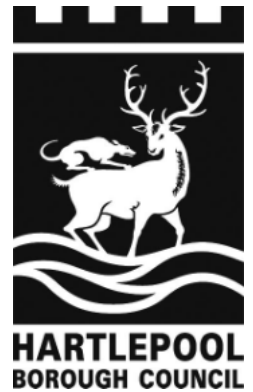


TRANSPORT AND NEIGHBOURHOODS PORTFOLIO DECISION SCHEDULE



Friday 9th December 2011

at 3.30pm

in Committee Room C, Civic Centre, Hartlepool

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

1. KEY DECISIONS

- 1.1 Additional Highway Maintenance Works – *Assistant Director (Transport and Engineering)*

2. OTHER ITEMS REQUIRING DECISION

- 2.1 Easington Road Puffin Crossing – *Assistant Director (Transport and Engineering)*
- 2.2 Improvements to the Disabled Blue Badge Service – *Assistant Director (Transport and Engineering)*
- 2.3 Raby Road – School Safety Scheme – *Assistant Director (Transport and Engineering)*
- 2.4 South Parade – Local Safety Scheme – *Assistant Director (Transport and Engineering)*
- 2.5 Warrior Drive – Local Safety Scheme – *Assistant Director (Transport and Engineering)*
- 2.6 Waldon Street – Traffic Calming Scheme – *Assistant Director (Transport and Engineering)*

3. ITEMS FOR INFORMATION

No items

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
9 December 2011



Report of: Assistant Director (Transportation and Engineering)

Subject: ADDITIONAL HIGHWAY MAINTENANCE WORKS

SUMMARY

1. PURPOSE OF REPORT

To seek approval to additional resurfacing schemes for the 2011-12 period funded by an under spend on original budget.

2. SUMMARY OF CONTENTS

The report details the reasons for the under spend and the proposed/additional schemes.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder has responsibility for highway maintenance issues.

4. TYPE OF DECISION

Key Decision Tests (i) & (ii) apply. Forward Plan reference number RN93/11.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

That the proposed additional highway maintenance schemes for 2011-12 are approved.

Report of: Assistant Director (Transportation and Engineering)

Subject: ADDITIONAL HIGHWAY MAINTENANCE WORKS

1. PURPOSE OF REPORT

- 1.1 To seek approval to additional resurfacing schemes for the 2011-12 period funded by an under spend on original budget.

2. BACKGROUND

- 2.1 On 13th April 2011 the Finance and Procurement Portfolio Holder approved the Council's 5-year highway maintenance programme for the period April 2011-March 2016.
- 2.2 On 27th June 2011 an additional approval was granted for further highway maintenance works funded by a grant received from Central Government towards the repair of highways damaged during the extreme winter weather.
- 2.3 All of the approved schemes have now been completed and financially there is an under spend of £127,827.
- 2.4 Because of the nature of highway maintenance works estimated costs have to contain contingencies for unforeseen circumstances. The contingencies applied to this year's programme have not been fully required resulting in the under spend of £127,827.

3. PROPOSALS

- 3.1 In order to both utilise the budget for the purpose for which it has been granted and to address further the condition of the highway network in the town, it is proposed that additional schemes are undertaken within this financial year.
- 3.2 Since the original programmes were established for 2011-12 annual condition surveys have been undertaken and these have identified three areas that are in particularly poor condition and where works are needed in the very near future to prevent the need for costly reconstruction works. These are located at Northgate, Tees Road and Raby Road as indicated in **Appendices 1, 2 and 3**.

- 3.3 The other areas selected are Wharton Terrace and the Belle Vue Way/Burn Road roundabout (as depicted in **Appendices 4 and 5**).

4. FINANCIAL CONSIDERATIONS

- 4.1 The works will be funded by an under spend on the Local Transport Plan Structural Maintenance Grant allocation for 2011-12.

5. CONSULTATION

- 5.1 No direct consultation has been carried out, all schemes have been identified through the 2011-12 highway condition surveys.

