Based upon the rank of average score

2.2.5 It is clear that good transport within and between the centres of activity, be they town centres or industrial complexes, will be vital in order that people can access a range of economic, educational and service opportunities. Hence, this transport strategy responds to the Statement of Ambition and sets the context for delivering improved transport networks and services in support of the wider vision.

2.3 GOVERNANCE STRUCTURES AND THE FUNDING OF TRANSPORT IMPROVEMENTS

2.3.1 Following the formation of the Conservative and Liberal Democrat Coalition Government on 11th May 2010, there have been a number of significant changes to the strategic context for local transport planning and governance. Coalition Government policy is still fluid and somewhat embryonic, and funding of transport, alongside all public services, will be shaped by the content of the Comprehensive Spending Review in October 2010.

2.3.2 Upon formation, the Coalition Government moved rapidly to remove the regional tier of government in England, with the revocation of regional spatial strategies announced with immediate effect by the Secretary of State for Communities and Local Government on 6th July 2010. It is anticipated that Regional Development Agencies will be dissolved by April 2012, with many of their functions drawing to a close before this time.

2.3.3 The policy focus has shifted to the promotion of planning at a local neighbourhood or community scale, at a level to be influenced by local people. This move towards localism serves to strengthen the role of directly elected Local Authorities in determining their own priorities and strategies, and encourages a much stronger partnership with local businesses and local people in delivering the growth and regeneration of their own communities. Consequently, as part of this move towards more responsible community led governance under the Big Society banner, Local Authorities have been invited to come together to submit proposals with business leaders to form Local Enterprise Partnerships in their area.

2.3.4 Through Tees Valley Unlimited (TVU), the five local authorities in the Tees Valley, together with business leaders in the area submitted a proposal to Government to form a Tees Valley Local Enterprise Partnership (LEP)⁷ in September 2010.

⁷ Local Enterprise Partnership: A Proposal, September 2010

2.3.5 The initial LEP proposal outlines the areas of activity, freedoms and flexibilities where joint working across Tees Valley will achieve greatest impact, including transport. TVU is committed, through working in partnership with private and public sector partners to ensure the provision of infrastructure meets the needs of the economy through implementing the first phase of the Tees Valley Metro, developing the bus network, managing the A19/A66, developing smart ticketing, rail gauge improvements to Teesport, and by opening up sites for development⁸. Smart ticketing is being developed across the North East through the North East Smart Ticketing Initiative (NESTI). To complement this local commitment on transport, TVU is seeking Government help in ensuring that resources are available to Network Rail for gauge enhancement of the East Coast Main Line to enable Teesport to reach its full potential for rail container traffic; and amend the regulatory framework for Heathrow Airport to enable flights from regional airports such as Durham Tees Valley to become viable⁹.

2.4 TRANSPORT EVIDENCE

2.4.1 This Tees Valley transport strategy is a critical component of joint working in the Tees Valley, reflecting the ongoing development work which has been undertaken immediately prior to, and as part of the response to the previous government's Delivering a Sustainable Transport System (DaSTS)¹⁰.

2.4.2 This transport evidence base has been built up over the last two years, including:

- an August 2008 study¹¹ by ONE North East of the evidence supporting the identification of transport challenges across the North East of England in response to the Eddington Transport Study¹², the Stern report on climate change¹³ and Towards a Sustainable Transport Strategy¹⁴;
- the formal response to government on DaSTS from the North East region in 2009¹⁵; and
- encompassing work that specifically addresses the transport issues that exist in developing a pro-active response to the challenges of supporting economic regeneration in the Tees Valley in accordance with the aims of the City Region Business Case, known as the Tees Valley Area Action Plan (AAP)¹⁶.

⁸ Local Enterprise Partnership: A Proposal, September 2010

⁹ *ibid*

¹⁰ Delivering a Sustainable Transport System, DfT, November 2008

¹¹ North East Transport Priorities Evidence Review, JMP for ONE North East, August 2008

¹² The Eddington Transport Study: The Case for Action, HMSO, 2006

¹³ Stern Review on the Economics of Climate Change, HM Treasury, 2006

¹⁴ Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World, Cm 7226, HMSO, October 2007

¹⁵ Delivering a Sustainable Transport System - Submission to the DfT from the North East Region: Strategic Priorities and Work Programme, Arup, June 2009

¹⁶ Tees Valley Area Action Plan, Tees Valley Unlimited and the Highways Agency, November 2009

2.4.3 This last piece of work came out of an earlier City Region Transport Strategy¹⁷ which identified that there was a clear need to bring together development proposals and the required transport improvements with a clear forward programme. The development of the AAP to date has been a model of partnership and collaborative working between local authority partners and the Highways Agency.

2.4.4 The June 2009 response from the North East region to Government highlighted the transport challenges facing the North East of England, and identified a number of evidence gaps that needed to be addressed in preparing a robust investment plan going forward. This response to Government therefore outlined a work programme of evidence based study to inform the development of a long term strategy to 2030, and a programme of prioritised investment in transport over the next 10 to 15 years. Three reports produced as part of the first phase of this work programme are of particular relevance in informing a transport strategy for the Tees Valley, namely:

- the Tees Valley City Region Connectivity and Accessibility Study¹⁸;
- the North East Strategic Connections Study¹⁹; and
- the North East Rural Transport and Connectivity Study²⁰.

2.5 DEFINING TRANSPORT CHALLENGES IN THE TEES VALLEY CITY REGION

2.5.1 The new Coalition Government has signalled clearly a number of priorities for its transport programmes. Alongside the effective prioritisation of public spending on transport and the vigorous pursuit of efficiency, the Government has highlighted the primacy of two transport challenges of national importance²¹, namely:

- Supporting growth by improving the links that move goods and people around our economy;
- Tackling climate change through policies which deliver technology and behaviour that will decarbonise mobility as we progress through the 21st Century.

¹⁷ Connecting the Tees Valley – The City Region Transport Strategy, 2007

¹⁸ Tees Valley City Region Connectivity and Accessibility Study, JMP Consultants and Genecon for TVU and the Highways Agency, May 2010

¹⁹ North East Strategic Connections, Aecom for ONE North East, May 2010

²⁰ North East Rural Transport and Connectivity Study, Halcrow for ONE North East and ANEC, June 2010

²¹ Speech by The Rt Hon Philip Hammond MP, Secretary of State for Transport, 10 September 2010, IBM START Conference: Business Summit

- 2.5.2 Key Local Authority, business and other public sector leaders in the City Region, through Transport for Tees Valley - the City Region Transport Board²² have prioritised three transport challenges, based on the national transport challenges in place prior to May 2010 and which are entirely consistent with the Coalition Government's primary goals for transport. These commonly agreed challenges were confirmed by leading city region stakeholders at the meeting of Transport for Tees Valley on 26th January 2010, and are:
- Improve the connectivity and access to labour markets of key business centres;
 - Improve the journey experience of transport users of urban, regional and local networks, including interfaces with national & international networks; and
 - Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures.
- 2.6 A TRANSPORT STRATEGY FOR THE TEES VALLEY
- 2.6.1 The transport strategy examines these three transport challenges to be tackled in achieving the economic and spatial strategy adopted through the Statement of Ambition. In realising these wider economic and social goals, providing good connectivity and accessibility both within and beyond the City Region will be vital. The evidence supporting these three challenges has been examined, issues have been identified, which in turn have influenced the identification of options to tackle the transport challenges within the Tees Valley.
- 2.6.2 An initial high level sift of these options has been undertaken to account for likely affordability, value for money and deliverability, as well as an assessment to understand if the measures will deliver any desired outcomes. The outputs from this sift still represent a substantial list of potential future options. Finally, therefore, the transport strategy identifies a potential suite of the broad types of interventions that should be developed and appraised for inclusion in affordable, value for money programmes of investment to be delivered to achieve the overarching goals in the Tees Valley.
- 2.7 CHALLENGE 1 - CONNECTIVITY AND ACCESS TO LABOUR MARKETS OF KEY BUSINESS CENTRES
- 2.7.1 The economic strategy for the Tees Valley to stimulate the necessary growth and regeneration, focuses on the existing town centres, together with key employment locations in the North-South Tees axis. This will reinforce the essentially polycentric nature of the Tees Valley, with no single dominant centre of commercial activity acting as a focus for the transport networks. This will accentuate the need for good connections to, from and between the diverse labour markets and other services within the City Region. The polycentric nature of the labour markets is shown in figure 2.

²²Comprising Cabinet Members and Senior Officers from the Local Authorities of Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees, as well as representatives of Government Office North East, One North East, the Association of North East Councils (ANEC), the Highways Agency, Network Rail, the Environment Agency, PD Ports (as owners of Teesport), Peel Holdings (as owners of Durham Tees Valley Airport), the North East Chamber of Commerce (NECC), the Confederation of British Industry (CBI), Arriva, Stagecoach, Northern Rail, Durham County Council and North Yorkshire County Council

Journey patterns

- 2.7.2 Evidence on journeys to work and peak hour trip making patterns in the Tees Valley shows that car commuting accounts for a higher proportion of journeys to work in the Tees Valley than in the North East as a whole, which is in turn at higher levels than in the UK²³. This is despite car ownership levels in the Tees Valley being lower than the national average (although slightly higher than the North East as a whole).

Car ownership

- 2.7.3 In contrast, car ownership in the Tees Valley is forecast to rapidly increase (at a higher rate than the national average), and this gap is forecast to close significantly by 2021 when only 27% of Tees Valley households are likely to have no access to a car, compared with 34% in 2001. This compares to a figure of 23% nationally. During this time, growth in the number of 2 and 3 car households in the Tees Valley will also be significantly higher than the national average as car ownership in the City Region grows from a low base²⁴.
- 2.7.4 This signals the threat posed by rising car ownership and use, with the potential for this to grow quickly as the economy improves leading to increased congestion and other adverse impacts from growing car use, including environmental impacts.

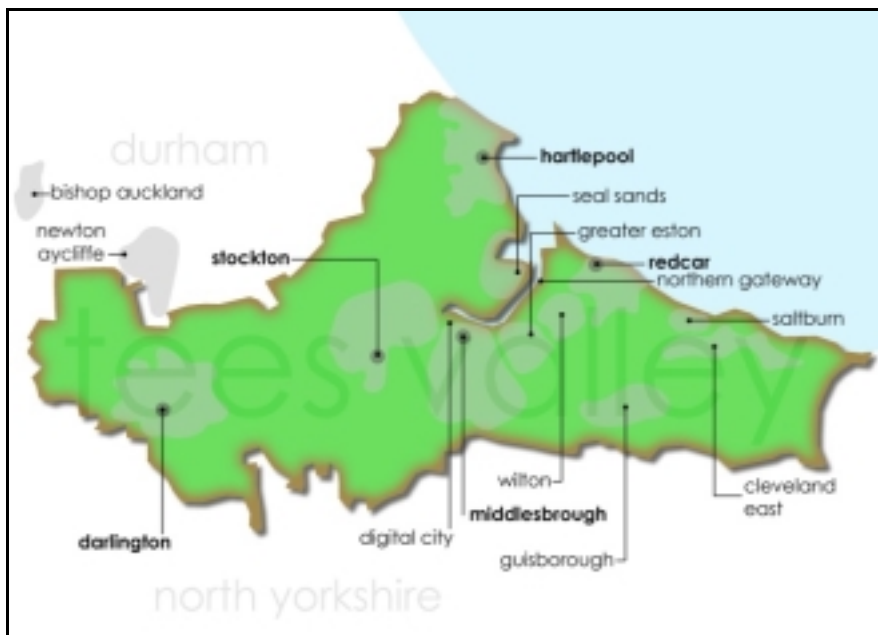


Figure 2

Self-containment

²³ Department for Transport, National Travel Survey 2007-2008

²⁴ Connecting the Tees Valley – The City Region Transport Strategy, 2007

- 2.7.5 Evidence suggests that approximately 90% of the Tees Valley's workers live in the Tees Valley and that each centre is relatively self-contained, with high levels of trip making being confined within each district²⁵. More recent evidence from the Tees Valley TRIPS model, (which includes updated data from more recent surveys over the last decade), demonstrates that this high level of self-containment of trips in the Tees Valley remains, and specifically a strong degree of self-containment within the individual authority areas themselves.

Public transport accessibility

- 2.7.6 Examination of current accessibility levels by public transport (bus and rail) suggests that a number of the existing major centres have relatively poor public transport connectivity to other labour markets within the Tees Valley.
- 2.7.7 Due to their relative location on the periphery of the Tees Valley, Darlington and Hartlepool in particular have relatively poor public transport connectivity to other labour markets within the Tees Valley. Figure 3 illustrates Hartlepool's poor connectivity to other labour markets in the Tees Valley, with only journeys from the surrounding urban area involving a travel time of 20 minutes or less (which is what reasonably can be described a 'good access').

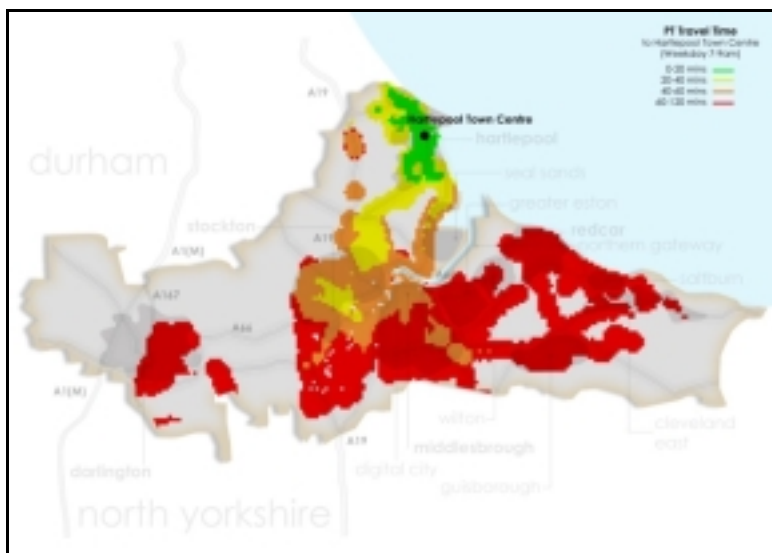


Figure 3

- 2.7.8 Furthermore, evidence shows that some of the economic regeneration priority locations in the North South Tees have exceptionally poor accessibility by public transport from the City Region as a whole²⁶. This is demonstrated by the example of Teesport. Existing public transport accessibility to Teesport, or more pertinently the absence of such access, is illustrated in figure 4.

²⁵ ONS, Census 2001

²⁶ collated in the Tees Valley City Region Connectivity and Accessibility Study, JMP Consultants and Genecon for TVU and the Highways Agency, May 2010

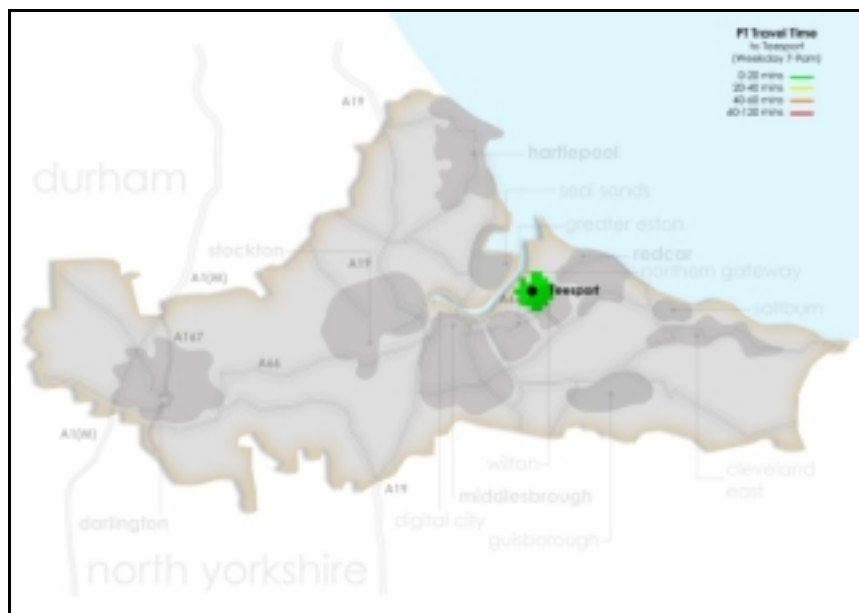


Figure 4

Highway constraints

- 2.7.9 Whilst the Tees Valley does not suffer from widespread traffic congestion to the same extent as some other city regions, there is congestion on localised sections of the local and trunk road networks. Congestion is evident on critical routes such as the A19-A66 interchange encompassing the Tees flyover and links to Middlesbrough, A19 south of Wynyard, and the A1053 access to Teesport and important local arterial roads. This represents a significant threat both to local, but also regional and national economic priorities. Of particular significance is the congestion on the A19 northbound carriageway caused in the main by the traffic accessing the Wynyard Park development. This congestion could affect access to Seal Sands and the North-South Tees proposals, hindering access to the area and the distribution of goods, and having the potential to stifle regeneration proposals in the area.
- 2.7.10 There is also a build up of trips on a number of radial routes leading to Darlington centre and rail station, with potential negative implications for access to this important gateway to the City Region. If congestion in the Tees Valley worsens, there is a risk that this could ultimately stifle economic growth.

Rural transport

- 2.7.11 The spring 2010 North East Rural Transport and Connectivity Study²⁷ assessed the role of transport in widening access to economic and social opportunities within the diverse rural communities across the region. The study presented three case studies areas, one of these being East Cleveland, an area on the periphery of the Tees Valley. East Cleveland is an area of significant contrasts, with considerable variation in accessibility to economic and social opportunity, serving to heighten inequalities across the area.
- 2.7.12 The consultation and analysis of evidence in East Cleveland identified a series of common challenges that influence transport and accessibility issues in rural communities, namely:
- Access to employment and other services: The availability of public transport in remote locations is a major barrier to accessing the increasingly limited employment opportunities, with people having to compete for fewer jobs and travel further in order to access them, particularly limiting job opportunities for those who do not have access to a car.
 - Awareness and perception of travel options: Negative perceptions of public transport services and availability even in relatively accessible locations (such as on key bus corridors) due to failure of timetabling to coincide with employment requirements, a general lack of marketing and information and widespread dissatisfaction with service reliability and vehicle fleet.
 - Cost of transport: The cost of transport is a key barrier to accessibility in rural areas, particularly for those on low incomes or working part-time in accessing employment opportunities, and for young people accessing education, leisure and part-time work.
 - Involvement of the transport sector: There is a sense that decisions regarding the supply of suitable transport solutions need to be better informed by demand-led requirements on the ground. This may then lead to more effective solutions that are able to cater for a full range of journey types from rural areas, representing better value for money.

Summary

- 2.7.13 The evidence on existing journey to work patterns and the quality of transport networks in supporting access to employment in the Tees Valley highlights the following issues:
- A range and choice of transport to key labour markets is important in order to provide opportunity for everyone to access appropriate employment;
 - Car use is higher than the national average for commuting. Options that provide alternatives or manage demand need to be developed before rising levels of car ownership reinforce these patterns;
 - Economic specialisation within the Tees Valley as part of the City Region's strategy for regeneration is likely to reinforce the polycentric form of the City Region. Sustainable transport solutions that support this economic strategy to provide better quality links between the centres will be vital;

²⁷ North East Rural Transport and Connectivity Study, Halcrow for ONE North East and ANEC, June 2010

- The availability of public transport in remote locations is particularly limiting job opportunities for those who do not have access to a car.

2.8 CHALLENGE 2 - THE QUALITY OF URBAN, REGIONAL AND LOCAL NETWORKS INCLUDING AT THE INTERFACES WITH NATIONAL AND INTERNATIONAL NETWORKS

2.8.1 The transport priorities that flow from this challenge are strongly influenced by the socio-economic evidence, and by the evidence around how the City Region's transport networks currently perform, and will perform in the future as the economic and regeneration strategy for the Tees Valley is delivered over the next twenty years.

2.8.2 This comprises of issues on two levels, namely:

- Travel patterns and journey experiences on urban, regional and local passenger networks that provide local accessibility for a range of purposes; (and are therefore closely related to the challenge on access to labour markets);
- Freight and passenger movements to and from national and international gateways to the Tees Valley.

External connections

2.8.3 The economic geography and peripheral nature of the North East region as a whole is one of the greatest challenges faced by the Tees Valley. Maintaining and improving transport links to London is important to help capture potential productivity benefits. Recent work commissioned by One North East²⁸ confirmed that improved links to other city regions would provide economic benefits to the North East. ODPM research on core cities²⁹ asserts "that an indication of physical connectivity is given by the fastest available journey times to London by rail".

2.8.4 An earlier One North East report³⁰ demonstrated that international airports represent vital pieces of modern infrastructure that contribute to the competitiveness and prosperity of regions (both in terms of business and inward tourism). Whilst the City Region's airport, Durham Tees Valley (DVTVA), has in common with other regional airports seen a decline in passenger numbers, retention and modest growth of existing markets in the future is important for the City Region. The Amsterdam service from DVTVA is fundamental as the connectivity provided by access to a major international hub is vital to local business.

Rail competitiveness

²⁸ North East Transport Priorities – Evidence Gaps Study, Steer Davies Gleave for ONE North East, 2009

²⁹ State of the English Cities, ODPM, 2006

³⁰ North East Transport Priorities Evidence Review, JMP for ONE North East, 2008

- 2.8.5 Significant numbers of journeys within, to and from the Tees Valley already use the rail network. Moreover, rail patronage in the Tees Valley has grown at a considerably higher rate than observed both across the North East as a whole and nationally. However, rail journey times are currently uncompetitive compared with the car within the Tees Valley for some trips. Given the predicted increase in car ownership in the Tees Valley, this advantage of car journey times could generate increased trips on the road network. Therefore, it is imperative that rail services are enhanced, to ensure that rail is a competitive alternative. Besides high fares, rail passengers in the region consider train capacity, punctuality of trains and availability (frequency) of trains to be below expectations. Recent research³¹ reported that service availability on Sundays, early in the morning and late in the evening is often poor.
- 2.8.6 Rail patronage on routes to and from the Tees Valley highlights the importance of the East Coast Main Line. Movements to the South East of England are less pronounced from the east of the Tees Valley, with 30,000 annual return trips from Middlesbrough, compared to over 250,000 return trips from Darlington³². This is despite Middlesbrough having a higher population than Darlington.
- 2.8.7 External connections from the Tees Valley to London (via Northallerton, Thirsk and York) are also provided by the Grand Central services from Hartlepool and Eaglescliffe. Four services a day (two morning and two evening services), are currently offered on this route, with a journey time of between three and three and a half hours to London.

Bus network

- 2.8.8 In recent years decline in bus patronage has been significant, from 44.2 million passenger journeys in 2002/03 to 38.8 million in 2008/09. In 2008/09, the first year-on-year growth in bus patronage was recorded, much of which is considered to be attributable to the introduction of the National Concessionary Travel Scheme. Despite declining patronage, the bus remains the most important form of public transport in the area in terms of passenger numbers and distance travelled.
- 2.8.9 The lack of a single dominant commercial centre has made it more difficult to create and sustain viable bus networks and as a consequence, the bus network across the Tees Valley is not particularly well co-ordinated. However, bus inter-connectivity will be important to support the Tees Valley's economic strategy, which focuses on economic specialisation within different areas.
- 2.8.10 Bus punctuality across the Tees Valley is also declining with all five districts demonstrating poorer punctuality in 2008/09 than two years previously. Performance in all districts falls short of the Traffic Commissioners' desired performance of 95% of buses being on time.

³¹ North East Strategic Connections, Aecom for ONE North East, May 2010

³² North East Strategic Connections, Aecom for ONE North East, May 2010

- 2.8.11 A major Tees Valley Bus Network Improvements scheme is being progressed by TVU and the local authorities in partnership with bus operators Arriva and Stagecoach. This will provide a comprehensive series of bus priority measures, improved passenger waiting facilities, consistently high quality specification for vehicles, and measures to improve information and ticketing on core bus routes across the Tees Valley.
- 2.8.12 There is a complex range of operator-exclusive and multi-operator tickets available to public transport users in the Tees Valley. This complex bus ticketing and fare system acts as a barrier to increasing use. Opportunities for simplification as an encouragement to new and existing users should be looked at as part of measures to improve the attractiveness of public transport services in the City Region.
- 2.8.13 Real time journey information is being rolled out on some of the main bus corridors in the Tees Valley; however, the availability of timetable information at bus stops in the Tees Valley is extremely variable. The Connect Tees Valley web site, managed by TVU provides information on all modes of transport in the area.

Traffic levels

- 2.8.14 Aggregated traffic flow data indicate that traffic levels rose steadily from 2000 to about 2004 across the Tees Valley. This trend follows the economic growth experienced in this period, with more trips accessing the City Region in general, and specifically in key employment growth areas (such as Darlington and Hartlepool).
- 2.8.15 Traffic flow data show that there has been variability across the City Region, with a wide range of growth rates dependent upon location. Counts to the north of the Tees Valley, across the South East Durham and Teesside to Hartlepool “screen lines” show the highest growth rates.
- 2.8.16 Since 2004, traffic levels have remained broadly static, with a combined growth in traffic of around 11% over the decade.
- 2.8.17 Strategic highway modelling work focussed on the Tees Valley³³ shows that current congestion is focussed on the strategic road network. Hotspots include:
- A19 Tees Viaduct and Stockton Road Interchange with A66;
 - A66 particularly through Middlesbrough and Stockton;
 - A19/A689 Wolviston Interchange; and
 - A174/A1053 Greystone Road Junction, the key route to and from Teesport and the industrial and petrochemical centres.

Rail loading gauge clearance

³³ Tees Valley Area Action Plan, Tees Valley Unlimited and the Highways Agency, November 2009

- 2.8.18 Rail loading gauge clearance is a key constraint for rail freight movements to and from Teesport, the international gateway that is fundamental to the economy of the Tees Valley. Teesport is the third most important port by 'goods lifted' in the UK and is not only an important asset to the local Tees Valley economy, but represents a significant regional and indeed national asset.
- 2.8.19 There is a significant opportunity and justification for the development of a deep-sea container terminal in the north of England. To realise the full potential of this opportunity, PD Ports is developing a £300 million deep-sea container terminal on the south bank of the River Tees, which will be known as the Northern Gateway Container Terminal (NGCT). However, this proposal to expand the container side of the port's operation raises fundamental issues regarding freight access to and from Teesport.
- 2.8.20 Container traffic being transported by rail (rather than by road) is not only consistent with the UK's sustainability aims, but is also much more cost-effective for freight operators. However, there are severe constraints for unitised (i.e. container) traffic that prevents full access between Teesport and the East Coast Main Line (ECML) and beyond. The problem lies in the present rail gauge clearance limitation on potential routes to the ECML and on the ECML itself. To ensure that the potential for rail freight for unitised traffic through Teesport is developed, W934 loading gauge clearance on rail links can be tolerated economically, but W10 clearance is optimal³⁵. Figure 5 shows current rail gauge clearance, illustrating that the local rail network linking Teesport to the national rail network has gauge clearance no better than W8 at present, and the ECML itself is only W9.
- 2.8.21 Rail gauge clearance is not an issue isolated to local level in the Tees Valley. The national network is just as important, given the wide marketplace for Teesport across the whole of northern England and Scotland. It is therefore critical to ensure that the wider network is also of adequate gauge.

Summary

- 2.8.22 The evidence on current use of and the quality of journey experience on the transport networks in the Tees Valley leads to the following issues being identified:
- The threat posed by rising car ownership and use, with the potential for this to grow quickly as the economy improves, leading to increases in congestion and other adverse impacts from growing car use, including environmental impacts;
 - The importance of links to London and the rest of the English regions to the south, especially neighbouring Yorkshire, and the role that Darlington can play as the gateway to the Tees Valley, especially for rail services;
 - The importance of Teesport and good road and rail connections to the port, including on wider national and regional networks, as well as good direct local access;

³⁴ The W9 gauge allows small deep-sea containers and restricted European containers and swap-bodies.

³⁵ W10 gauge accommodates 9'6" deep-sea containers

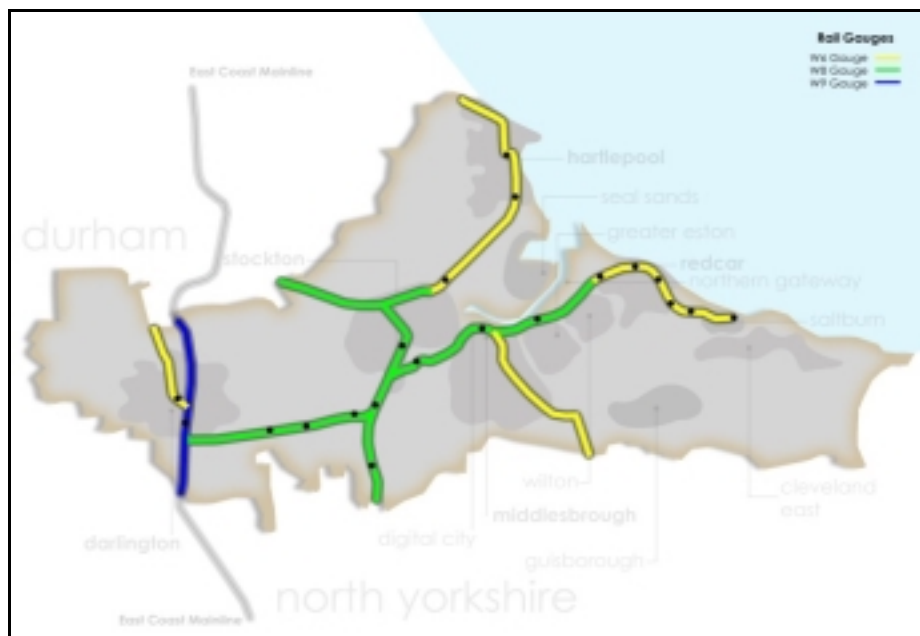


Figure 5

2.9 CHALLENGE 3 - REDUCING CARBON EMISSIONS FROM REGIONAL AND CITY TRANSPORT NETWORKS

2.9.1 As the UK seeks to address the impacts of climate change, it is also important that transport does not add to the changing climate through further emissions of greenhouse gases. This remains one of the main tenets of national transport policy under the Coalition Government, which has signalled the importance of both technological improvements and behavioural change in reducing carbon emissions from transport.

2.9.2 Partners in the City Region have identified that it is important to develop economic and spatial plans and supporting transport systems in the future that do not add further to problems with respect to our changing climate.

The impact of climate change on transport systems in the Tees Valley

2.9.3 The North East of England's transport infrastructure as a whole is likely to be affected by climate change in a number of ways³⁶.

2.9.4 Surface water flooding will be a major concern on highway networks, whilst higher temperatures could lead to cracking and pot-holing of road surfaces. Road closures will cause more frequent disruption to network users. Moreover, delays on the local road network due to extreme weather conditions will also have a detrimental impact upon the reliability of scheduled bus services.

³⁶ North East Climate Change Adaptation Study, Royal Haskoning for sustainable, 2008

- 2.9.5 Bus and rail services could be affected by storms, as a result of blown debris and leaf litter falling onto tracks, or by expansion and contraction in extremes of temperature. Station building structures could be damaged by flood events or by strong winds or lightning strikes. Other climate change forecasts indicate significant economic losses from increasing flood risk; the rail network is particularly vulnerable in a few key locations.

Carbon emissions in the Tees Valley

- 2.9.6 In 2000, the Tees Valley's total carbon emissions were around 20.5 million tonnes (across all sectors)³⁷. However, recent data published by the Department for Energy and Climate Change³⁸ shows that this has dropped to approximately 6.7 million in 2007 (the figure includes emissions from industry and commerce, domestic and road transport). In 2007, most emissions in the City Region (4 million tonnes or 59% of total emissions) came from industry in the Tees Valley³⁹. The overall decline is largely due to a decline and refinement of industry over the last decade. However, figure 6 shows carbon emissions from industry in the North East are still significantly greater than the average for England. Similarly, it shows that the North East has the lowest per capita emissions from transport (with the exception of London).

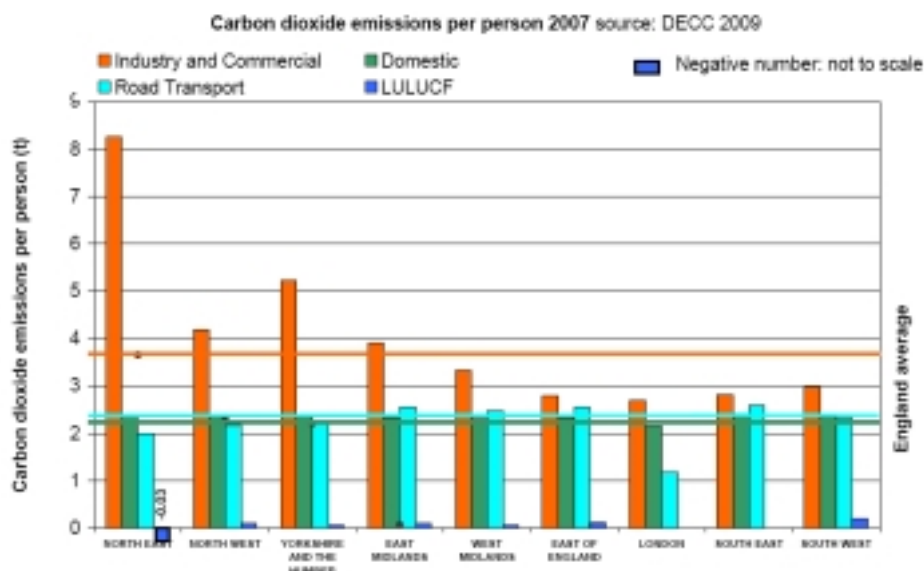


Figure 6

- 2.9.7 A revised Tees Valley Climate Change Strategy is due for publication in late 2010, the most significant change to which is the target for the reduction of greenhouse gas emissions. In the published strategy, this target is to reduce carbon emissions by 8.75% below the year 2000 level by 2012. The revised target is to be a 21% reduction by 2020 against a 2005 baseline. This will align the strategy and action plan with the Climate Change Act 2008 and follow a uniform method of measurement.

³⁷ Tees Valley Climate Change Strategy 2006-2012, Tees Valley Climate Change Partnership, 2007

³⁸ UK 2007 local authority carbon dioxide emissions, Department for Energy and Climate Change, November 2009

³⁹ *ibid*

Carbon emissions from transport

- 2.9.8 Whilst current emissions from road transport are comparatively small compared to those from other sectors (1.3 million or 19% of total)⁴⁰, it is important not to ignore the contribution that transport makes, a contribution that will represent a greater proportion of emissions over time as programmes to reduce emissions from industry take effect. The use of private vehicles (diesel and petrol cars) accounts for 65% of total road transport emissions. The largest contributor to carbon emissions from road transport in the Tees Valley is the use of petrol cars (47% of the total emissions from transport). This is despite car ownership being considerably lower in the Tees Valley than the national average. Road transport emissions per capita for the Tees Valley are higher than for both the North East and the UK. Road transport emissions per capita are particularly high in the Middlesbrough and Stockton-on-Tees local authority areas. As car ownership is forecast to increase significantly, carbon emissions from transport will become increasingly important to manage.

What delivers reduced CO₂ emissions from transport?

- 2.9.9 There are a range of measures that will contribute to reducing carbon emissions from transport. Some sections of the literature on delivering low carbon transport systems place an emphasis on finding technological solutions to reduce transport emissions. However, the government's Carbon Reduction Strategy for Transport⁴¹ stresses that alongside technological improvements, cultural and behavioural change is fundamental to achieving the reductions in carbon emissions necessary, whether that is in changing travel behaviour itself, or in taking the decision as an individual or society as a whole to invest in a lower carbon technology.

Encouraging cultural and behavioural change

- 2.9.10 A wide range of measures aimed at influencing travel behaviour and cultural change are now firmly established in the main stream of transport planning in the UK. Often referred to as Smarter Choices, after the report of that name⁴² that raised the profile of the use of such measures in a unified form in the UK, there are a wide range of interventions that reduce the need to travel and encourage a greater use of active travel and less environmentally damaging travel modes. Measures to improve the attractiveness of modes such as bus and rail are an important part of strategies to reinforce Smarter Choices. Smarter Choices techniques are based around persuasion, realising the importance of positive incentives, rather than punitive measures, to encourage behaviour change.
- 2.9.11 There is now a significant body of evidence that demonstrates what shifts in travel behaviour can be achieved through Smarter Choices programmes, and the benefits to individuals and society as a whole that such a shift can deliver in terms of economic, social, environmental and health outcomes.

⁴⁰ Connecting the Tees Valley – The CityRegion Transport Strategy, 2007

⁴¹ Carbon Reduction Strategy for Transport, Low Carbon Transport: A Greener Future, DfT, July 2009

⁴² Cairns, Sloman, Newsom, Anable, Kirkbride and Goodwin, Smarter Choices – Changing the way we travel, DfT, July 2004

- 2.9.12 Necessarily this section focuses on the reduced levels of CO₂ from transport that can be delivered through such programmes. It is however important to emphasise that targeted programmes of Smarter Choices measures can deliver a range of improved outcomes across the community, including individual and community wide health benefits, local environmental benefits, and a range of equity and social justice benefits.
- 2.9.13 Estimations based on household surveys suggest that the Sustainable Travel Towns programme (implemented in Darlington, Peterborough and Worcester) resulted in annual per capita carbon savings of roundly 50kg of carbon dioxide in 2008, compared to 2004⁴³. Whilst this figure only reflects reductions in car driver distance on journeys of less than 50km, it is equivalent to a reduction in UK average annual per capita emissions from car driving of approximately 4.4% for journeys of all lengths.