6. RECOMMENDATION

- 6.1 That the proposed additional highway maintenance schemes for 2011-12 be approved.

7. REASON FOR RECOMMENDATION

- 7.1 To ensure that the Local Transport Plan Structural Maintenance Grant is utilised for the purpose for which it was granted and to address further the condition of the highway network in the town.

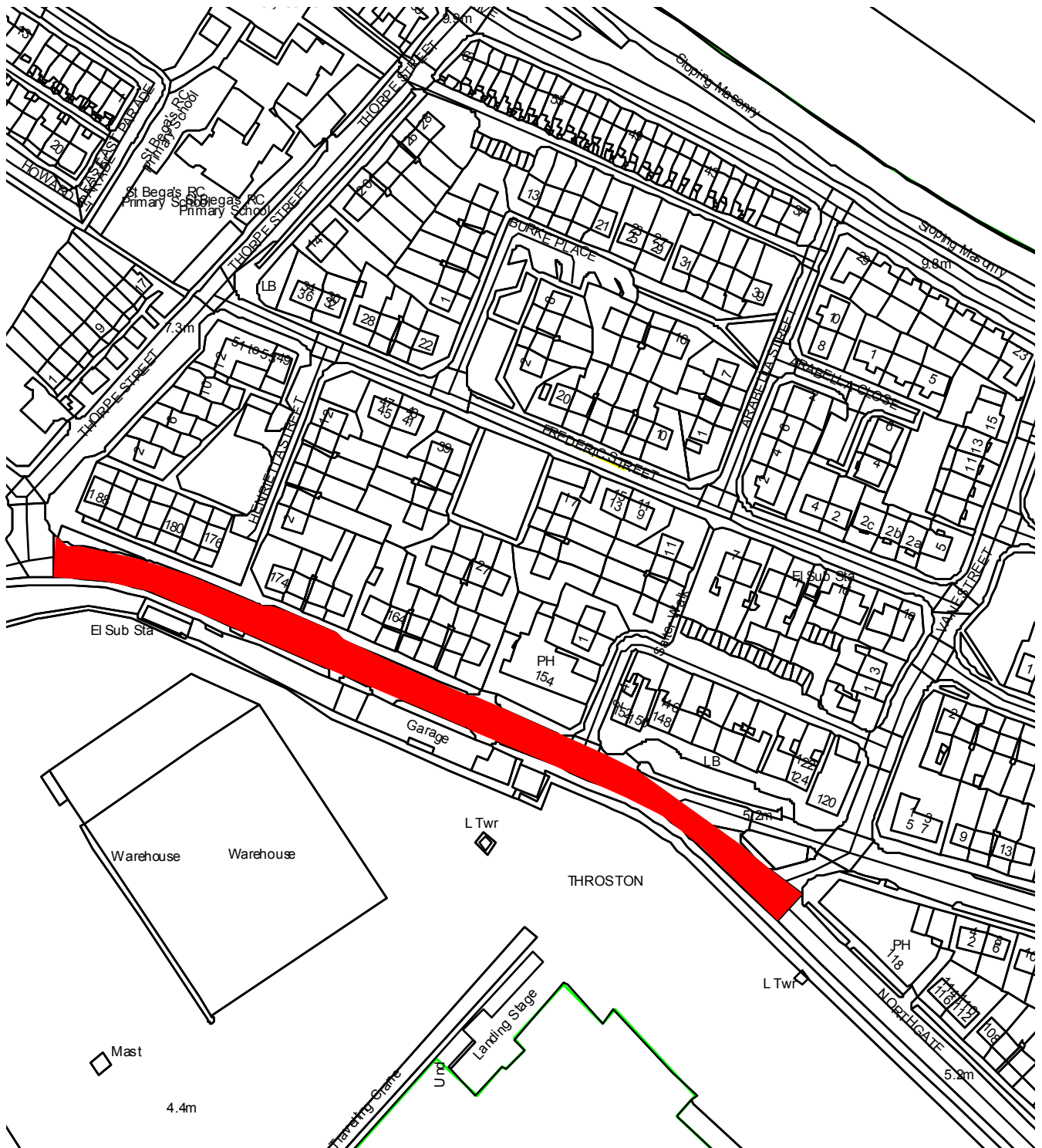
8. BACKGROUND PAPERS

- 8.1 There are no background papers attached.