Summary

- 2.9.14 The evidence on carbon emissions from surface transport in the Tees Valley shows:
- The private car is responsible for the majority of carbon emissions from land based travel, and trends suggest that transport is the one sector where carbon emissions continue to rise. Options need to address the threat posed by rising car ownership and use on these trends

2.10 DELIVERING IMPROVED TRANSPORT IN THE TEES VALLEY

- 2.10.1 In concluding the May 2010 work, in order to address the need to tackle the identified transport challenges in the Tees Valley, a process of option generation to develop a “long list” of potential interventions was undertaken. This long list included both existing transport proposals at various stages of development, and new ideas for achieving the City Region’s agreed goals. This approach therefore ensured that innovative and non-transport options were accounted for alongside the full range of transport modes and potential transport options.

High level sift of options

- 2.10.2 The long list of options was assessed using a framework which facilitated an assessment against a range of criteria. This framework has been derived from the Department for Transport’s draft Strategic Appraisal Framework (SAF) and is therefore consistent with the approach to sifting being used across the North East and in other parts of England. The ‘headline’ factors in the assessment framework were:
- Cost and affordability;
 - Value for money;
 - Deliverability;
 - Consistency in delivering Tees Valley priority challenges;
 - National transport goals (as at May 2010).

Types of potential interventions to deliver the strategy

⁴³ Sloman, Cairns, Newson, Anable, Pridmore and Goodwin, The Effects of Smarter Choice Programmes in the Sustainable Travel Towns: Summary Report, 2010; This estimate used per capita changes in car driver kilometres for trips <50km from the weighted dataset, and emission factors published by Defra/DECC based on an average-sized car.

2.10.3 The results of this sift highlighted a broad suite of potential interventions that should be the priority for partners across the Tees Valley in investing in programmes of activity or in infrastructure projects through the life of this strategy.

2.10.4 These can be broadly summarised as:

- Smarter Choices measures for implementation across the Tees Valley – many of which build upon the Darlington experience
- “Softer” bus measures – a range of measures to build on the delivery of the proposed Tees Valley Bus Network Improvement scheme
- Rail based proposals – as these will better connect dispersed pairs of settlements with the Tees Valley, integrated with onward journeys by walking, cycling or bus and integrated with land use planning, ensuring people can live, work, learn or shop near to the rail stations
- Park and ride – a mix of strategic and local schemes
- Targeted highway schemes – the majority of which are relatively low cost measures that seek to make best use of the existing infrastructure

2.10.5 This suite of measures should allow partners in the Tees Valley to develop programmes of investment that deliver improved economic outcomes, reduced carbon emissions from transport, and provide the choice of high quality transport networks to deliver the connectivity and access to a range of opportunities that residents, businesses and visitors within the City Region need to improve their life chances.

Next steps - Funding and delivery

2.10.6 Delivering the outcomes of the Tees Valley transport strategy will require a flexible approach to ensure that all opportunities to obtain funding and resources are taken. The governmental structures for planning and transport have already changed significantly in the short time since the formation of the Coalition Government in May 2010 and the prevailing economic and public spending climate presents additional challenges.

2.10.7 The Tees Valley has already made great strides in developing an effective partnership between business and the public sector, as is evidenced by the widespread support across the City Region for the proposed Local Enterprise Partnership. The opportunity that this solid foundation presents needs to be taken forward in delivering the transport strategy, engaging partners from other sectors such as health and education, and from local businesses in creating funding packages to deliver the most cost effective transport interventions.

- 2.10.8 This is not to ignore established funding mechanisms, and the five Local Transport Plans will remain fundamental in the delivery of transport improvements over the period to 2016, as will Department for Transport funds for major local transport schemes. The opportunities presented by new funding opportunities, such as the new Local Sustainable Transport Fund⁴⁴ and the Regional Growth Fund⁴⁵ should be maximised, and any funding flexibilities and freedoms being developed by city regions across England should be examined for adoption in the Tees Valley where appropriate.

⁴⁴ Announced by Local Transport Minister Norman Baker on 22nd September 2010

⁴⁵ Consultation issued in July 2010

3. Transport in Hartlepool

3.1 INTRODUCTION

- 3.1.1 Part one of the Local Transport Plan is the Hartlepool Borough Local Transport Strategy which will broadly set out how transport impacts upon residents and visitors in the Borough, including details of travel demand patterns and key pressures on the transport network. It also lays out what Hartlepool Borough Council intend to do to address the transport related issues.

3.2 NATIONAL AND REGIONAL CONTEXT

- 3.2.1 Hartlepool is located on the North East coast within the Tees Valley sub region. It borders County Durham to the north and Stockton-on-Tees to the south. The Borough of Hartlepool covers an area of about 9400 hectares (over 36 square miles) and has a population of about 90,000. It is bounded to the east by the North Sea and encompasses the main urban area of the town of Hartlepool and a rural hinterland containing the five villages of Hart, Elwick, Dalton Piercy, Newton Bewley and Greatham.
- 3.2.2 The Borough has seen a major transformation over the past 20 years through regeneration programmes and public and private sector investment. The town is now home to major tourist attractions, a revitalised town centre together with sites of international conservation importance and areas of business with significant investment opportunities.
- 3.2.3 Historically, the Tees Valley as a whole and its urban centres has been reliant upon heavy industries for a large proportion of employment opportunities, economic wealth and prosperity. Hartlepool plays an important role in the sub-region, particularly for tourism and leisure, as well as providing key services and facilities for the County Durham districts of Easington and Sedgefield. Hartlepool also relies on the other boroughs in the Tees Valley for employment and other key services.
- 3.2.4 The A19 runs through the west of Hartlepool Borough and provides the key strategic road link, north-south, connecting Hartlepool to the rest of the region, and the country. The A19 is accessed from central Hartlepool via the A689 and A179. The A19 has been identified as a Strategic National corridor in a report commissioned by the Department for Transport on the Network Analysis of Freight Traffic (2009). It highlights that 90% of freight traffic flow is domestic in origin and that there are significant flows of construction materials and metals along the corridor.

- 3.2.5 The A19 acts as a national and regional corridor as well as a key local route in terms of Hartlepool's connectivity within the sub region. This connectivity and role of the A19 is likely to be enhanced with the opening of the second Tyne Tunnel which is going to improve the reliability of journey times on the A19. The original Tyne Tunnel was built to serve a daily traffic throughput of 24,000 vehicles and is currently serving 38,000 customers per day during peak periods. It has been identified within the Tees Valley City Region: Connectivity and Accessibility Study that there are highway network capacity constraints on the A19 around Wynyard Park. The A19 is a vital element in the drive to improve economic development and continual enhancements to the route
- 3.2.6 Hartlepool has good access to and from Durham Tees Valley and Newcastle International Airports via the A19. This gives access for personal, business and freight movement to National, European and International destinations. Durham Tees Valley has a 400,000 tonnes per annum cargo capacity which has the potential to link in with the A19's role as a strategic transport corridor. In 2008 the airport catered for 655, 017 passengers however this number dropped by 11% from 2007 figures. This was due to the withdrawal of key services and the threat of terrorism. However, one of the high level issues arising from evidence around DaSTS Challenge 16 is the journey experience of transport users and included within this is the importance of external connections to London and Europe and it was noted that public transport access to Durham Tees Valley Airport is particularly limited.
- 3.2.7 The Durham Coast railway line serves the borough with stations at Hartlepool and Seaton Carew. This link provides direct regional links to Newcastle, Sunderland, Stockton and Middlesbrough. When the signal upgrade is completed it is anticipated that freight traffic will be diverted to the Durham Coast Line to free up paths on the East Coast Main Line for passenger journeys. Since 2006 the Grand Central Line has provided a direct link to London Kings Cross direct from Hartlepool with trains running four times a day in each direction during the week. Given the reduction in air services to key London destinations the rail services are pivotal in ensuring that Hartlepool retains its connectivity with regions south of the Borough and the capital city. We will work to ensure that this connection plays a long term role in the future of Hartlepool.

- 3.2.8 The strategy for rail-based infrastructure includes the Tees Valley Metro which proposes to upgrade the Tees Valley Line and sections of the Esk Valley Line and Durham Coast Line to provide faster and more frequent services. Initially this will provide services for heavy rail but the later phases may include trains similar to that of the Tyne and Wear Metro system. Two main lines have been proposed with Line 1 being for Darlington via Middlesbrough to Saltburn and Line 2 being a route between Hartlepool and Nunthorpe Parkway.
- 3.2.9 In developing an enhanced local rail network for the Tees Valley, accessibility between urban areas in the region and beyond would be improved. Hartlepool will play an important part in these proposals.. Tees Valley Metro provide an increase in access and mobility to other urban areas in the Tees Valley, particularly areas such as Redcar and Cleveland. A further benefit will be an increase in the choice of transport, reducing the need to use the car and providing better links to the regional and national rail networks. This route will convey both passengers and freight to the Tees crossing, reducing journey times to south Teesside dramatically.
- 3.2.10 A comprehensive bus service network provides for local journeys and inter-urban/express services to neighbouring town centres. Long distance bus services also operate via Hartlepool. From August 2009, following extensive consultation, Stagecoach in Hartlepool made major changes with a new simplified commercial network focussing services on 4 key high frequency corridors covering the majority of the town. The end-to-end journey times of the two express services in the town generally match that of the train on the Durham Coast Line.
- 3.2.11 The Tees Valley Bus Network Improvements/ Programme consists of 26 schemes, giving improvements to key junctions and road links along core bus routes. The improvements which are taking part in Hartlepool over the next 3 years are detailed in the Delivery Plan.
- 3.2.12 The central section of York Road, between Victoria Road and Park Road, has been made a bus priority link. This has helped to divert traffic from a main shopping street in Hartlepool to the A689/A179 route to the east of the town centre shopping area. These works incorporated improvements to pedestrian and bus stop facilities and have improved the environment around the town centre.
- 3.2.13 As a traditionally industrial centre Hartlepool's freight movement needs have always been well catered for through rail services and the A19. However, the movement of people in Hartlepool has been more complicated. With unemployment levels higher in the Tees Valley than the national average (6.5% in the Tees Valley and 4.1% nationally) and car ownership levels also being lower than the national average there is an inherent demand for a high quality public transport network which will provide the backbone for economic development.
- 3.2.14 Historical constraints within Hartlepool mirror issues identified at a regional Level in the City Region Transport Strategy:
- Declining, but ageing population with increasing numbers of households;
 - Economic gap between the North East, and between the North of England and the rest of the United Kingdom;

- Unemployment higher than the national average;
- Disparity in job densities across the City Region;
- Travel to work patterns will change over the next 20 years;
- Car ownership is low at present, but is forecast to rise at a higher rate than the national average;
- Poor connectivity with adjacent city regions by public transport;
- Ill-defined connectivity within the Tees Valley City Region by public transport;
- Restrictions on future growth of Teesport and Durham Tees Valley Airport as a result of constraints posed by the existing transport network;
- Potential for additional congestion with new employment sites;
- Some of the key employment sites are not currently adequately served by public transport; and
- Health and education trends are below the national average.

3.2.15 2001 Census data highlighted, that Hartlepool has a high percentage of self-contained journeys with 82% of residents working in the borough. There are strong links to Stockton with County Durham next in terms of significance. There are also reasonable flows to and from Middlesbrough but relatively low flows to or from Darlington, and Redcar and Cleveland.

3.3 WHO ARE HARTLEPOOL'S MAIN PARTNERS?

3.3.1 Ultimately the main Plan Partners are the people of Hartlepool Borough as it is our residents who will benefit most from what is proposed as part of LTP3. The partners identified as part of LTP2 will continue to be the main partners for the LTP3 period and can be split into five distinct groups:

- Transport Operators
- Local Businesses
- Local Public Services
- Local Communities
- Special Interest Groups
- Others

Transport Operators	Arriva North East Limited Freight Transport Association Northern Rail Durham Tees Valley Airport Limited Stagecoach Hartlepool Go-Ahead Group NE Tees Valley Coaches Compass Royston
Local Businesses	PD Ports, Logistics and Shipping North East Chamber of Commerce Middleton Grange Shopping Centre
Local Public Services	Cleveland Fire Brigade North East Ambulance Service Cleveland Police Hartlepool Primary Care Trust North Tees and Hartlepool NHS Trust

Local Communities	Housing Hartlepool
Special Interest Groups	The Tees Forest Association of British Drivers Transport 2000 Sustrans Tees Valley Hartlepool Shopmobility Passenger Focus Coastliners Patient and Public Involvement Forum (Hartlepool PCT)
Others	One North East Government Office for the North East Dalton Piercy Parish Council Elwick Parish Council Greatham Parish Council Highways Agency Tees Valley Environmental Protection Group Newton Bewley Parish Council Middlesbrough Borough Council Hart Parish Council Tees Valley Rural Community Council Durham County Council Confederation of Passenger Transport UK Tees Valley Unlimited Headland Parish Council Stockton-on-Tees Borough Council Redcar and Cleveland Borough Council Tees Valley Regeneration Hartlepool Partnership

3.4 BUILDING ON THE SUCCESS OF LTP1 AND LTP2

3.4.1 Our first LTP covered from 2001 to 2006 and set out 21 local transport problems which were being experienced by residents, businesses and visitors to Hartlepool. The focus of the first LTP was to deliver the following vision:

“to provide a safe and effective transport system that enables equal accessibility and maximum choice”.

3.4.2 In order to achieve this vision a series of objectives were set with an emphasis on the themes of environment, safety, economy, accessibility, safety, economy, and regeneration. To meet these objectives, four core strategies were implemented, including 'Road Danger', 'Public Transport', 'Walking and Cycling' and 'Highway Maintenance'. These strategies sought to widen travel opportunities, reduce car dependency, provide a better quality of life and help to promote economic, social and environmental benefits for the whole community. The good work which was undertaken as part of LTP1 provided a strong foundation for LTP2.

3.5 WHAT WE DELIVERED OVER THE LTP2 PERIOD

3.5.1 In the previous LTP2, we identified key challenges which the Borough would face from 2006 to 2021 which remain valid for the period of LTP3. These challenges are:

- Economic Growth and Regeneration
- Meeting the Forecast Demand for Travel in a Sustainable Way
- Improving Local and Regional Connectivity
- Reducing Inequality and Disadvantage

3.5.2 Improving accessibility was considered to be the most important priority for Hartlepool as it has several barriers which prevent people accessing employment, education, training and healthcare. These can be reduced by widening travel choice and horizons, increasing physical accessibility and reducing the cost of travel.

3.5.3 The core elements of LTP2 which were to be delivered over the Plan period were:

- Development of a core network of bus routes with high frequency bus services and infrastructure improvements
- Development of a network of cycling and walking routes with associated infrastructure improvements
- Improved public transport interchange facilities
- Managing travel demand through parking availability and cost
- Promoting smarter travel choices, including travel planning, travel information, marketing and promotion, and car sharing
- Integrating land-use and transport planning to reduce the need to travel
- Effective management of the existing transport network
- Reallocation of road capacity in favour of buses, cyclists and pedestrians
- Increasing the capacity of road links and junctions
- Highway engineering measures to address outstanding road traffic accident "hot-spots"
- Highway engineering schemes targeted at the remaining road traffic accident "hot-spots"
- Enhanced road safety education and training programme linked to school travel planning.

Objective	Delivery Status	Comments
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Development of a core network of bus routes with high frequency bus services and infrastructure improvements	Ongoing	Over the period of LTP2, the Council have strived, together with their partners in the bus industry, to improve patronage figures on buses. Stagecoach have invested £2m on 19 new vehicles for the town, making its fleet in Hartlepool their most modern in the country and almost 100% are low floor. They have also introduced a core 10 minute day time service in the town, which they have adjusted after consultation with Officers and members of the public. The Council has had in place, for several years, a rolling programme of constructing low floor bus infrastructure for improved accessibility and improvements to bus stop poles, flags, bus shelters and timetable information. On core routes 89% of bus stops now have low floor infrastructure. In addition to this a joint Major Scheme Bus bid has been successful with the DfT, on behalf of the Tees Valley authorities, to seek funding for a series of measures to improve the punctuality of bus journeys on key public transport corridors. This will involve a local contribution of £238,000 per year from 2010/11, from the LTP. The new Transport Interchange was opened in August 2010 at a final cost of over £4m.
Development of a network of walking and cycling routes with associated infrastructure improvements	Ongoing	A Hartlepool Cycling Map was published, providing a real advance in the promotion of the existing cycle network. This is currently under review, combining cycle route information and public rights of way details, onto one map. It is anticipated that the finished plan will be available before the end of

		2010/11. Advanced Stop Line schemes, storage and signage improvements have been implemented, although the recent loss of funding has resulted in further schemes and improvements being placed on hold.
Improved public transport interchange facilities	Yes	Completed and opened in August 2010
Managing travel demand through parking availability and cost	Ongoing	Improvement to car parks, to achieve Park Mark standard. Introduction of on street parking charges to encourage the use of public transport
Promoting smarter travel choices, including travel planning, travel information, marketing and promotion and car sharing.	Ongoing	<p>Already we have run three Smarter Travel roadshows which improve access to sustainable travel information.</p> <p>All schools in the town have developed a School Travel Plan by March 2009 – exceeding the government target of March 2010. From these plans, a wide range of promotions and initiatives to encourage walking and cycling to school have been developed and implemented.</p> <p>A number of workplace travel plans have been secured through the planning process.</p> <p>In terms of wider promotion then Hartlepool Borough Council have taken part in the Tees Valley Sustainable Travel Awareness Campaigns which include projects such as doitbycycle.com, which provides information on cycling in the Tees Valley and will incorporate a cycle journey planner, and 2plustravel.com – the Tees Valley Car sharing scheme.</p>

		<p>Tees Valley Connect has also been developed as a 'one stop shop' transport information / journey planning service.</p>
Integrating land-use and transport planning to reduce the need to travel	Ongoing	<p>A Supplementary Planning Document (SPD) on Transport Assessments and Travel Plans was formally adopted in January 2010.</p> <p>The SPD sets thresholds for developments for which Transport Assessments and Travel Plans are required.</p>
Effective management of the existing transport network	Ongoing	<p>Traffic signals in the town centre and along the A689/A179 are linked and controlled via the SCOOT system, giving improved traffic management and helping reduce levels of congestion.</p> <p>As part of the bus priority measures included as part of LTP2 (and ongoing into LTP3) a number of signalised junctions are to have bus priority measures introduced. The Tees Valley authorities are also actively pursuing the implementation of an Urban Traffic Management Control (UTMC) system.</p> <p>A speed limit review is currently being undertaken in accordance with Department for Transport requirements.</p>
Reallocation of road capacity of road links and junctions	Yes	<p>Burn Road roundabout – creation of 3rd lane on westbound approach</p> <p>Burn Road/Tesco entrance – installation of traffic signals to give improved traffic flow, both entering and leaving the site</p> <p>Hart Lane/Wiltshire Way – provision of traffic signals and new link road to increase capacity at junction</p>

		<p>Clarence Road/Middleton Road – removal of prohibited manoeuvres at traffic signals to allow greater journey choice</p> <p>A179/West View Road and A179/Cleveland Road roundabouts – altered lane markings to give separate lane priority to the A179</p> <p>Additional left turn filters to give increased capacity at the following signalised junctions – Stockton Street/Victoria Road, A689/Queen's Meadow, Park Road/Waldon Street, Park Road/Elwick Road</p>
Highway engineering measures to address outstanding road traffic accident “hot spots”	Yes	<p>Newburn Bridge – reduction to single lane approach, anti-skid surfacing and provision</p> <p>School 20mph/Safety Schemes – rolling programme with 22 out of 35 schools now having a scheme introduced</p> <p>Catcote Road (Elwick Road – Browning Avenue) – toucan crossing, vehicle activated signs, TROs</p> <p>Hart Lane (Dunston Road – Duke Street) – puffin crossing</p>
Highway engineering schemes targeted at the remaining road traffic accident “hot spots”	Yes	<p>A689 (Burn Road – Brenda Road) improved lighting at crossing points, anti-skid surfacing, Amco barriers, removal of vegetation</p> <p>Greatham Village – vehicle activated signs, speed cushions, central hatching/coloured surfacing</p> <p>Blakelock Gardens – puffin crossing</p>
Enhanced road safety education and training programme linked to school travel planning and neighbourhood revenue	Ongoing	<p>All Y3 pupils in the town are offered pedestrian training. In addition, all year groups from Nursery to Y6 can be offered specific training appropriate to their age.</p> <p>Cycle training is delivered to</p>

		<p>National Standard for pupils in Y5 and Y6.</p> <p>A programme has been developed to target training appropriate to measures within a School's Travel Plan. i.e. schools that have installed cycle storage are offered comprehensive cycle training.</p>
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3.6 KEY LESSONS LEARNT

3.6.1 We recognise the need to build on the successes of our previous two LTPs, and learn from areas where we have not been able to make as good progress as we would have wanted. Learning from our experiences will ensure that LTP3 will deliver the best possible results for the funding which will be made available to us.