9. CONTACT OFFICER

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RESURFACING SCHEMES 2011/12 – NORTHGATE (THORPE ST – DURHAM STREET)

Refuse Tip

Sewage Works

4.0m

BRENDA ROAD

A 178

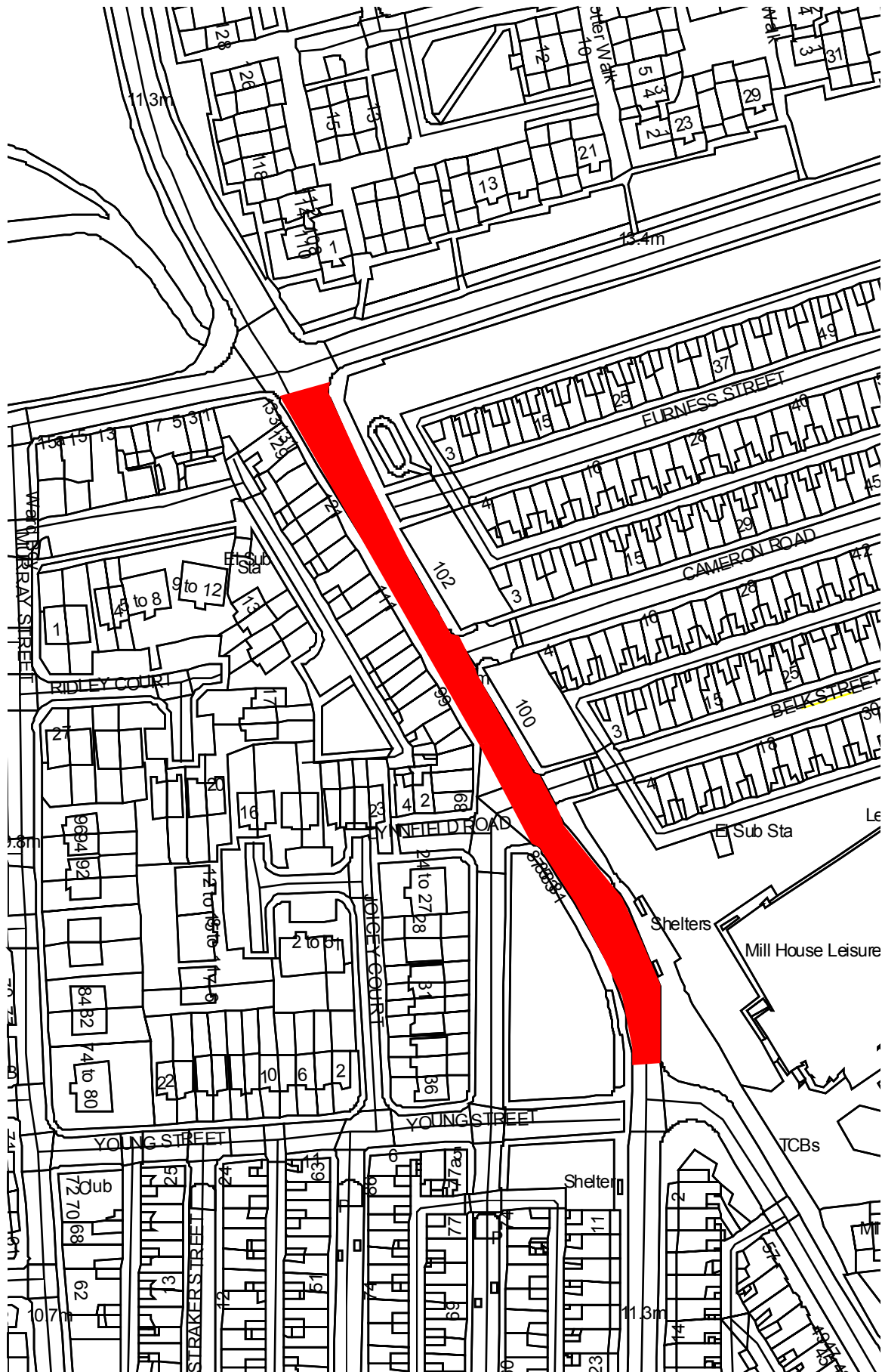
Stretcher

7.3m

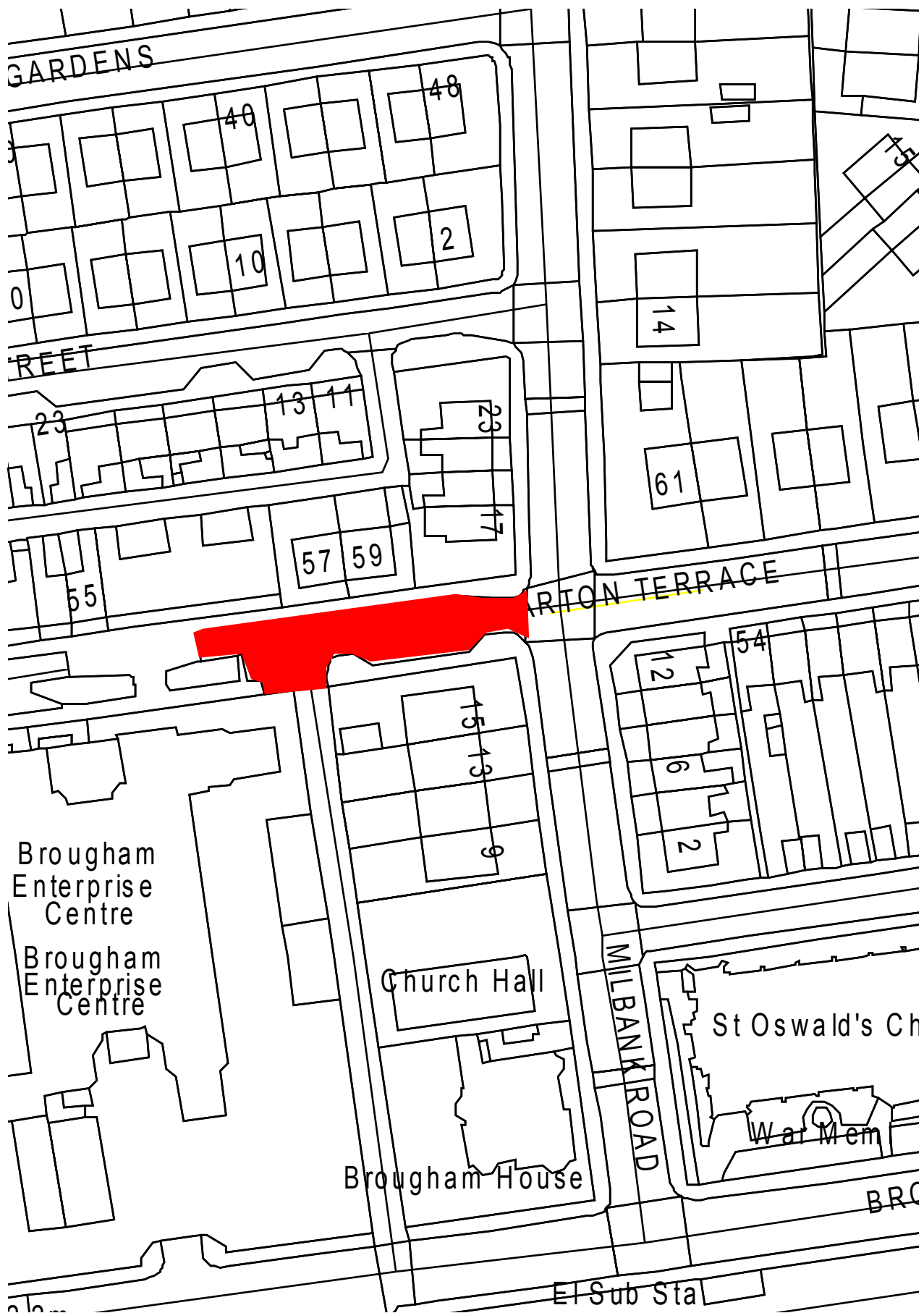