3.6.2 We have learnt that we need to be realistic in the production of our strategy, programme and targets which we are aiming to deliver and achieve through LTP3. We need to be clear about what is important for Hartlepool and commit to delivering our objectives.

3.6.3 Joint working is important for us and we will continue to work closely with the other Tees Valley authorities. We will learn from the experience of others and their best practice and apply it locally.

3.7 REGIONAL AND SUB-REGIONAL PLANNING

3.7.1 To effectively deliver the LTP objectives consideration needs to be given on a wider, regional basis to other cross-cutting policy areas in which transport will make a significant contribution. The key aim of all of the Tees Valley Authorities is economic regeneration. Transport will play a key role in regeneration through delivering enhancements in accessibility road safety and improved air quality, all leading to a better quality of life.

Tees Valley Unlimited (TVU)

3.7.2 Tees Valley Unlimited is a partnership of public, private and voluntary bodies which coordinates activities, appropriate to a city region level, designed to improve the economic performance of the entire Tees Valley

Tees Valley Multi Area Agreement

3.7.3 The Multi Area Agreement (MAA) covers regeneration, housing and transport projects and acts as a tool to build on successful partnership arrangements, and the outcomes that it seeks to achieve. Many of these priorities relate to the outcomes of the Local Area Agreement and are, in effect, complementary.

Local Area Agreements

3.7.4 The existing Local Area Agreement runs from 2008 to 2011 and is based upon Hartlepool's Community Strategy. For the period to 2011 the Local Area Agreement contains 34 outcomes which are grouped into the following 8 themes:

- Jobs and the Economy
- Lifelong Learning and Skills
- Health and Wellbeing
- Community Safety
- Environment
- Housing
- Culture and Leisure
- Strengthening Communities

4. LTP 3 Vision and Objectives

4.1 INTRODUCTION

- 4.1.1 This section of the report sets out the vision and objectives for our LTP3. The plan considers how transport supports and contributes to the Council's wider policy agenda and aspirations for all who live and visit Hartlepool.

4.2 LTP3 VISION

- 4.2.1 The Tees Valley City Region Strategy in conjunction with Hartlepool's Ambition and Local Development Framework are the main strategies from which we will form our LTP3 vision. Our vision is:

"Hartlepool will have a high quality, integrated and safe transport system that supports continued economic growth and regeneration. We will seek to provide excellent access to key services and facilities for all, promote sustainable travel patterns of development and movement and minimise the adverse effect of traffic on local communities and the environment. The development of transport services and infrastructure will represent best value for money for users, operators and the council".

- 4.2.2 In recognising the wider quality of life benefits that transport can bring our LTP also reflects on the broader vision for Hartlepool set out in our Community Strategy.
- 4.2.3 We have a long history of partnership working in particular with Tees Valley Unlimited and the Hartlepool Partnership. The Hartlepool Partnership is our Local Strategic Partnership which is needed to ensure that governance and accountability, leadership, decision-making, structure and processes are strong and properly developed.

4.3 LTP3 OBJECTIVES

- 4.3.1 In setting the objectives for our LTP3 we have taken account of the national, regional and local policy context as well as our legal duties as a highways authority.

Statutory duties as Highway Authority

- 4.3.2 In addition to our general duty of care to our residents and visitors there are a number of specific pieces of legislation which provide a basis for the powers and duties relating to highway maintenance.
- 4.3.3 The Highways Act 1980 sets out the main duties of highway authorities in England and Wales, in which Section 41 imposes a duty to maintain highways.
- 4.3.4 The Traffic Management Act 2004 introduces a number of provisions, including
- Highways Agency Traffic Officers
 - Local authority duty for network management
 - Permits for work on the highway

- Increased control of utility works
 - Increased civil enforcement of traffic offences
- 4.3.5 The most important feature of the Act is Section 16(1) which establishes a duty for local traffic authorities to manage their road network to achieve the following objectives:
- Securing the expeditious movement of traffic on the authority's road network
 - Facilitating the expeditious movement of traffic on road networks for which another authority is traffic authority
- 4.3.6 Section 31 of the Act specifically states that the term 'traffic' includes pedestrians, so the duty requires us to consider all highway users.
- 4.4 DRAFT OBJECTIVES
- 4.4.1 Based on the above influences the Borough proposes the following draft objectives for LTP3 which reflect local, regional and national goals for transport, as well as build on the work for the previous LTPs.
- 4.4.2 The draft objectives are:
- To support and encourage the growth of local economies which are sustainable
 - To reduce the impact that transport has on the environment and how to tackle climate change
 - To improve transport related safety and security as well as promoting healthier travel
 - To improve equality of opportunity for all by improving access to socially necessary goods and services
 - To ensure that transport serves to improve quality of life for all.
- 4.4.3 These can be summarised as:
- Delivering Sustainable Economic Growth
 - Reducing the impact of transport on the environment and tackling climate change
 - Safer and Healthier Travel
 - Improve equality of opportunity through access to Services
 - Quality of Life
- 4.4.4 Whilst supporting and encouraging that the sustainable economic growth of Hartlepool comes first in the bullet-pointed list of objectives no single objective will be afforded a higher priority than another. However, we do have statutory obligations as a highway authority regarding highway maintenance and road safety and whilst we will not assign any objective a higher priority we must still ensure that we fulfil our statutory obligations.

4.5 LTP3 COMMITMENT

- 4.5.1 The funding associated with LTP3 is currently subject to a great deal of uncertainty and is likely to be less than for LTP2 which makes effective planning of resources key to ensure we maximise the impact of what we deliver. Increased fuel prices, combined with the impact of the recent recession, may result in people choosing to walk and cycle rather than drive for shorter journeys. This will contribute to quality of life and carbon reduction aspirations.

4.6 SUMMARY

- 4.6.1 Our vision is that we “will have a high quality, integrated and safe transport system that supports continued economic growth and regeneration. It will provide access to key services and facilities for all members of society, promote sustainable travel patterns of development and movement and minimise the adverse effect of traffic on local communities and the environment. The development of transport services and infrastructure will represent best value for money for users, operators and the council”.

- 4.6.2 We will achieve this through our objectives:

- To support and encourage the growth of local economies which are sustainable;
- To reduce the impact that transport has on the environment and how to tackle climate change;
- To improve transport related safety and security as well as promoting healthier travel;
- To improve equality of opportunity for all by improving access to socially necessary goods and services; and
- To ensure that transport services improve quality of life for all.

5. Objective 1 – Delivering Sustainable Economic Growth

5.1 BACKGROUND

5.1.1 Transport plays a pivotal role in supporting local economies and is key to delivering economic success and improved quality of life of its residents. Delivering an effective and efficient transport system makes social, economic and environmental sense, allowing employees to travel and businesses to flourish whilst reducing the harmful effects of transport on the natural environment.

5.1.2 The borough of Hartlepool covers a relatively small geographic area; however, significant development has, and still is being undertaken in and around the centre of the town. Two principal roads access the town, these being the A689 and the A179, from the main A19 trunk road and these principal roads converge at the centre of the town. The roads carry a large volume of local and through traffic. Minimising disruption on these principal roads is paramount in maintaining a free-flow of traffic within the centre of town.

5.1.3 This section identifies how transport can contribute to sustainable economic growth in Hartlepool.

5.2 KEY ISSUES

5.2.1 We have been working over recent years on the regeneration of Hartlepool to provide long term sustainable economic growth in the Borough and high quality jobs for our residents. We have strong connections with our neighbours in the Tees Valley and many of our residents choose to live in Hartlepool and work elsewhere, similarly other Tees Valley residents live elsewhere but work in Hartlepool. Obviously we would like to encourage people to live in Hartlepool but we believe that economic growth, afforded by people in employment in the Borough (regardless of where they live) will serve to encourage further economic growth in a domino effect.

5.2.2 The table below shows the total number of travel to work trips made within the Tees Valley (from the 2001 Census).

	Darlington	Hartlepool	Middlesbrough	Redcar & Cleveland	Stockton-on-Tees
Darlington	29,963	293	1,161	431	2,513
Hartlepool	346	24,170	1,316	528	3,107
Middlesbrough	801	808	29,115	5,615	8,514
Redcar & Cleveland	553	528	10,527	32,550	5,091
Stockton-on-Tees	2,482	2,777	9,861	3,504	49,342

- 5.2.3 Hartlepool has a very high proportion of self-contained employment trips, of the remaining employment trips that leave the Tees Valley Region go to Durham, accounting for 8, 699 trips out and 14, 795 trips in⁴⁶.

Hartlepool

The town centre area is the economic centre of Hartlepool Borough and acts as the main trip attractor. Whilst traditional industries in Hartlepool have declined, a new enterprise based economy is developing which will help support and develop the town.

A19 Corridor

The A19 acts as the main transport corridor through Hartlepool Borough and there is likely to be significant development in close proximity to the A19 due to the access it provides. Providing that any congestion 'hot-spots' are tackled as and when necessary the A19 will continue to be an asset contributing to the sustainable economic growth of Hartlepool.

Tees Valley

Hartlepool has strong connections economically with the rest of the Tees Valley. Evidence suggests that 90% of people living in the Tees Valley and in employment work within Tees Valley. The Tees Valley Connectivity Report notes that Hartlepool has relatively poor public transport connectivity to other labour markets within Tees Valley.

Tyne and Wear

Tyne and Wear is home to the largest of the two regional airports, Newcastle International. This airport affords us connections nationally and internationally and is easily accessible via the strategic road network.

County Durham

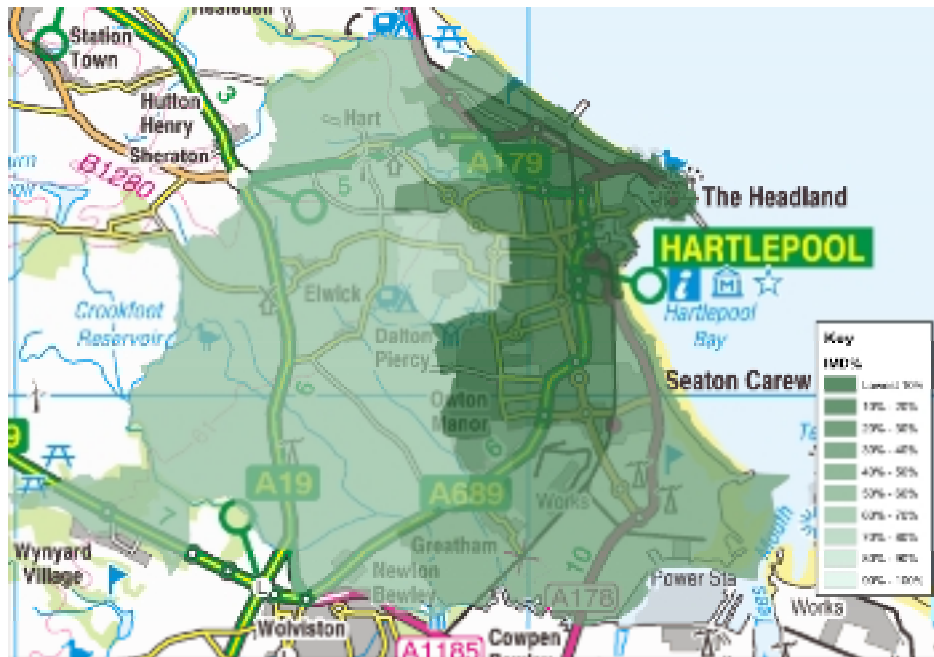
County Durham is one of the areas bordering Hartlepool and accounts for a significant number of people commuting to and from Tees Valley. It was noted in the City Region Transport Strategy that Hartlepool has pronounced links to North Yorkshire and County Durham.

Local Centres

As well as developments within the main town we are looking to support growth in areas outside Hartlepool town centre, which remain within the Borough Boundary, such as at the Wynyard site,

- 5.2.4 Unemployment in the Tees Valley sub-region is 50% higher than the national average and there are also pockets of high deprivation across the City Region, with some of the highest ward-level unemployment rates. Hartlepool itself has an unemployment rate of 8.2% and according to the 2007 Index of Multiple Deprivation (IMD), 7 out of Hartlepool's 17 wards are among the top 10% most deprived in England, with 5 of those wards being in the top 3%.

⁴⁶ Tees Valley City Region, The City Region Transport Strategy, 2007



5.3 POTENTIAL INTERVENTIONS

5.3.1 In order for individuals, communities and businesses to realise their full potential, it is our responsibility to ensure that they can access all of the opportunities which they feel they need access to, particularly essential services and facilities. Poor longer distance connections to other authorities, regions and the rest of the country are likely to result in unpredictable journey times. This can act as a deterrent to people who might wish to move to Hartlepool as this will create uncertainty in respect of journey time planning for those who might commute and also access issues for local businesses and industries.

5.3.2 Improved connectivity within Hartlepool Borough and outwards to neighbouring authorities will serve to provide long term economic benefits as it is recognised that improving accessibility to jobs and services also provides opportunities to:

- Support economic regeneration
- Facilitate the transition from welfare to work
- Reduce health inequalities; and
- Improve participation and attendance in education.

- 5.3.3 These benefits will help us promote Hartlepool as a town which is a good place to do business in. The Tees Valley City Region: Connectivity and Accessibility Study noted that there are three prioritised DaSTS challenges in the Tees Valley, one of which was to improve the connectivity and access to labour markets of all key business centres. The economic strategy for the Tees Valley focuses on enhancing the strengths of each centre and this could potentially encourage more trips between the key centres within Tees Valley. We will work with our partners to improve sustainable modes of transport between the centres to ensure that any potential new trips are not by car, particularly as the report noted that we have poor public transport connectivity to other labour markets in Tees Valley compared to other centres.
- 5.3.4 It can also be identified from this study that highway network capacity constraints exist on the A19 around Wynyard Park. It stated that “highway access to Seal Sands and North-South Tees developments relies upon this part of the network, and the constraints at this location could potentially stifle development and impede strategic connections”. It is important that we tackle issues like this to ensure future development aspirations are met”.
- 5.3.5 As part of the National Highways and Transport Public Satisfaction Survey 2009 there was scope to improve all three of the key benchmark indicators.
- Ease of access to key services (all people) +4.66
 - Ease of access to key services (people with disabilities) + 2.38
 - Ease of access to key services (no car households) +5.12
- 5.3.6 The ‘scope to improve’ figures were calculated using the highest performance achieved by a survey participant (the best score from the 76 who participated). The scope to improve is, therefore, the difference between the scores that we received and the best scores overall.

Tees Valley Metro

- 5.3.7 The aim of the Tees Valley Metro project is to provide a 21st Century transit system for the Tees Valley, using our existing rail network in a more cost effective and efficient way. The project will deliver:
- A service frequency of 15 minutes between Darlington and Saltburn, and between Hartlepool and Nunthorpe during the working day compared with 30 to 60 minutes currently;
 - Additional tracks to provide sufficient capacity to meet the demands of the next 20 – 30 years, including freight movements;
 - A new station at Durham Tees Valley Airport;
 - Additional new stations at Morton Palms, Teesside Park, Middlehaven, The Ings, Nunthorpe Parkway, James Cook University Hospital and Queens Meadow;
 - Improvements to existing stations; and
 - Newer, lighter trains

- 5.3.8 As Wynyard has been identified as one key sites for development in Hartlepool it is crucial that going forward we minimise any traffic impact from the construction of the site and its day to day operation. It is proposed to do this by implementing a Travel Plan for businesses who will locate themselves at Wynyard. As part of the Wynyard development we will expect to see improved pedestrian and cycle links incorporated at the design stage. Also, should the Wynyard Hospital development progress we will work with the developers to improve links to the hospital from across Hartlepool.
- 5.3.9 There will be funding constraints over the coming years following the Government's Spending Review and these will directly impact on the types of solutions we are able to offer during this LTP period. We will seek to implement the solutions which provide the best value for money in the current climate without compromising on what we want to achieve.
- 5.3.10 As the A19 forms part of the strategic network it is not under direct control of Hartlepool Borough Council but is integral to economic development and the prosperity of Hartlepool. We will therefore need to work closely with the Highways Agency and Autolink (Design Build Finance and Operate (DBFO) operator), particularly where the need to improve long distance connectivity is concerned.
- 5.3.11 We will work with Network Rail, train operating companies and the Highways Agency to ensure that connections between Hartlepool, the rest of the region and the UK are maintained, improved and are resilient to climate change events.