TEES ROAD

POWER STATION ROAD

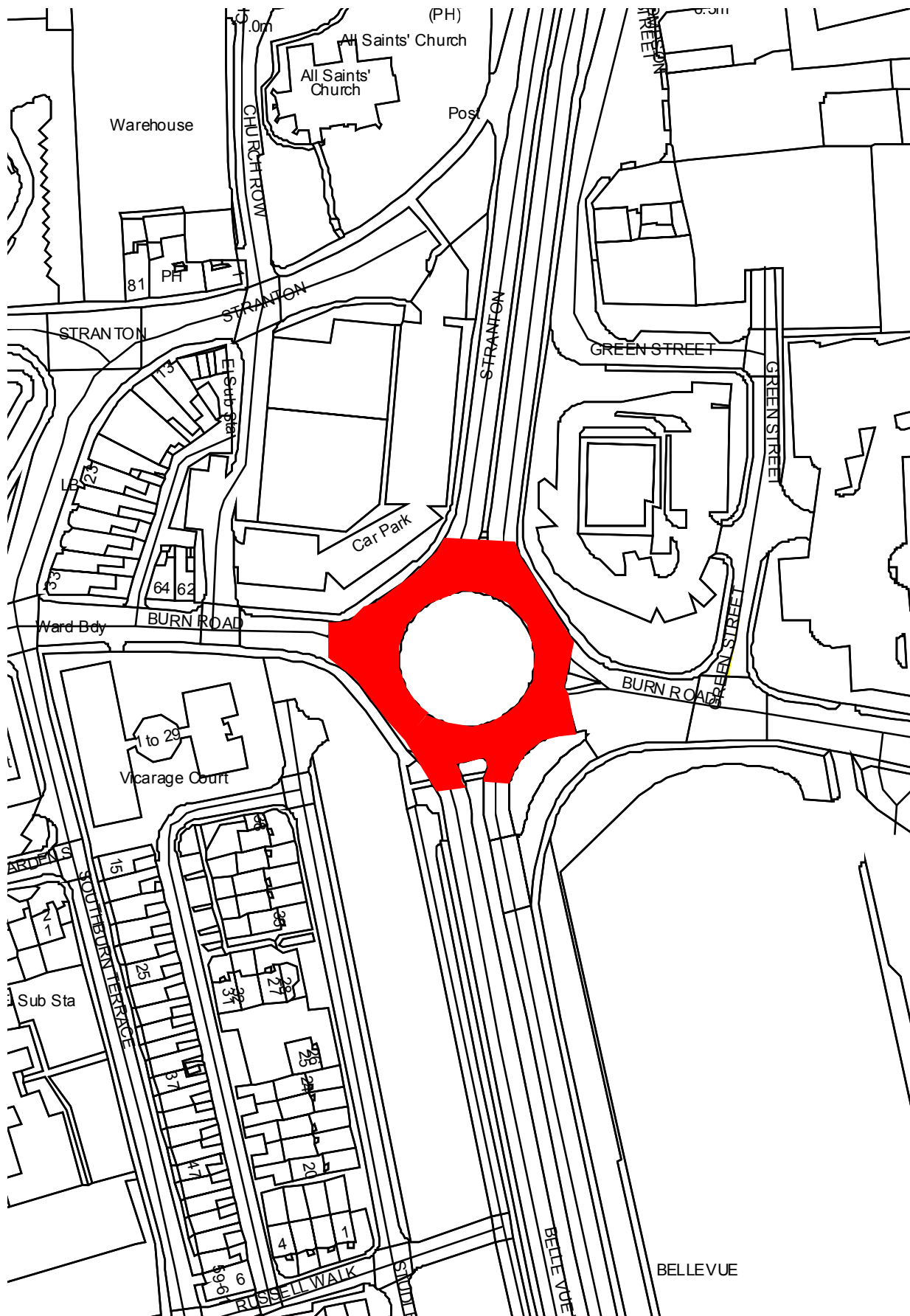
RESURFACING SCHEMES 2011/12 – TEES ROAD (APPROACH TO BRENDA RD ROUNDABOUT)



RESURFACING SCHEMES 2011/12 – RABY ROAD (HART LANE – YORK ROAD)



RESURFACING SCHEMES 2011/12 – WHARTON TERRACE (MILBANK RD TO STUB END)



RESURFACING SCHEMES 2011/12 – BELLE VUE WAY/BURN ROUNDABOUT

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
9 December 2011



Report of: Assistant Director (Transportation and Engineering)

Subject: EASINGTON ROAD – PUFFIN CROSSING

SUMMARY

1. PURPOSE OF REPORT

To seek approval to the installation of a puffin crossing on Easington Road.

2. SUMMARY OF CONTENTS

The report details the background to the scheme and the consultation which is currently being undertaken.

3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for Traffic & Transportation issues.

4. TYPE OF DECISION

Non key decision.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

The Portfolio Holder approves the implementation of the scheme.

Report of: Assistant Director (Transportation and Engineering)

Subject: EASINGTON ROAD – PUFFIN CROSSING

1. PURPOSE OF REPORT

- 1.1 To seek the approval to the installation of a puffin crossing on Easington Road.

2. BACKGROUND

- 2.1 This scheme is being proposed in order to improve pedestrian access across Easington Road, being particularly beneficial for those individuals using the bus services along this stretch of busy carriageway.
- 2.2 As well as providing controlled pedestrian access, the crossing should, hopefully, moderate vehicle speeds as drivers would be aware of the possibility of encountering a red light.

3. PROPOSALS / OPTIONS

- 3.1 It is proposed to locate a puffin crossing on Easington Road, adjacent to the Parkstone Grove pedestrian access. In order to accommodate the layout / design standards, it will be necessary to re-locate the southbound bus stop and low floor infrastructure from its present position (side of 6 Parkstone Grove), to the side of 30 Dorchester Drive. This will provide compliance with the distance which bus stops must be located from the crossing. Other changes will include modifications to carriageway markings and safety barriers / guardrails, plus the laying of anti-skid surfacing (see attached plan, Appendix 1). As well as relocating the bus stop to the side of 30 Dorchester Drive, a dog foul bin must also be moved further south, so that it will not be near to passengers who are waiting for buses at this stop.

4. FINANCIAL CONSIDERATIONS

- 4.1 The cost of the scheme is estimated to be in the region of £45,000 to £50,000. This will be funded by the LTP budget (for Puffin Crossing), and also by the Tees Valley Bus Network Improvement (TVBNI) budget, for the bus stop works element of the scheme.

5. CONSULTATION

- 5.1 This is currently ongoing, with the local residents from Parkstone Grove and Dorchester Drive. The consultation deadline is 30th November, 2011. A total of forty letters were sent to residents and Ward Councillors, and to date, only 8 responses have been received (all in favour of the scheme). A final update will be given at the Portfolio meeting.

6. RECOMMENDATION

- 6.1 The Portfolio Holder approves the implementation of the scheme in Easington Road.

7. REASON FOR RECOMMENDATION

- 7.1 To provide a safer pedestrian crossing point on Easington Road.