Traffic management and reducing congestion

- 5.3.12 Congestion issues go hand in hand with connectivity and any improvements in connectivity will also help reduce congestion. Congestion can lead to poor and unpredictable journey times and this can act as a deterrent to potential inward investment as well as having a negative effect on businesses already in the borough.
- 5.3.13 Reducing congestion is a headline objective for local and central government and is of great value to businesses in reducing time and monetary penalties as a result of delays caused by congestion.
- 5.3.14 In order to ensure as much reliability in journey times as possible our key focus will be:
- Better traffic management, including UTM C
 - Reducing and managing travel demand
 - Modal shift to more sustainable modes of transport
 - Managing development

- 5.3.15 The Government's Network Management Duty stemmed from the 2004 Traffic Management Act. This Act places a duty on local authorities to minimise congestion and disruption on their roads as best they can. Therefore we will aim to minimise congestion through better traffic management. This will include better co-ordination of all works including events (gained from our experience of hosting the Tall Ships in 2010), parades and maintenance. Where any need for additional capacity might be identified we will investigate how this can be catered for through physical alterations, improved traffic signal and Urban Traffic Management equipment and software. However, before any new capacity is considered other measures aimed at reducing and managing demand and modal shift should be investigated to ensure that the most effective use of the network is made prior to any new additions being made.
- 5.3.16 In conjunction with traffic management, parking management will also be considered. We will work to ensure that parking policies support the local economy both through supply and pricing do not undermine the use of public transport.
- 5.3.17 Reducing the need to travel can be achieved through a variety of measures such as ensuring that services are located closer to end users and encouraging trip chaining (the notion of carrying out several activities during one trip for example doing the weekly shop after picking children up from school rather than just going straight home. Where any new developments are identified and planning permission applied for, the opportunity should be taken to promote positive travel behaviour to and from these new sites.
- 5.3.18 We will ensure that accessibility issues are taken into account from the outset when planning new developments. We will work with the relevant bodies to ensure that appropriate transport infrastructure and services are put in place to deliver accessible and sustainable development. The opportunity to facilitate modal shift and managing new development go hand in hand, as creating a fundamental shift in mode is most likely to be achieved through the planning process in accordance with current Guidance on Transport Assessment and Planning Policy Guidance:
- Developers will need to ensure that the necessary transport infrastructure is provided to accommodate the forecast housing and population growth;
 - Developers will need to ensure that any new development sites are linked to nearby settlements by sustainable modes of transport;
 - The Government's Guidance on Transport Assessment (or subsequent related guidance) will be used to determine if a Transport Assessment/Statement and Travel Plan are required
 - We will seek contributions from developers towards priorities and schemes contained within the LTP which are deemed to relate to their development

Tourism

- 5.3.19 We will encourage tour operators, hotels and tourist attractions to provide information on transport services so that visitors can choose to use alternatives to the car if they wish. This will highlight how accessible Hartlepool's key tourist amenities are and hopefully stimulate inward tourist trips.

5.3.20 We will also seek to ensure that there are adequate links via sustainable modes to existing destinations in Hartlepool such as Hartlepool's Maritime Experience. Incorporating local signing into this which highlights the best walking routes and associated walking time will encourage people to walk to tourist attractions we are proud to host in Hartlepool.

5.3.21 We will continue to promote our top 5 tourist destinations to ensure their long-term contribution to our economy and its sustainable growth. These attractions are:

- HMS Trincomalee
- Hartlepool's Maritime Experience
- Heugh Gun Battery Museum
- Hartlepool Art Gallery
- Museum of Hartlepool

5.3.22 We will also encourage the management team of the tourist attractions to develop Visitor Travel Plans to minimise the impact to the natural environment caused by vehicular traffic.

5.4 CHALLENGES AND OPPORTUNITIES

Challenges	Opportunities
<ul style="list-style-type: none">• Out-commuting• Deprivation	<ul style="list-style-type: none">• Encourage more self-contained employment trips and increased job opportunities.• Improve connectivity to access opportunities• Ensure developments are delivered in a sustainable way• Support economic regeneration• Facilitate transition from welfare to work• Reduce health inequalities• Improve participation and attendance in education

6. Objective 2 – Reducing the impact of transport on the environment and tackling climate change

6.1 BACKGROUND

6.1.1 Climate change is a significant problem which affects us all. Whilst the future impacts of climate change are uncertain we recognise that it is something we need to address as a key priority as we agree with the conclusions of the Stern Review (2006) that there is still time to avoid the worst impacts of climate change, if we act now.

6.1.2 Our Climate Change Strategy (2007) noted that temperatures in the North East have been monitored by Durham University since 1847. These records highlight that over 150 years there has been a warming trend which has resulted in an overall increase of 0.5°C.

6.1.3 We focus upon climate change in Hartlepool's Climate Strategy (October 2007) which sets out how we will prepare for the impacts of climate change. The Strategy's aim is that:

"Hartlepool will be prepared for the impacts of climate change and will be working in partnership to secure local and global action to tackle it".

6.1.4 Over 40% of CO₂ emissions in Hartlepool come directly from what we do as individuals, including travel. Whilst increased personal mobility has undoubtedly had a positive impact on the borough, we need to manage the environmental issues associated with motorised vehicle use.

6.1.5 The Climate Change Act 2008 sets a target of an 80% cut in carbon emissions across all sectors by 2050 (based on 1990 levels) and 34% on 1990 levels by 2020. Hartlepool has signed up to the Covenant of Mayors, along with 1957 other local authorities, which is a commitment by signatory towns and cities to go beyond the objectives of EU energy policy in terms of reduction in CO₂ emissions through enhanced energy efficiency and cleaner energy production and use.

6.1.6 Our aim is that Hartlepool will be prepared for the impacts of climate change and will be working to secure local change.

6.1.7 Air quality in the borough has improved over the last 40 years due to the introduction of natural gas as the main source of domestic and commercial fuel and the closure/modification of old industrial processes. However the rapid rise in personal mobility through road transport has introduced a new range of pollutants being emitted. The majority of the Hartlepool area is subject to Smoke Control Orders, and natural gas is the main source of heating in all but a few rural villages. This means that air pollution from domestic and commercial sources are low. Industrial emissions are also low, leaving road transport as the most significant air pollution source⁴⁷

6.2 KEY ISSUES

6.2.1 The main negative impact of transport on health is from reduced air quality. In Hartlepool there are no areas which stand out as suffering from significantly poor air quality and subsequently there are no Air Quality Management Areas.. However, road traffic remains the major source of air pollution and has a significant impact on nitrogen dioxide and particulate PM10 concentrations at ground level. We will continue working together to try and reduce traffic and pollution so that no Air Quality Management Areas are designated in Hartlepool

6.2.2 As well as reducing the potential impact of transport activities on climate change we also need to ensure that we have a resilient transport network which is able to respond to any extreme weather events which might occur as a result of climate change. Adaptation will mean that we must make our roads and railways resilient to heat waves and intense rainfall as well as protecting our coastal infrastructure against rising sea levels.

6.3 POTENTIAL INTERVENTIONS

6.3.1 It is reasonable to assume that any measures we adopt will not have dramatic overnight affects but that they will contribute to a long term investment for future generations.

6.3.2 As a responsible local authority we will pave the way and lead by example, through writing and implementing an organisational Travel Plan for the Council. This will encourage the use of 'greener', more sustainable modes of transport and low carbon vehicles.

6.3.3 From this platform we can then influence other people's travel choice and behaviour to minimise the impact on the environment. In order to do this we will:

- Reduce the demand for travel – encouraging people to think about the trips they make and discourage them from making unnecessary trips and encourage trip chaining
- Promote 'Smarter Choices' – this will be done through the travel planning process
- Promote energy efficient vehicles – personal electric vehicles will be promoted in conjunction with charging points and special parking spaces, as well as working with bus operators to achieve a high quality bus network which includes the provision of new, low emission passenger vehicles.

⁴⁷ Hartlepool Air Quality Review 2006

- Look at the energy efficiency of our fleet and contracted services and seek to make improvements.

6.3.4 We will also encourage the Travel Plan process outside the Council and provide a more stringent form of monitoring to make sure that all Travel Plans are giving the best opportunity to deliver effectively. We cannot expect for businesses to follow where a good example has not been set and we will do this through the development and implementation of a Council Travel Plan.

6.3.5 One of the most frequently discussed impacts of climate change is that of unpredictable or extreme weather events. It is our duty to ensure that our transport system is built to last and can withstand the impacts of extreme weather events through effective design, construction and maintenance. The maintenance element is particularly crucial as potentially milder winters will mean that less salting is required on our roads but that we will be subject to more 'extreme' events. Intense rainfall will put pressure on the drainage systems and could result in flooding and heat waves could cause carriageway surfaces to melt. We need to be aware of such occurrences and have an appropriately designed infrastructure and procedures to deal with such extremes. We will continue to invest in schemes and projects designed to combat and mitigate against flooding as well as develop schemes and measures which encourage the use of less polluting transport modes.

6.4 CHALLENGES AND OPPORTUNITIES

Challenges	Opportunities
<ul style="list-style-type: none"> • Reduce our CO₂ emissions • Limiting traffic and pollution • Inclement Weather • Resilience of transport network 	<ul style="list-style-type: none"> • Reduce demand for travel • Promote 'smarter choices' • Promote energy efficient vehicles • Create a resilient transport network

7. Objective 3 – Safer and Healthier Travel

7.1 BACKGROUND

7.1.1 This objective relates to improving transport related safety and security as well as promoting healthier travel.

7.1.2 The number of people who are killed or seriously injured on our roads is of great concern to us and we have a statutory duty under the Road Traffic Act 1988 (Section 39) to investigate the occurrence of injury related road collisions and implement measures to prevent death and any kind of injury on our roads. To do this our Road Safety Unit delivers a comprehensive range of road safety education, training and publicity initiatives.

7.1.3 We have a statutory duty under the Road Traffic Act to improve road safety. The Department for Transport are proposing four national targets relating to casualties associated with road collisions:

- Reduce the numbers of deaths by at least one third from the 2004 to 2008 average by 2020;
- Reduce the numbers of serious injuries by at least one third over the same period;
- Reduce the numbers of deaths and serious injuries to children and young people by at least 50% over the same period; and
- Reduce the combined rate of death and serious injuries for pedestrians and cyclists per distance walked or cycled by 50% over the same period.

7.1.4 The cost to society and business of tackling obesity and inactive lifestyles is estimated to reach £49.9 billion a year⁴⁸. Prevention is key in reducing this cost, one of the ways in which we can do this is through encouraging the use of more sustainable modes of transport for commuting and recreation such as walking and cycling.

7.2 KEY ISSUES

7.2.1 The North East Regional Road Safety Resource produced a report in early 2010 which provided an overview of road traffic collisions in Tees Valley.

⁴⁸ Foresight report – The Tackling Obesities: Future Choices



7.2.2 The above graph shows the levels of Killed and Seriously Injured (KSI) casualties over the past eight years compared to the 1994-98 baseline. At the end of 2008 a reduction of around 25% had been achieved compared to the baseline period. However, despite this reduction, it is not at a level needed to meet the 2010 target of 40%. With two years of data still remaining, based on the current trends, it is unlikely that Tees Valley will meet the required reduction.

7.2.3 At a Tees Valley level, the target 2010 reduction has already been met for child casualties. Road safety performance in Hartlepool in relation to child casualties (aged 0 – 15 years) is shown in the following table:

Year	Cyclists			Pedestrians			Car Passengers		
	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight
1996	0	0	13	0	8	54	0	0	7
1997	0	1	13	0	9	35	0	2	19
1998	0	2	7	0	12	35	0	0	12
1999	0	3	14	0	5	24	0	1	18
2000	0	1	4	0	3	27	0	0	6
2001	0	0	14	0	9	23	0	2	21
2002	0	4	7	0	8	25	0	0	11
2003	0	5	10	0	9	20	0	0	10
2004	0	0	11	1	7	20	0	2	11
2005	0	0	10	0	3	22	0	1	23
2006	0	3	6	0	8	17	0	0	20
2007	0	0	4	0	8	19	0	3	16
2008	0	2	4	0	1	11	0	0	8
2009	0	2	6	0	2	12	0	0	2

- 7.2.4 In general, casualties amongst children of school age have been kept relatively low through the initiatives and interventions which are already currently in place. However, there is always scope to improve and we will look to do this during the LTP3 period.

Hartlepool Casualty Statistics 2005 – 2009						
Car Occupants (including taxis)						
Severity/Year	2005	2006	2007	2008	2009	Total
KSI	20	13	14	12	10	69
Slight	222	201	148	135	133	839
Pedestrians						
Severity/Year	2005	2006	2007	2008	2009	Total
KSI	8	19	17	5	6	55
Slight	37	34	27	21	23	142
Cyclists						
Severity/Year	2005	2006	2007	2008	2009	Total
KSI	2	5	2	5	5	19
Slight	18	16	12	11	13	70
Motorcyclists						
Severity/Year	2005	2006	2007	2008	2009	Total
KSI	8	4	7	4	3	26
Slight	8	6	12	6	7	39

- 7.2.5 As can be seen from the above table, casualty levels in Hartlepool fluctuate however there is a downward trajectory for KSIs in all categories apart from for cyclists which remains relatively consistent and is something which needs to be addressed. We are proud of achieving a downward trend and hope to continue this work throughout LTP3.
- 7.2.6 Collisions involving an elderly driver account for 14% of total collisions in the North East and 13% of all collisions involving killed or serious injury (KSI). In terms of the general population with a driving licence these figures are low compared to other age groups, notably 'young drivers' which make up 9% of the driving population but account for 31% of regional KSI figures⁴⁹.

⁴⁹ North East Regional Road Safety Resource, Project Report:7, Regional Overview of Elderly Driver (60+) Collisions 2005 - 2007

- 7.2.7 The Tees Valley Overview produced by the North East Road Safety Resource details the contributory factors to the collisions which occurred and required police attendance. Our Road Safety Unit will use the information regarding contributory factors to best tackle collision reduction.. It is important to do so because these collisions do not just have a personal element but also a significant economic impact arising from both the direct costs (emergency services etc) and indirect costs (impact of road closures, loss of productive time through injuries).
- 7.2.8 Most of the Tees Valley collisions have some form of driver/rider error as a factor which contributed to the collision taking place, with around 65% showing poor judgment. There would also appear to be an issue with speed with approximately 36% of all collisions showing speeding or inappropriate speed as a contributory factor in the collision. The top ten most recorded contributory factors are:
- Driver/rider failed to look properly (41%)
 - Driver/rider failed to judge other persons path or speed (24%)
 - Careless/reckless/in a hurry (18%)
 - Poor turn or manoeuvre (12%)
 - Pedestrian failed to look properly (12%)
 - Loss of control (11%)
 - Slippery road (due to weather) 9%
 - Following too closely (8%)
 - Sudden braking (8%)
 - Travelling too fast for the conditions (7%)
- 7.2.9 As most of the contributory factors are driver related we can tackle the root cause through education schemes as well as speed management and enforcement.

7.3 POTENTIAL INTERVENTIONS

- 7.3.1 Roads in new developments should be designed with appropriate infrastructure for pedestrians and cyclists, with a particular focus on the needs of our children. To do this we will look towards increasing the number of 20mph zones in Hartlepool.
- 7.3.2 In April 2009 the Government published a consultation document on its road safety strategy beyond 2010. This proposed changing its guidance to local authorities to encourage them to introduce 20mph limits across built up areas such as around schools, shops, markets, playgrounds and other areas where pedestrian and cyclist movements are high.
- 7.3.3 Research suggests that a pedestrian struck at 30mph has about a 1 in 5 chance of being killed. At 20mph the chance of a pedestrian dying is 1 in 40.
- 7.3.4 We recognise the benefits of reducing speed limits in areas where speeds are high and casualty savings can be made. 20mph limits and zones can be introduced in two scenarios:
- By signs alone, in locations where vehicle speeds are already low. Speeds recorded during surveys will need to show 85th percentile speeds of 24mph or less. Roads

with higher speeds would lead to difficulties in achieving a reasonable level of vehicles to comply with the 20mph limit, and would therefore fall into the second category;

- On other roads, where higher speeds have been recorded, 20mph zones must be “self-enforcing” through physical traffic calming measures. 20mph zones are particularly appropriate where there is an existing record of accidents to children over an area, or where concentrations of pedestrians exist or are anticipated⁵⁰

7.3.5 The Ongoing Scrutiny Inquiry is due to issue a final report in the next few months. We are investigating 20mph for residential estates, busy pedestrian areas and parts of the town centre. Our network of main roads will remain at their current speed limits and our approach to delivering 20mph zones will be phased due to the costs involved.

7.3.6 Reducing vehicle speeds to around 20mph in areas with high numbers of vulnerable pedestrians, such as schools, will have a major impact in reducing the probability of road casualties. In the UK the first 20mph zones were introduced in Sheffield, Kingston Upon Thames and Norwich in 1991⁵¹. Kingston-Upon-Hull has one of the highest number of 20mph zones in the United Kingdom, covering a quarter of the local road network. The city has spent £4.5 million and estimates a saving of £35 million in accident reductions. Since 1994, Hull's child pedestrian casualties have reduced by 39%, compared with the national average of 16%⁵².

Road Safety Unit

7.3.7 We take road safety seriously in Hartlepool and our Road Safety Unit is continually striving to improve conditions on our roads. We aim to do this through a combination of interventions.

7.3.8 Interventions can include one of the 5 ‘E’s:

- Enforcement
- Education
- Evaluation
- Engineering
- Encouragement

7.3.9 Our Road Safety Unit is responsible for:

- Delivering of road safety education, training and publicity initiatives
- School cycling and pedestrian training
- The School Crossing Patrol Service
- Driver Development Training
- Delivery of sustainable travel strategies and projects
- National Driver Offender Retraining Schemes
- Plant and Construction Training

⁵⁰ Traffic Advisory Leaflet 09/99: 20mph limits and zones; Department for Transport

⁵¹ 20mph Speed Limits: DETR Circular 05/99; Department of the Environment, Transport and the Regions

⁵² Policy Briefing 7; Living Streets, 2002

- 7.3.10 During the LTP3 period we would like to increase training to all school children requesting it and introduce, by way of natural progression National Standard Bikeability Level 3 training. We will also co-ordinate with the Schools Sports Development Officers to promote cycle training. We will also support Bike Doctor events which provide bicycle maintenance for those who might not be able to maintain their bicycles themselves. As part of the Council Travel Plan and wider initiatives we will adopt the assisted tax free cycle purchase scheme and encourage other businesses to follow suit. We will also liaise with the Department for Work and Pensions and the Primary Care Trust regarding increasing accessibility to work places and encouraging cycling as an activity which results in better health and well-being. We will continue to bid for Department for Transport Cycle Training money and will take a lead on the LA RSOA North East Framework Tender through NEPO.
- 7.3.11 We recognise that older and younger people are the most vulnerable on our roads and whilst the issues associated with younger people will be tackled in schools we need to consider other vulnerable road users such as older people. We already provide an older person pedestrian training/defensive walking strategy which will continue and we will also look to expand SAGE (our older driver scheme introduced with assistance from the PCT) to the other authorities in Tees Valley.
- 7.3.12 A key element where collision and casualty reduction is concerned is that of driver training and we plan to include better information on our website. Collisions are also an issue within our fleet and we will develop more robust procedures for investigating collisions which occur within our fleet. We are going to work with our partners in the Tees Valley towards developing a Tees Valley approach to driver development and training.
- 7.3.13 We work with a number of partners to develop suitable safety schemes and wherever possible bring in external funding to allow additional schemes to be developed. Previous partners include New Deal for Communities, Neighbourhood Forums and various local Residents' Associations.
- 7.3.14 We will also consider all road users, such as motorcyclists with regards to road maintenance, for example through investment in anti-skid surfaces.