8. BACKGROUND PAPERS

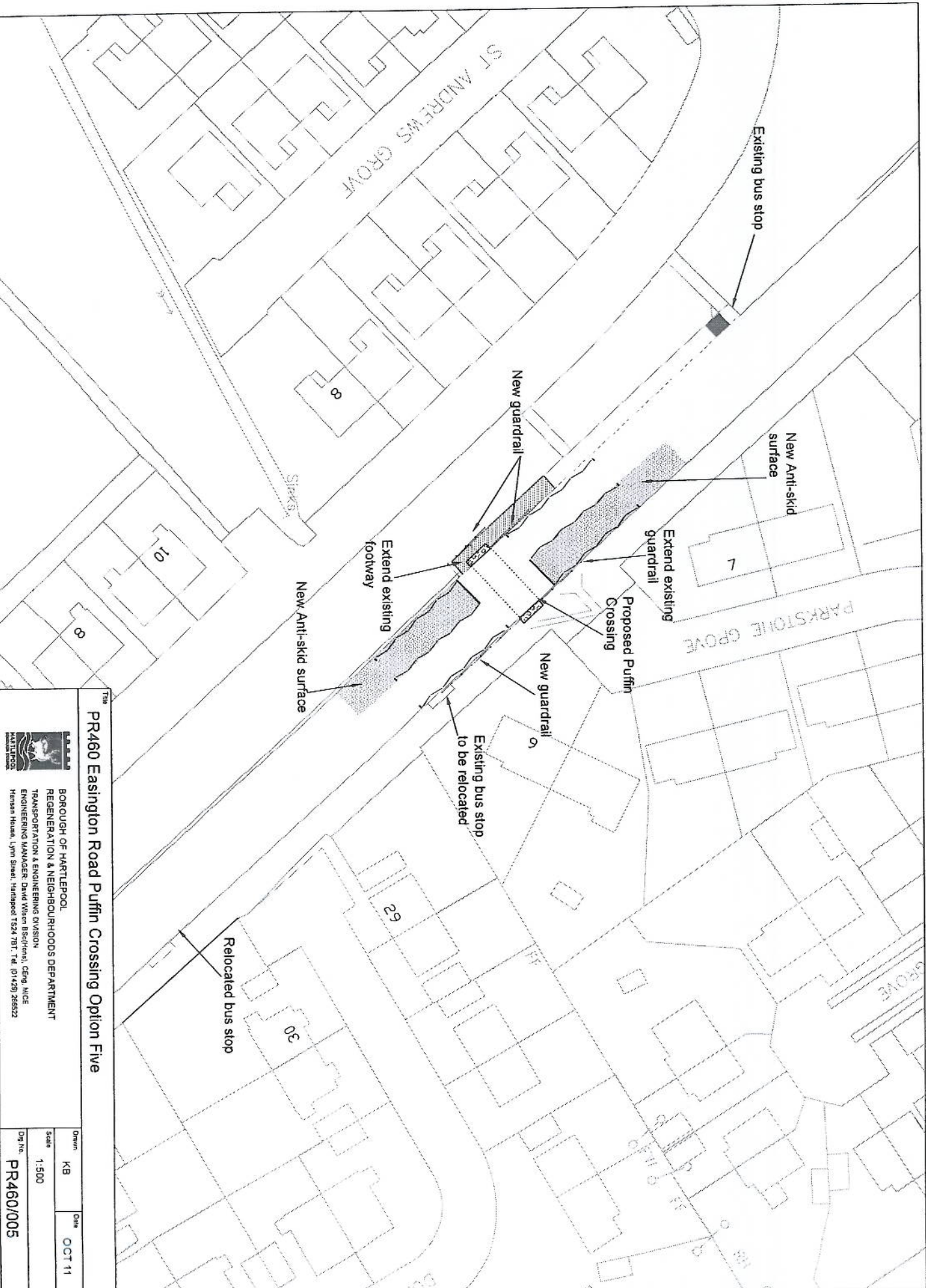
- 8.1 There are no background papers attached.