Health

- 7.3.15 To improve health we need to promote active travel and smarter choices and we can do this through the travel planning process. Travel Plans represent a significant opportunity to promote sustainable modes of travel and encourage modal shift.
- 7.3.16 A study was carried out in 2009 called "Improving Health in the North East through Transport Solutions" which highlighted how various interventions could tackle potential health-related outcomes. The table, taken directly from the report, which summarises interventions and outcomes is detailed below :

Policy intervention	Potential health-related outcomes						
	Promoting physical activity	Reducing crashes and road traffic injury	Reducing air pollution	Reducing noise pollution	Reducing greenhouse gas emissions	Increasing social inclusion	Improving access
Promotion of safe walking and cycling	+	+	+	+	+	+	+
Investment in infrastructure for safer walking and cycling	+	+	+	+	+	+	+
Travel planning and accessibility planning	+	+	+	+	+	+	+
Traffic-calming and speed reduction in residential areas	+	+	+	+	+	+	+
Enforcement of speed limits/ speed management	+	+	+	+	+	+	+
Reducing transport demand (e.g. promoting telecommunication)	+	+	+	+	+	+	+
Congestion charging (road pricing) and parking charges	+	+	+	+	+	+	+
Cleaner fuels and more efficient vehicles	○	○	+	○	+	+	○
Noise reduction	○	○	○	+	○	+	○
Safer cars (including safety for pedestrians)	+	+	○	○	○	+	○
Enforcement (e.g. seatbelts/child restraints)	+	+	○	○	○	+	○
+ Policy intervention likely to lead to positive health-related outcome ○ Policy intervention not likely to lead to health-related outcome							

- 7.3.17 Depending on the scale of a new development a Travel Plan will be required in accordance with the thresholds stated in the Department for Transport's "Guidance on Transport Assessment". The Travel Plan will help reduce the impact of the development on the highway network and encourage the use of sustainable travel. Travel Plans for new developments need to:
- Market and promote the use of walking, cycling, car sharing, public and community transport services provided by and serving the development;
 - Monitor the modal split, traffic levels and transport related CO₂ related to the development
- 7.3.18 A Travel Plan demonstrates the commitment of those at the site with the Travel Plan to reducing the reliance on sustainable modes of travel.
- 7.3.19 We will work with developers and our local planning team to ensure that any new development is designed to enable people to walk and cycle safely and easily and that new developments create direct links to services and existing cycling and walking networks.

- 7.3.20 We will also work with existing employers, firstly those who are located at sites where traffic congestion is perceived to be an issue and where there is potential for increased levels of walking, cycling and public transport use. We will encourage them to implement Travel Plans, highlighting their ability to save organisations money as well as improve employee well-being.
- 7.3.21 All schools in Hartlepool have produced a Travel Plan. We will continue to work with our schools, helping them to deliver their action plans and meet their travel plan targets.
- 7.3.22 A School Travel Plan generally incorporates a package of practical measures which can be incorporated into the National Curriculum to increase the number of students and staff that walk, cycle, car share, or use public transport, whilst educating about making these changes is important.
- 7.3.23 In 2009-2010 only 4 Travel Plans were submitted to use for review. Historically travel plans have not been effectively monitored and enforced which is something we hope to improve on during the LTP3 period. We already have a number of Travel Plan measures in place, despite there being no official documents, although we are currently working to rectify this. North Tees and Hartlepool NHS Trust are another example of this, as they have many measures in place which would traditionally be accompanied by a Travel Plan document. There is good practice visible across Hartlepool but we need to build upon this and formalise the travel plan process.
- 7.3.24 We adopted a Supplementary Planning Document in January 2010 which sets out the development thresholds for Transport Assessments and Travel Plans. This should ensure that Travel Plans are secured where necessary. It is important for us to make resources available for continued monitoring and enforcement of Travel Plans. There are a number of potential developments where Travel Plans will be required, including Trincomalee Wharf, Wynyard Hospital Site and Victoria Harbour, as and when they are developed.
- 7.3.25 We already run Smarter Travel Roadshows where we offer opportunity to:
- Register for a free personalised journey planning service;
 - Register with 2 Plus Travel (our car sharing scheme);
 - Tell us about any issues on your journey to work using 3D models of the area; and
 - Receive free weekly bus taster tickets.
- 7.3.26 We will also investigate making use of social networking sites to provide dynamic travel information and marketing campaigns to promote the increased use of sustainable modes.
- 7.3.27 We have an opportunity as part of the LTP3 to highlight the benefits of walking and cycling and we will consider the development of strategies for both walking and cycling to provide a framework and rationale for more co-ordinated action on infrastructure development and the provision of community engagement and training initiatives.

7.3.28 Our approach to health is discussed in more detail in the Climate Change section where we discussed how we seek to improve traffic flows as well as reducing the demand for travel. We will seek to increase the co-ordination between our education, publicity and engineering work as this will bring about the best value for money and also the greatest benefits for the residents of Hartlepool.

7.4 CHALLENGES AND OPPORTUNITIES

Challenges	Opportunities
<ul style="list-style-type: none"> • Reduce deaths and serious injuries for road users, pedestrians and cyclists • The need to tackle obesity 	<ul style="list-style-type: none"> • To reduce deaths and serious injuries for road users, pedestrians and cyclists • Introduce more 20mph zones across Hartlepool • Continue with the good work of the road safety unit • Increase walking and cycling training to those requesting it • Travel Plans are a key tool to encourage people to travel by healthier modes

8. Objective 4 – Improve equality of opportunity through access to Services

8.1 BACKGROUND

8.1.1 This objective relates to promoting greater equality of opportunity for all by improving people's access to services.

8.1.2 Good transport links are a vital element of building sustainable local communities as well as contributing to community cohesion, safer communities, healthier people, improved equality and social inclusion and environmental and economic objectives. The ability to access employment and education or ensure your safety should not be determined by where you live, your income or physical ability.

8.1.3 Our Local Transport Plan can influence equality of opportunity in the following ways:

- Improving accessibility to basic services such as education, healthcare, employment and leisure facilities for certain groups in society to ensure they are not disadvantaged; and
- Improving the affordability of transport to ensure certain groups are not disadvantaged

8.2 KEY ISSUES

8.2.1 The main issues which people in Hartlepool have when considering their difficulties accessing services, relates to where they live and their personal circumstances.

8.2.2 Where people live impacts directly upon their access to services as their ability to access whichever service they require depends greatly upon the transport networks in their local area and where they need to go and the time it takes. Distance away from the service is not the only constraint on accessing services as some people may live within easy walking/cycling distance of where they need to go but might feel deterred from walking or cycling due to poor infrastructure facilities.

8.2.3 For our residents living in more rural locations, infrequent bus services can cause problems as well as intermittent footpaths alongside roads, particularly if they are part of the 24.4% of households in Hartlepool who have no car. Lone parent households are also more likely to experience accessibility difficulties than two parent households. The Borough has 8.7% of all households which are single parent households, compared to the national figure of 6.5%. People with a long term limiting illness or disability are also more likely to experience accessibility difficulties than other sections of the population

8.3 FUTURE ISSUES

- 8.3.1 The most recent data we have available is from the 2001 Census and with another Census being carried out in 2011 it will be wise to reassess these particular issues when the data has become available.

8.4 POTENTIAL INTERVENTIONS

- 8.4.1 There is a need to investigate the possibilities for community transport and taxi services to take over from the conventional bus as a means of maintaining and developing public transport services where bus links are not commercially viable. Taxis have an important role to play in LTP3 as their presence in Hartlepool is wide-ranging and affordable due to the high level of competition between the various taxi operators. Taxis afford people direct door-to-door travel but they also have potential to integrate into the public transport network to provide longer distance connectivity. There is also scope for us to work with the taxi operating companies to improve the 'green credentials' of their vehicles.
- 8.4.2 We have significant opportunities to progress improving walking and cycling facilities over the LTP3 period, particularly through carrying over schemes which were not delivered as part of LTP2. Attractive walking and cycling opportunities will provide better accessibility but also serve to encourage walking and cycling as a leisure activity which promotes good health and economic growth. A quality infrastructure for walkers and cyclists will provide benefits for all but particularly those with mobility and sensory impairments.
- 8.4.3 Where Home to School transport is concerned, all mainstream pupils who live over 2 miles (primary) or 3 miles (secondary) from their local school, or meet the Low Income Families criteria may apply for assistance with travel costs. Transport provision will also be considered for children who have been assessed for a statement of special educational needs.
- 8.4.4 We will continue to bring services to the public through the promotion of:
- Mobile library services
 - Home visits by GPs and carers
 - Telecare services (e.g. NHS Direct)
 - Employment that enables working from home

8.5 CHALLENGES AND OPPORTUNITIES

Challenges	Opportunities
<ul style="list-style-type: none">• Access to public transport services• Connectivity	<ul style="list-style-type: none">• Investigate community transport and taxis and their role in rural connectivity• Scope to improve the 'green credentials' of taxis• Improvement of walking and cycling facilities

	<ul style="list-style-type: none">• To work more closely with bus and rail operators• Promote services which bring the service itself to the public
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9. Objective 5 – Quality of Life

9.1 BACKGROUND

- 9.1.1 This objective relates to ensuring that transport helps improve quality of life for all. There is an inherent difficulty in defining what is meant by the term 'quality of life'. Whilst transport can serve to increase the opportunities available to people to access goods, services and opportunities and have a positive effect, there are also negative connotations associated with transport such as congestion, poor air quality, noise pollution and severance.

9.2 KEY ISSUES

Connectivity and Access to Services

- 9.2.1 Improving connectivity with our neighbours, providing access to nearby authorities and better links regionally will feed into the quality of life objective as people will not feel isolated and limited by the opportunities available to them.
- 9.2.2 We all require access to essential key services when going about our daily lives and it is our ability to access these services which impacts upon our quality of life. Access to services such as employment and supermarkets can often be taken for granted, but some people might have particularly poor access which can be due to their location and their personal circumstances.
- 9.2.3 Poor access to leisure and social activities can have a negative impact on people's physical and mental health and feelings of social isolation. This is exaggerated for the youngest and oldest sections of our society.

Congestion

- 9.2.4 Congestion impacts on quality of life as people quite simply do not like congestion, particularly if it becomes part of their daily routine. Reducing noise and air pollution from traffic will also make Hartlepool a better place to live and work.

Severance

- 9.2.5 Key transport routes can cause the severance of local communities and we will address any severance issues that we are made aware of. Where new developments are concerned we will work with the planning authorities and developers to ensure that any new developments do not have severance issues and will promote a strong sense of place and community.

Quality Townscape

- 9.2.6 Over recent years we have worked towards the regeneration of Hartlepool by providing a high quality public space. Having an attractive townscape can have a significant effect on people's quality of life and also act as an element of attraction to inward investment. Providing a pleasant environment will also encourage residents to spend time in their local communities and interact with their fellow residents.

9.3 POTENTIAL INTERVENTIONS

- 9.3.1 Quality of life is something which cannot solely be achieved through transport, but transport does have a role to play in supporting the achievement of this objective. As transport has a supporting role in this objective ways in which to improve quality of life will need to be integrated into as many schemes as possible.
- 9.3.2 We will make sure that quality of life is addressed within all of our other objectives.
- 9.3.3 One way in which we can address quality of life issues is through the journey experience, particularly where public transport is concerned.
- 9.3.4 We will work with the planning authorities, particularly where schemes involving the public realm are concerned to ensure that any new developments consider elements which can be associated with quality of life, particularly where regeneration schemes are concerned.

10. Linking the Objectives

10.1 INTRODUCTION

- 10.1.1 Transport, by its very nature, can achieve several key outcomes through the successful delivery of one proposal. Whilst suggestions might be set out under one objective, they could be as equally applicable and have positive benefits in supporting other objectives too. For example, improvements in walking and cycling networks supported by Travel Plans will have a positive impact on healthy lifestyles but will also contribute towards mitigating climate change and promoting quality of life indicators.

10.2 ECONOMY AND ENVIRONMENT

- 10.2.1 We are keen to encourage the sustainable growth of our economy and to do this increase accessibility to, from and within Hartlepool. However, encouraging people to travel will not help us reduce our environmental impact unless we can ensure that Hartlepool is accessible by sustainable modes of travel and encourage people to use the sustainable transport networks available to them.
- 10.2.2 We will work with the planning authorities and private developers to make sure that any climate change impacts from new developments are considered, addressed and minimised. As well as new developments we need to encourage individuals and businesses to reduce their needs to travel by making use of technology and changes in working practices. We need to ensure Hartlepool's growth is sustainable and we can do this partly through ensuring that we promote sustainable modes of transport. This will then also link in with our quality life and health objectives.

10.3 Economy and Access to Services

- 10.3.1 Sustained economic growth and access to services fall hand in hand as a growing economy will provide better access to services. Similarly, better access to services will help stimulate the economy.

10.4 Safety and Economy

- 10.4.1 Any reduction in casualties from road traffic collisions clearly has great personal impacts but there is also a financial cost associated with each casualty.

10.5 HEALTHIER LIVING

- 10.5.1 Our encouragement of healthier living through the promotion of sustainable modes of transport links in with many of our other objectives. Our residents having healthier lifestyles will help the economy as people who are healthier will have less of a financial burden on our healthcare facilities but will also be likely to take fewer days off sick. Being healthier also ties in with our quality of life objectives as those who partake in a healthy, active lifestyle are deemed to have a greater quality of life.
- 10.5.2 Obesity is becoming a more prevalent issue throughout society and whilst we cannot solve this issue solely from a transport point of view, we do have an important role to play and can contribute to reducing the impact of obesity. Active travel modes (walking and cycling) can be used as a tool to achieve weight loss.

Part 2 – Delivery

11. Funding

11.1.1 As the LTP3 is being written at a time of great uncertainty regarding future funding availability it is important to note that funding for this LTP is likely to be significantly reduced compared to other LTP periods. Based on the current situation, it is anticipated that funding towards the implementation of LTP3 will come from the following sources:

- LTP Block Allocation – permitted borrowing of capital funds from central government
- Major scheme funding – capital grant from DfT for schemes over £5 million
- Area based grant – capital or revenue funding awarded as a grant by the DfT
- Council tax – revenue funding e.g. for highways maintenance
- Special Initiative Funding – from a variety of sources for a specific project
- Developer Contributions – capital or revenue for infrastructure/services to mitigate the impact of the development
- Sustainable Transport Fund
- Regional Growth Fund
- Partnership working with the PCT etc
- Other partnership funding – capital or revenue for transport measures.

Revenue Funding

11.1.2 Where possible we will support capital funding measures with revenue funding.

11.1.3 There are two main types of revenue funding available from the Council that fund the implementation of the LTP. These are the maintenance revenue and the subsidy which supports highways maintenance. As with the capital funding there are likely to be significant reductions in the amount of funding available for the duration of LTP3.

11.1.4 As funding levels in the immediate future are uncertain we are assuming a funding trajectory based on national reductions to DfT funding. It must be noted that all figures in this section are based on budget presumptions and are therefore subject to change following any further review which might be made by central government.

11.2 INDICATIVE FUNDING

11.2.1 We anticipate that the lowest trajectory for funding will be as follows:

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
	£m	£m	£m	£m	£m	£m	£m	£m
IT Block	0.779	0.848	0.865	1.241	1.266	1.291	1.317	1.343
Maintenance	0.800	0.788	0.774	0.744	0.759	0.774	0.789	0.805

11.3 MAINTENANCE BLOCK

11.3.1 The allocation of maintenance funding, in line with the indicative funding will be:

Funding		2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
		£m	£m	£m	£m	£m	£m	£m	£m
	Maintenance	0.800	0.788	0.774	0.744	0.759	0.774	0.789	0.805
	Maint Works	0.417	0.411	0.404	0.388	0.396	0.404	0.412	0.420
	Neighbourhood Services North Forum	0.028	0.028	0.027	0.026	0.027	0.027	0.028	0.028
	Neighbourhood Services South Forum	0.028	0.028	0.027	0.026	0.027	0.027	0.028	0.028
	Neighbourhood Services Central Forum	0.028	0.028	0.027	0.026	0.027	0.027	0.028	0.028
	Grass Verges Maintenance SLA	0.028	0.028	0.027	0.026	0.027	0.027	0.028	0.028
	Tree Maintenance	0.017	0.017	0.016	0.016	0.016	0.016	0.017	0.017
	Public Rights of Way	0.028	0.028	0.027	0.026	0.027	0.027	0.028	0.028
	Highway Enforcement	0.011	0.011	0.011	0.010	0.011	0.011	0.011	0.011
	Drainage Works	0.090	0.089	0.087	0.084	0.086	0.087	0.089	0.091
	Carriageway Patching	0.158	0.156	0.153	0.147	0.150	0.153	0.156	0.159
	Remaining Maintenance Budget	0.382	0.377	0.370	0.356	0.363	0.370	0.377	0.385

11.3.2 This funding will be enhanced through any revenue which is raised by Hartlepool Borough Council.

11.4 PROPOSED MAINTENANCE SCHEMES IN ACCORDANCE WITH HIGHWAY PLANNED MAINTENANCE WORKS REPORT 2010

YEAR 1 (2011/12)			
Location	From	To	Treatment
Easington Road	John Howe	Holdforth Road	Surface Dress
Amberton Road	No 6	Millbank Road	Carriageway Resurfacing
Arran Grove	Full Length		Carriageway Resurfacing
Baltic Street	Full Length		Carriageway Resurfacing
Brierton Lane	Catcote	Eskdale	Carriageway Resurfacing
Brinkburn Road	Baden Street	Blakelock Gardens	Carriageway Resurfacing
Brougham Terrace	Lancaster Road	Millbank Road	Carriageway Resurfacing
Burwell Walk	Full Length		Carriageway Resurfacing
Bute Avenue	Full Length		Carriageway Resurfacing
Caisbrooke Road	Hylton Road	Valley Drive	Carriageway Resurfacing
Caroline Street	Full Length		Carriageway Resurfacing
Church Walk	No 15	Croft Terrace	Carriageway Resurfacing
Clavering Road	Rear of 51	55	Carriageway Resurfacing
Egton Road	Full Length		Carriageway Resurfacing
Falkirk Road	Full Length		Carriageway Resurfacing
Fastnet Grove	Full Length		Carriageway Resurfacing
Fens Shop Service Road	Full Length		Carriageway Resurfacing
Garside Drive	Full Length		Carriageway Resurfacing
Gibson Grove	Full Length		Carriageway Resurfacing
Glentower Grove	Turning head		Carriageway Resurfacing
Gray Street	Part		Carriageway Resurfacing
Henrietta Street	Fredric Street	Stub End	Carriageway Resurfacing
Hurworth Street	Raby Road	No 3	Carriageway Resurfacing
Lamont Grove	Full Length		Carriageway Resurfacing
Macaulay Road	Swift Close	Boswell Grove	Carriageway Resurfacing
Marlowe Road	Catcote	Benett	Carriageway Resurfacing
Muir Grove	Full Grove		Carriageway Resurfacing
Mulgrave Road	Grange Road	Sheriff Street	Carriageway Resurfacing
Naisberry Cross Road	Junction Area		Carriageway Resurfacing
Nicholson Way	Joyce Road	Butterwick	Carriageway Resurfacing
Oakland Road	Junction	No 23	Carriageway Resurfacing
Ormesby Road	Full Length		Carriageway Resurfacing
Osborne Road	Lister	Elwick Road	Carriageway Resurfacing
Queensberry Avenue	Full Length		Carriageway Resurfacing
Regent Square	Full Length		Carriageway Resurfacing
Sandbanks Drive	No 1	No 20	Carriageway Resurfacing
Spring Garden Road	Full Length		Carriageway Resurfacing
Station Lane	Gillpark	Rail Bridge	Carriageway Resurfacing
Swalebrooke Avenue	Kingsley Avenue	No 62	Carriageway Resurfacing
Thackeray Road	Full Length		Carriageway Resurfacing
Upton Walk	Full Length		Carriageway Resurfacing
Wentworth Grove	Full Length		Carriageway Resurfacing
Westbourne Grove	No 39	Stockton Road	Carriageway Resurfacing
Windermere Road	Brenda Road	Haswell Avenue	Carriageway Resurfacing
Wynyard Road (phase 1)	Turning Circle	No 211	Carriageway Resurfacing
Wynyard Road (phase 2)	Farr Walk	No 96	Carriageway Resurfacing

Footway Works			
Purvis Place	Miers Avenue	Garside Drive	Footpath Reconstruction
Warren Road	Winterbottom Avenue	West View	Footpath Reconstruction
Catcote Road	Callander	Campbell	Footpath Reconstruction
Rossmere Way	Outside Youth Club		Footpath Reconstruction
Sandringham Road	No 4	Murray Street	Footpath Reconstruction
Albert Street			Footpath Reconstruction
Burbank Street	Clark Street	Thompson Street	Footpath Reconstruction
Green Street	Full Length		Footpath Reconstruction
Windermer e Road	Ashgrove	Bakers	Footpath Reconstruction
Marlowe Road			Footpath Reconstruction
Verge Works			
Maisefield Road			Verge Reconstruction
Drayton Road			Verge Reconstruction
Sinclair Road			Verge Reconstruction

	YEAR 2		
Location	From	To	Treatment
Croxton/Truro Drive Junction	Junction Area		Carriageway Resurfacing
Maxwell Road	O/S church bus stop		Footway Reconstruction
Northgate	Middlegate	Abbey Street	Carriageway Resurfacing
Beacon/Alliance/Trinity	Back Street	Durham Street	Carriageway Resurfacing
Sunningdale Grove	Clavering Junction	Rear of 8 Bellasis	Carriageway Resurfacing
Challoner Road	Jesmond Gdns	Raby Road	Carriageway Resurfacing
Everett Street	Chester Road	Jesmond Road	Carriageway Resurfacing
Burke Place	Frederic Street	Stub End	Carriageway Resurfacing
Moreland Street	Clark Street	Full Length	Carriageway Resurfacing
Hereford Street	Wensleydale	Kendal	Carriageway Resurfacing
Egerton Rd	Hylton Rd	Parklands	Carriageway Resurfacing
Grove Close	The Grove	To End	Carriageway Resurfacing
Alma Street	Mulgrave Road	Thornville Road	Carriageway Resurfacing
Cameron Rd	Hart Lane	Addison Street	Carriageway Resurfacing
Dent Street	Young Street	Rear Odeon	Carriageway Resurfacing
Dalton Village Road Section 3	Village	A19	Carriageway Resurfacing
	YEAR 3		
Location	From	To	Treatment
Penrith Street	Winston Close	Howard Street	Carriageway Resurfacing
Mapleton Road	School Entrance	Avondale Gdns	Carriageway Resurfacing
Hart Village road	Naisberry Farm Bungalow	Elwick Crossing	Carriageway Resurfacing
Glamorgan Grove	Throston Grange Lane	Library	Carriageway Resurfacing
Wharton Terrace	1st Speed Hump	Milbank Road	Carriageway Resurfacing
Howden Road	Ridlington Way	Golds mith Ave	Carriageway Resurfacing
Southbrooke Avenue	Westbrooke Ave	Kingsley Ave	Carriageway Resurfacing
Zetland Road	Welldeck Road	Suggit Street	Carriageway Resurfacing

Cundal Road	Welldeck Road	Duke Street	Carriageway Resurfacing
Brafferton Street	Roseberry Road	Duke Street	Carriageway Resurfacing
Westbourne Rd	Stockton rd	No 41	Carriageway Resurfacing
Joppa	From o/s No 5	Jameson Road	Carriageway Resurfacing
Jura Grove	Jameson Road	Grove End	Carriageway Resurfacing
	YEAR 4		
Location	From	To	Treatment
Plymouth Grove	Wiltshire Way	Plymouth Walk	Carriageway Resurfacing
Bellasis Grove	rear of 1	rear of 5	Carriageway Resurfacing
Back Of Throston Street	Rear of 130 Durham St	Rear of Club	Carriageway Resurfacing
The Fens	Number 34	Number 29	Carriageway Resurfacing
Hutone Place	Lazenby Road	Stub end	Carriageway Resurfacing
Magdalene Drive	Butts Lane	School Entrance	Carriageway Resurfacing
Worset Lane	Claypit Farm	A179	Carriageway Resurfacing
Studley Road	Full Length		Carriageway Resurfacing
Kyle Ave	Full Length		Carriageway Resurfacing
Hardwick Court	Full Length		Carriageway Resurfacing
Comrie Road	Caithness Rd	Cairn Road	Carriageway Resurfacing
	YEAR 5		
Location	From	To	Treatment
Alston Street	Full Length		Carriageway Resurfacing
Baden Street (HRA)	Elwick to Brinkburn	Brinkburn	Carriageway Resurfacing
Bangor Street	Full Length		Carriageway Resurfacing
Brinkburn Road (HRA)_	Baden	Blakelock	Carriageway Resurfacing
Browning Avenue	Catcote	Ruskin	Carriageway Resurfacing
Burn Valley Street	Full Length		Carriageway Resurfacing
Burnston	Junction Area		Carriageway Resurfacing
Colenso Street	Full length		Carriageway Resurfacing
Egerton Road	Valley Drive	No 49	Carriageway Resurfacing
Elison Street	Full length		Carriageway Resurfacing
Eltringham	Full Length		Carriageway Resurfacing
Grosvenor Street	Full Length		Carriageway Resurfacing
Hylton Road (phase 1)	Carisbrooke	No 39	Carriageway Resurfacing
Hylton Road (phase 2)	No 39 to	Coatham Drive	Carriageway Resurfacing
Hylton Road (phase 3)	Catham Drive	Valley Drive	Carriageway Resurfacing
Kimberley Street	Full length		Carriageway Resurfacing
Leyburn Street	Full length		Carriageway Resurfacing
Lucan Street	Full Length		Carriageway Resurfacing
Lynfield Road	Junction with dent Street		Carriageway Resurfacing
Martin Grove	Full Length		Carriageway Resurfacing
North Drive	Wooler Road	No 4	Carriageway Resurfacing

Oxford Road (HRA)	Caladonian	Pebbles	Carriageway Resurfacing
Oxford Street	No 7	No 15	Carriageway Resurfacing
Park Road (phase 2) HRA	Osborne	Altringham	Carriageway Resurfacing
Park Road (phase 3) HRA	Eltringham	Eldon	Carriageway Resurfacing
Park Road (phase 1) HRA	York Road	Osborne	Carriageway Resurfacing
Richard Court	Lister Street	Back Street	Carriageway Resurfacing
Rydal Street	Full Length		Carriageway Resurfacing
South Drive	Wooler Road	No 8	Carriageway Resurfacing
Southburn Terrace	Stockton Street	No 19	Carriageway Resurfacing
Stockton Street (HRA)	Burn Rd R'bt	Burn valley R'bt	Carriageway Resurfacing
Stranton	Shops Area		Carriageway Resurfacing
Waldon Street	Elwick to Car Park	Car Park	Carriageway Resurfacing
Wansbeck gardens	Park Road	No 13	Carriageway Resurfacing
Wordsworth Avenue	No 3	No 49	Carriageway Resurfacing
Young Street	Murray St	Dent Street	Carriageway Resurfacing
Gray Street	Part		Carriageway Resurfacing
Millpool (phase 1)	Haxby	Bridgepool	Carriageway Resurfacing
Millpool (phase 2)	Bridgepool	Union Street	Carriageway Resurfacing
Hurworth Street	Raby Road	No 3	Carriageway Resurfacing
Alloa grove	Full length		Carriageway Resurfacing
Alva grove	Full Length		Carriageway Resurfacing
Ayr grove	Full Length		Carriageway Resurfacing
Caithness Road	Junction Area	Torquay Ave	Carriageway Resurfacing
Claymore Road	No 1	No 7	Carriageway Resurfacing
Darvel Road	Full Length		Carriageway Resurfacing
Egton Road	Full Length		Carriageway Resurfacing
Fife grove	Full Length		Carriageway Resurfacing
Gillpark Grove	Full length		Carriageway Resurfacing
Glaesdale grove	Full Length		Carriageway Resurfacing
Highland Road	Junction	No 19	Carriageway Resurfacing
Huntley Road	Full length		Carriageway Resurfacing
Moffat Road	Cul-de-Sac		Carriageway Resurfacing
Motherwell Road	No 5	No 17	Carriageway Resurfacing
Muir Grove	Full Length		Carriageway Resurfacing
Spalding Road	Junction Area		Carriageway Resurfacing
Wisbech car park	Parking Areas		Carriageway Resurfacing

11.5 IT BLOCK PROPOSED SCHEMES

Bus Schemes:

Area	Scheme	Total Local Contribution	Years
York Road	Carriageway widening, footway improvements, short lengths of bus lanes, parking lay-bys, relocation of bus stop, consolidate bus waiting facilities and potential restriction of traffic between Victoria Road and Park Road.	£902,000	0-3

	Microsimulation model to be developed and junction capacity examined		
Victoria Road (York Road to Stockton Street)	Bus lanes, parking laybys and footway/carriageway improvements	£250,000	3
Marina Gateway junction	Heavy congestion at Marina Gateway junction to be tackled with traffic signal improvements and prohibition of right turn into Clarence Road using widened central reservation, with Museum Road reverting to two-way operation	N/A, receiving funding from DfT	1
Burn Valley Roundabout	There are currently conflicting movements at this roundabout which will be tackled by converting the roundabout to a signalised junction, subject to detailed modelling with enhanced pedestrian facilities, bus priorities and linked to SCOOT	£250,000	3
Oxford Road/Stockton Road junction	The existing alignment makes the left turn difficult for buses – junction improvement will ease this	N/A, funding from DfT	2
Raby Road crossing Hart Lane/Middleton Road junction	There are variable delays for buses at this junction and it is proposed to implement bus priority at existing signals	N/A	1
Junction of Winterbottom Avenue with Holdforth Road	Variable delays caused by congestion so the southbound bus stop to be relocated	N/A	1
University Hospital of Hartlepool	There are pedestrian access issues to the bus stops at the Hospital, so it is intended to improve bus stop facilities	£12, 000	3
Throston Grange	There are access issues to bus stops and parking and additional and enhanced parking bays will be provided	£15,000	2
Hart Lane	There are variable delays crossing Hart Lane between Wiltshire Way and Tarnston Road it is intended to add bus priority to the new signals	N/A	1
Winterbottom Avenue	Parking issues affect access to bus stops so parking will be formalised	£7,500	2
Clavering Road	Parking issues affect access to bus stops and ease of movement in Clavering Road	£25,000	2
King Oswy Drive/West View Road	Tight junction means difficulty for buses crossing centre line. It is intended to widen junction for left turning vehicles with bus by-pass leading directly into	N/A	1

	integrated bus layby at eastbound stop		
Northgate	Parking in Northgate causes congestion and delays buses. Traffic management measures are needed to combat this and also the relocation of bus stops	£40,000	2
Wynyard Road and Catcote Road	The narrow junction causes congestion and delays buses, it is intended to widen the junction to create a dedicated westbound right turn lane	N/A	1
Owton Manor Lane and Catcote Road junction	This is a narrow junction which will be widened to create separate left and right turn lane approaches	N/A	2
Mowbray Road and Catcote Road	This is a narrow junction which will be widened and realigned, without change of priority and parking bays will be provided to ensure the southbound carriageway of Catcote Road is kept clear	N/A	1
Elizabeth Way	Bus turning circle is frequently blocked it will be remodelled and parking will be restricted and enforced	£10,000	1
Catcote/Truro Drive	This is a narrow junction which will be widened on the southern side to create a dedicated right turn lane	N/A	1
Church Square Terminus	Turning circle for buses affected by general traffic. Construction of a new facility adjacent to the railway station with turning facility for buses	£2.4m	0-1
Raby Road/York Road	There are variable delays caused by congestion at the junction. Raby Road northbound approach to junction widened to create separate left and right turn lanes. Relocation of northbound Odeon bus stop into layby and cost to be revisited	N/A	1

11.5.1 The above bus schemes have already been committed to be delivered over the period of the Delivery Plan, through our Partnership with Tees Valley Unlimited.

11.5.2 Further schemes are identified below which will need to be prioritised to establish which schemes will fit in with what funding we receive.

Connectivity and Congestion

		Contributes to Objective
Tees Valley Metro	This has already been agreed with funding allocated but it will	1, 2, 3, 4 and 5

	open up the opportunity for greater transport links from Hartlepool to the Tees Valley Region	
Traffic Management	Better traffic management including UTMC	1, 2
Manage development	Manage development through the planning process	1, 2, 3

Road Safety

		Contributes to Objective
Road Safety Unit	Increase walking and cycling training for those schools who express an interest	3
20mph zones	Investigate possibility to extend provision of 20mph zones in Hartlepool	2, 5

Walking and Cycling

		Contributes to Objective
Wynyard	Improved pedestrian and cycle links to Wynyard in conjunction with Travel Plan measures	2, 3, 4, 5
	Advanced Stop Lines	3
Greatham Link	This is to access employment such as the power station and Queens Meadow Business Park	1, 2, 3, 4, 5
Railway Station Signage	Improve pedestrian and cycle links from Hartlepool town centre, also include improving pedestrian signage	1, 2, 3,
Tourism	Directional signage for pedestrians and cyclists around Hartlepool Marina and in particular to Navigation Point and	1, 2, 3, 4, 5

	Hartlepool's Maritime Experience. We will also investigate the provision of signage and interpretation links with Salthome and the key tourist sites which we have between Seaton Carew to Saltholme which are specific to those interested in the nature of the surroundings	
Journey Planning	Extend coverage of cycle journey planning system	1, 2
	Cash out schemes/payment for using sustainable modes/challenges for behavioural change – earn 'credits'	2, 3
	Cycle mileage allowance	3
	Keep walking and cycle maps up to date	3
Seaton Lane Community Woodland Proposal	Sustainable transport route through the site. We will work with Sustrans to provide advice on this.	3, 5
Hartlepool Town Centre	Remove severance issues in Hartlepool town centre caused by the A689	3, 5
Monitoring	Any new scheme will need to have cycle monitoring stations included	

Smarter Choices

		Contributes to Objective
Establish long-term umbrella brand in Tees Valley	Promote sustainable travel choices (walk, cycle, public transport, carshare, smarter living, active lifestyles) with appropriate messaging (benefits and incentives for core markets	2, 3, 4, 5

	to adopt sustainable travel choices)	
Promotion of brand and core messages	Radio, television and printed media promotion of brand and core messages	3, 4
Website	Creation of user-oriented website at a Tees Valley level to provide sustainable travel information, campaigns and activities. This will also include an online journey planner	2, 3, 4, 5
Personal challenges and competitions	Creation of personal challenges, competitions etc to inspire people to join (e.g. logging sustainable travel miles to receive points on a Tees Valley Unlimited smart card).	3, 4
Tees Valley Regional Smartcard	Regional smartcard: providing hassle free public transport use, in transparent value for money way (possibly extended to providing rewards for people travelling by sustainable modes in the manner of a loyalty card	2, 3, 4, 5
Car- sharing database and car club	There will be a Tees Valley sub-regional database for car sharing which will also incorporate a regional car club which people will be incentivised to join. The first year membership for this being paid for by people who sign pledges (targeted through PTP, residential travel plans, employers who sign up to travel plan accreditation)	2
Travel Planning	Travel Planning will be encouraged and levels of monitoring and enforcement will be improved	1, 2, 3, 4, 5
Personal Travel Planning	Tees Valley Unlimited will be conducting periodic campaigns in target areas. There will be a budget of between £15-20 per head of population	1, 2, 3, 4, 5
Partnerships	Currently partners in Teesside initiatives such as doitbycycle.com and the new Tees Valley journey planner, the 5 Tees Valley Authorities also pay Sustrans for a cycle officer which we will continue to make use of throughout the LTP3 period	2, 3, 4, 5

12. Policies and Practice

12.1 BACKGROUND

12.1.1 Our highway network consists not just of roads but also the footways, cycle paths, bridges, street lights, traffic signals and bus stops and is where nearly all travel within Hartlepool takes place. Our network has multiple uses and therefore has an important role to play in people's lives; however it is often taken for granted. Disruption on the highway network can occur when utility companies need to access the utility supplies which are buried under, or run alongside or over the highway network.

12.1.2 As part of LTP3 and our statutory duties as a highway authority we are committed to managing and maintaining the highway network. As limited funds are likely to be associated with the LTP3 period we need to plan in order to make use of the limited resources which are available to us and to make the best use of our existing assets. In this section we detail our commitment to managing and maintaining our highway network and associated transport services.

12.2 FUNCTIONAL HIERARCHY

12.2.1 With the limitations in funding we need to make best use of the funding we do have available and will therefore adopt a 'functional hierarchy' for the highway network to help us determine where the funds are best spent.

12.2.2 The functional hierarchy approach centres on the principle that a road, footpath or cycle path should be managed and maintained to a standard which is appropriate for its use (defined by its level of use and purpose). Based on this each route is assigned to a particular category.

Asset	Length	Estimated Value
Carriageways	384km	£287 million
Footways	629km	£70 million
Cycleways	58km	£1.3 million

12.2.3 We have to operate and maintain our highway assets under increasing pressures which include:

- Limited resources
- Mature networks
- Increased accountability
- Increasing public expectations

12.2.4 Managing the highway effectively can contribute directly to achieving our objectives by focussing on the achievement of four operational objectives. The objectives have been developed to maximise the highway management contribution to the Community Strategy themes. The four objectives are:

- To keep the highway network safe and well maintained at all times of the year

- To reduce congestion on the network by co-ordinating the works programmes of all organisations affecting the network
- To apply the principles of Local Agenda 21 via the increased use of low noise surfacing, recycled materials and by the adoption of a whole life costing strategy for treatment identification and selection
- To manage and monitor service performance and improvement through the effective use of performance management tools

12.3 KEY POLICIES AND PRACTICES

Network Management Duty and Development Control

12.3.1 Whilst the Network Management Duty covers a wide range of activities, it is primarily concerned with the management of temporary activities (mainly road works) on the road network to minimise congestion and levels of disruption to those travelling in and through Hartlepool. These temporary activities can be classified as:

- Operational – road works carried out by ourselves, contractors or utility companies, road closures, refuse collection and parking enforcement
- Planned – such as sporting events, carnivals, parades, the Tall Ships
- Unplanned – such as road traffic collisions, vehicle breakdowns, emergency repairs to the road network and utilities and also inclement weather.

12.3.2 The Network Management Duty requires us to have specific procedures and practices in place to deal with these events.

12.3.3 With the exception of trunk roads the Borough Council is the Highway Authority for all public roads in Hartlepool, under the 2004 Traffic Management Act. As the Highway Authority, we are a statutory consultee on all planning applications for new developments. Through this role we provide advice for the planning authority on the safety and capacity of local roads and requirements on any direct access onto the highway network and any new highway infrastructure on the development.

12.3.4 As regards new development we believe that they should not have a significant detrimental impact on the network for 15 years after completion. Through the submission of Transport Assessments and Statements the developer needs to demonstrate that there is significant capacity in the local road network to accommodate any increases in traffic which might result from the proposed development. We expect that any necessary highway and transport improvements needed will be funded by the developer. However, in some cases we will make a contribution to the improvements where working together there is a demonstrable improvement for existing road users.

Gritting/Snow Clearing/Inclement Weather

- 12.3.5 Following difficulties experienced across the country in the winter of 2009/10 we all became acutely aware of how important it is to provide an efficient winter service which permits the safe movement of traffic through Hartlepool and keeps delays to a minimum.
- 12.3.6 Our winter services team pre-treat designated routes in the event of an adverse weather forecast and we will repeat this treatment until the threat of inclement weather passes. Once all of the defined routes on the network are deemed to be clear of hazard and if the bad conditions continue then we will consider the treatment of other areas.

Gully Emptying

- 12.3.7 Routine maintenance of gullies is undertaken to ensure that the highways remain free of water. The condition of the highway drainage system contributes to:
- The safety of road users;
 - The serviceability of the highway structure; and
 - The sustainability of the surrounding environment
- 12.3.8 When water accumulates on carriageways it can cause hazards to motorists and inadequate drainage also reduces the lifespan of the highway. The highway network in Hartlepool has a drainage system which consists of 21, 000 gullies which remove surface water during periods of heavy rainfall.
- 12.3.9 Due to the importance of gullies in the functioning of the highway network all gullies are emptied at least once a year but those which are known to have issues are cleansed twice or more per year.

Trees, Hedges, Verges and Planted Areas

- 12.3.10 The verges are the margins between the highway boundary and the paved surfaces and any planting within these boundaries are our responsibility. A survey in 2002 identified 10, 347 highway trees and we estimate approximately 15kms of hedges and 12, 000km of verges. Three of the verges in Borough have been designated as Local Wildlife Sites. A further four road verges have been identified as having short sections with some botanical interest.
- 12.3.11 Given the number of verges in the Borough they can significantly contribute to biodiversity if they are managed appropriately. Road verges with botanical interest should be cut once a year in early Autumn and the cuttings removed. Road verges whose biodiversity interest is other than primarily botanical should not be cut except for safety or aesthetic reasons. Rural verges are cut bi-annually and additional cutting will be undertaken, if necessary, on safety grounds
- 12.3.12 Reports of dangerous or nuisance trees and hedges are received from highway inspectors, councillors and the general public. A full condition survey of all Council highway trees was conducted in 2005 by an independent arboricultural consultant and overall their condition was deemed to be good.

Traffic Signals

12.3.13 Traffic signals can be used to provide:

- Improved facilities for vulnerable road users
- Address congestion and safety issues at problem junctions
- Traffic management

12.3.14 We are continually developing our traffic signals and controlled crossing network by signalling new junctions, grouping existing junctions together to improve traffic flows, adding pedestrian phases and improving facilities for the disabled.

12.3.15 Certain junctions where traffic flows are heaviest are linked together so that traffic can flow as smoothly as possible throughout the town. The areas which we currently have linked together are the A689, York Road, Park Road, Victoria Road and Church Square, although a new area to the north of the town centre including Raby Road, Middleton Road and Hart Lane is due to be added in the coming months. We are working towards providing pedestrian phases at all signalised junctions and also to provide facilities for disabled people at these locations. Our work at doing this will continue throughout the LTP3 period.

12.3.16 Our telematics assets includes approximately 26 junctions and 22 pedestrian crossings have a gross replacement cost estimated at approximately £3.5 million. Many of the signalised junctions and controlled crossings are connected to the remote monitoring system or the urban traffic control system. This automatic reporting allows us to assess trends and determine if remedial measures are needed to deal with recurring faults. It is proposed that as part of the Maintenance Contract, the contractor will carry out an audit to verify the equipment and condition at each site. These reports will comprise a condition questionnaire, a printout of the settings for the installation and a set of photographs. The maintenance contract also allows for the reactive maintenance of one off faults and damage due to road traffic accidents.

Street Lights and Traffic Signs

12.3.17 We are responsible for the maintenance of some 13,500 street lights and 950 traffic signs. Our teams work to ensure that all new installations are designed to current electrical standards, undertake electrical inspections and testing and install street lighting columns for developers.

12.3.18 Funding for the maintenance of existing street lighting comes from the mainstream Council revenue budget, but funding for installation of new street lighting can be obtained from Government Office North East (GONE) for the Local Transport Plan (LTP), New Deal for Communities for improvements in the central area of Hartlepool town, North Hartlepool Partnership Single Regeneration Budget (North SRB) for improvements in the north area of the town, and the Neighbourhood Renewal Fund.

12.3.19 All energy used for the running of street lighting in Hartlepool and illuminated traffic signs is green electricity. We are proud to promote the fact that nearly 99% of all street lights are in working order at any one time and that the average time taken to repair a defective street light is 2 days.

Car Parking

12.3.20 There are strictly speaking three different types of car parking in Hartlepool, two of which we have a direct responsibility for.

- Private parking at homes or businesses which are owned and managed by the householder or business;
- Off-street public car parks which are either owned by ourselves or private companies;
- On-street car parking which is solely the responsibility of the Borough Council.

12.3.21 Whilst we have no direct control over the provision of privately operated car parking facilities we do recognise that managing the provision, price and location of these types of car parks can have a major influence on where people park as well as traffic flows and congestion.

12.3.22 We are responsible for the enforcement of a number of on street permit controlled zones which cover both residential and business areas. After the preparation of this LTP we are planning to prepare a specific Car Parking Strategy which will detail car parking in Hartlepool and how we will manage and control it to minimise disruption to the network and best promote the sustainable economic growth of Hartlepool. This Car Parking Strategy will also detail the success of Civil Parking Enforcement across the Borough and provide a framework for moving forward.

Highway Inspections

12.3.23 We have a dedicated Highway Inspection Service who carry out inspections on the highway network in Hartlepool which consists of 384km of carriageways and footways to ensure the safety of those who use the highway network.

12.3.24 The surveys consist of monthly inspections of the distribution network and six monthly inspections on all carriageways and footways in the Borough. In addition to this, areas such as small shopping centres have detailed quarterly inspections and the main shopping areas (such as the town centre) have detailed monthly inspections.

Network Surveys

12.3.25 Data relating to our network is currently held on a UKPMS database and the CONFIRM system is used to store inventory and condition data about most of the authority's highway assets including lighting, signs etc and is therefore used as our main piece of asset management software. Our UKPMS network is available on our GIS mapping system and we are therefore able to access a graphical image of the current condition of our network based upon the results. A colour code method is used based upon red for failure, amber for inspection required and green for good condition. We are continually undertaking work to improve the quality of this data.

- 12.3.26 There are a number of national performance measures which are used to assess the condition of the roads. Best Value Performance Indicators for carriageways are:
- NI168 – Condition of Principal 'A' roads
 - NI169 – Condition of non-principal, classified ('B' and 'C') roads
 - BVPI 224(b) – Condition of Unclassified ('U') roads
- 12.3.27 As these indicators are used across England this enables comparisons between authorities. Each of the indicators provides a measure of the percentage of carriageways which are in need of further investigation and/or repair. The lower the figure for these indicators, the better the condition of our carriageways.
- 12.3.28 NI168 is derived from surveys of the 'A' road network carried out by a machine called a SCANNER. This measures a number of defects. This measures the number of defects, including rutting, texture depth, cracking and ride quality.
- 12.3.29 NI169 is also derived from SCANNER surveys. However, up to 2006 the condition of 'B' and 'C' roads was measured by visual surveys called Coarse Visual Inspections (CVI). These surveys record such defects as potholes, cracking, rutting etc.
- 12.3.30 BVPI 224b is derived from CVI surveys on 100% of the unclassified road network. Unclassified roads were previously measured by taking a 25% sample rotated on a four year basis. As the roads were surveyed on a cyclic basis, the same road was only surveyed once every four years. This made direct comparison difficult and as a result we have adopted the approach to survey 100% of the unclassified road network every year.
- 12.3.31 Road markings and studs are monitored at the same time as the periodic safety inspections of the carriageway.
- 12.3.32 Due to the changing nature of condition surveys over recent years it is difficult to compare the results where different approaches are taken particularly where measurements were previously by TRACS-TYPE and are now SCANNER. It is hoped that the survey method will remain consistent over the coming years to enable us to make direct comparisons.
- 12.3.33 The condition of the busiest footways are assessed by Detailed Visual Inspection (DVI) which is a walked, visual survey which records defects such as potholes, trip hazards, cracked slabs etc. As of 2011 we survey 25% of all footway categories over a four year timescale via the newly developed Footway Network Survey.

Barriers and Safety Fences

12.3.34 Barriers and safety fencing are used to separate different types of highway user from each other. Safety fences are not routinely inspected. They will only be repaired if defects are noted during carriageway/footway safety inspections. All other types of fences are not inspected and therefore the condition of these assets is only known from observations made by council staff or through public reporting.

Personal Injury Accident (PIA) Data

12.3.35 All collisions which result in an injury to someone are reportable to the police and they record details of these collisions in the form of Stats 19. Stats19 data is provided by Cleveland, Durham and Northumbria police forces to the NE Regional Road Safety Resource who provide reports of traffic collisions in the area of Tees Valley. This data, and the analysis also included, provides a basis for road safety education, training and publicity in future years.

Bus Services

12.3.36 We work in partnership with bus and rail operators to improve public transport by making it more accessible, convenient, safe, reliable and easy to use. This includes improving the consistency of journey times, better and more readily available travel information and providing safe and secure waiting areas. In rural areas we are working towards developing services that complement the commercial network and provide better access to goods and services for those without cars.

13. Service Delivery

13.1 BACKGROUND

13.1.1 We work with a variety of public, private and voluntary organisations as part of delivering the LTP3 and other transport services.

13.1.2 We need to ensure the local communities are involved in delivering our transport strategy, we will engage with Neighbourhood groups to understand their local priorities for investment in transport. We will engage with communities to ensure that our work meets their aspirations as much as practicably possible.

13.1.3 Partnership working and delivery is a core element in achieving wider objectives, particularly in the Tees Valley. To achieve our objectives we will need to work across different sectors such as health, environment and education, and across administrative and physical boundaries.

13.2 HARTLEPOOL PARTNERSHIP

13.2.1 Hartlepool Partnership is the body which brings all of our partners in Hartlepool together. It was initially formed in 1999 and brings together a range of representatives from the public, private, voluntary and community sectors with the aim of developing and improving Hartlepool. The Partnership was responsible for the production of the Community Strategy (Hartlepool's Ambition) which has fed into the LTP3.

13.3 CLEVELAND SAFETY CAMERA PARTNERSHIP

13.3.1 The Cleveland Safety Partnership was formed in April 2000 between Cleveland Police, Cleveland Magistrates, and Hartlepool, Redcar and Cleveland, Stockton and Middlesbrough Borough Council. Feeding from this is the Local Authority Road Safety Partnership (LARSP) which is a partnership between the four local authority road safety sections. LARSP was formed to deliver training courses on behalf of Cleveland Police to those drivers who:

- Are caught exceeding the speed limit (within certain speed bands) and who the Police believe would benefit from a half day educational presentation as an alternative to prosecution; and
- Those who are involved in road traffic collisions or incidents when the police believe the driver/rider would benefit from a one and a half day educational course as an alternative to prosecution.

13.4 OTHER

13.4.1 We will also work with various groups who meet regularly and whose work is likely to impact on LTP3.

- Tees Valley Transport Planning Officers Group- Transport Planning Officers meet every six weeks to discuss issues relating to LTP and local and regional transport issues.

- North of England Traffic Managers Group- 13 North of England Traffic Managers meet quarterly to discuss issues around Traffic Management Act 2004
- North East Performance Improvement Network- Highway Engineers (North of England) meeting quarterly looking at procurement and sustainability issues
- Older Person Housing Care and Support Strategy Steering Group (Local Group)
- Tees Valley Highway Maintenance Engineers Group- Highway Maintenance issues
- Carbon Action Now Group (CAN)- Hartlepool Group meeting Quarterly

14. Performance Management

14.1 BACKGROUND

14.1.1

In order to assess the success of our measures in working towards our objectives we will need to have systems in place to monitor and manage their performance. Performance monitoring will be undertaken annually with a monitoring report produced at the end of the life of the LTP delivery plan.

We will adopt the proposed National Indicators Listed below. Should through the plan period it be identified that other local indicators are appropriate; we will seek to adopt these at the LTP review periods.

14.2 NATIONAL INDICATORS

Proposed National Indicators	
NI 47	People killed or seriously injured in road traffic accidents
NI 48	Children killed or seriously injured in road traffic accidents
NI 167	Average Journey Time per mile during morning peak
NI 168	Principal roads where maintenance should be considered
NI 169	Non principal classified roads where maintenance should be considered
NI 175	Access to services and facilities by public transport, walking and cycling
NI 176	Working age people with access to employment
NI 177	Local Bus Passenger Journeys
NI 178	Bus Service Punctuality
NI 185	CO ₂ reduction from Local Authority operations
NI186	Per capita reduction in CO ₂ emissions in the local authority area
NI 198	Children travelling to school – mode of transport

14.3 NATIONAL HIGHWAYS AND TRANSPORT PUBLIC SATISFACTION SURVEY

14.3.1

We will also take feedback from the National Highways and Transport Public Satisfaction Survey which is carried out annually. The survey aims to identify which services the public think are most important and also how satisfied they are with the delivery of those services.

14.3.2

NHT Survey Questions are based on key themes:

- Accessibility
- Public Transport
- Walking/Cycling
- Tackling Congestion
- Road Safety
- Highway Maintenance/Enforcement

North Neighbourhood Consultative Forum

16 February 2011



Report of: Neighbourhood Manager (North)

Subject: MINOR WORKS PROPOSALS

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To consider improvement schemes for potential funding from the North Neighbourhood Consultative Forum Minor Works Budget.

2. Scheme One Ridlington Way Parking Scheme – Phase Two

- 2.1 Members may recall a scheme was presented to the North Consultative Forum in September 2009 to remove a 2 x 20 metre wide strip of grassed area and replace with Tarmac in front of house numbers 2 to 12. And the same works to be carried out in front of house numbers 12 to 20. It was decided at the September Forum to fund part one of this scheme and to look at the second part in the next financial year. Officers are proposing that the North Consultative Forum to approve the second phase of this scheme.
- 2.2 The total cost of this proposed scheme is £13,000, £6,000 has been secured from the Local Transport Plan budget and the cost, and if approved to the forum would be £7,000.

3. Scheme Two Park Square bench replacement scheme

Portfolio Holder has responsibility for the Council's land and property assets.

- 3.1 Residents have made requests to improve the seating in Park Square.
- 3.2 There are four benches within Park Square; they are of the old style cast iron frame with wooden slats a number of these wooden slats

have been damaged on a number of occasions in previous years. The proposed scheme is to remove all the existing benches and to construct new concrete bases and to install four new weatherproof/vandal proof benches made from recycled materials. The total cost of this scheme is £3950.

4. Scheme Three Rogeri Place Environmental Improvements

- 4.1 As part of ongoing environmental improvements in Rogeri Place residents have requested five trees to be planted in the remaining grassed area.
- 4.2 In the last financial year the residents of the West View NAP jointly funded a pull in lay-by scheme to alleviate the parking problems outside of their homes. To complement works already carried out the planting of five trees would have a significant impact to this area. The total cost to plant five trees and to provide protective mesh cages would cost £2,000.

5. Scheme Four Raby Road/Hart Lane Junction Raised Bed

- 5.1 At the Raby Road/Hart Lane junction there is a large raised shrub bed. Residents have requested for this raised bed to be refurbished. The proposed scheme is to remove all the existing materials, and top up with good quality top soil and lay a weed control membrane and plant with trailing ivy. It is hoped that in time the ivy will trail down and soften the appearance of the wall outside resident's homes. The total cost of this scheme is £1400.

6. Scheme Five 20's Plenty Initiative

- 6.1 Ward Members and residents will be aware of the Authorities 20's Plenty Initiative. It is proposed to roll out 20mph limits in appropriate residential streets across the town over a three year period, due to budget restrictions.
- 6.2 The Council's Neighbourhood Scrutiny Forum has taken evidence from a wide variety of sources to assist in the formulation of a balanced range of recommendations. One was to explore all possible options to try and secure further funding for the delivery of the 20mph scheme such as the Neighbourhood Consultative Forums.
- 6.3 To implement the 20's Plenty Initiative in the North in this financial year the cost of this work to the North Forum would be £10,000.

7. RECOMMENDATIONS

7.1 Scheme Six Penrith Street Parking Area

The Forum is asked to consider the above scheme. Approved schemes will need to be presented to the Community Safety and Housing Portfolio for final approval.

7.2 Penrith Street/Earl Street

This area, although in ownership of HBC is classed as unadopted. Consequently, and as most unadopted areas throughout the town there has been little maintenance. Residents living adjacent to this location have requested that the surface be improved. Officers propose that this area be resurfaced with Tarmac. This improvement will make a difference to the immediate condition and improve the visual aspect of the area. Cost £3,400.