9. CONTACT OFFICER

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APPENDIX 1

PR460 Easington Road Puffin Crossing Option Five

BOROUGH OF HARTLEPOOL
REGENERATION & NEIGHBOURHOODS DEPARTMENT
TRANSPORTATION & ENGINEERING DIVISION
ENGINEERING MANAGER: David Wilson BSc(Hons), CEng, MICE
Hempen House, Lynn Street, Hartlepool TS24 7BT. Tel: (01429) 265522

Drawn: **KB** Date: **OCT 11**

Scale: **1:500**

Proj. No.: **PR460/005**

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
9 December 2011



Report of: Assistant Director (Transport and Engineering)

Subject: IMPROVEMENTS TO THE DISABLED BLUE
BADGE SERVICE

SUMMARY

1. PURPOSE OF REPORT

To advise of changes to the way applications for registered disabled badges will be considered, processed and distributed.

2. SUMMARY OF CONTENTS

The report considers the changes to legislation and how this will impact on the way the service is delivered locally.

3. RELEVANCE TO PORTFOLIO MEMBER

The Portfolio Holder is responsible for Traffic and Transport related issues.

4. TYPE OF DECISION

Non key

5. DECISION MAKING ROUTE

Transport and Neighbourhoods Portfolio Holder on 9 December 2011.

6. DECISION(S) REQUIRED

1) That the Portfolio Holder notes the statutory legislative changes and amendments to operational procedure and

2) approves a charge increase to £10 per application as from 1/1/12.

Report of: Assistant Director (Transport and Engineering)

Subject: IMPROVEMENTS TO THE DISABLED BLUE
BADGE SERVICE

1. PURPOSE OF REPORT

- 1.1 To advise of changes to the way applications for registered disabled badges will be considered, processed and distributed.

2. BACKGROUND

- 2.1 The registered disabled blue badge scheme offers parking concessions to those with proven mobility issues.
- 2.2 The scheme is nationally regulated by the Department for Transport although the scheme is locally operated by Local Authorities and enforcement carried out by Civil Enforcement Officers (parking).
- 2.3 A badge can be awarded if the applicant meets set pre-determined criteria or following further assessment by the Local Authority, can demonstrate a level of mobility need.
- 2.4 The Department for Transport have for some time been reviewing the scheme and have as a result introduced several measures which will address many of the concerns of Local Authorities, badge holders and enforcement staff have highlighted during the formal consultation process.
- 2.5 A registered disabled badge is valid for a period of up to three years.
- 2.6 In Hartlepool there are currently some 5,000 blue badge holders and the authority is likely to consider 1,700 applications each year.
- 2.7 The service is currently jointly delivered by staff from Hartlepool Connect and Regeneration and Neighbourhood administrative support under the responsibility of the Parking Services Manager.

3. PROPOSALS

- 3.1 Changes to the legislation have been laid before Parliament and will come into effect from 1st January 2012.
- 3.2 A new style badge will become applicable from this date which contains several new security measures aimed at reducing the number of illegal and fraudulently used badges believed to be in circulation. The badges have been redesigned and incorporate sealed photographs, complex printing patterns, barcodes and the use of specialist security inks and holograms.
- 3.3 The DfT have appointed Northgate Information Solutions on an initial 5 year contract with the option to extend for a further 2 years, to provide a centralised processing service for Local Authorities. The new badges are complex to produce and it will no longer be possible for any Local Authority to continue this element of the service. For this reason the production of the badges will be carried out by Northgate with effect from 1/1/12. The local authority will still however continue to be responsible for the decision making process of badge applications.
- 3.4 There are a number of other benefits in operating a national database. Enforcement officers will have instant access to application records so officers can check suspicious permits even though they may have been issued by a different Local Authority. There is also a belief that some individuals make multi applications for permits to differing Authorities and the central controls will help eliminate both aspects.
- 3.5 The blue badge improvement service is also confident the changes will improve the “customer experience”. On-line applications will be possible through the direct.gov.uk website and as the new service will have direct access to data from multi organisations and Government Departments, there will be the ability to perform instant eligibility checks on applicants. There will however also be provision for those who do not have internet access to make applications by other means.
- 3.6 The standard cost to the Authority for each badge to be processed will be £4.60 (ex VAT) although there are provisions for emergency “fast tracking” at a higher charge rate. There will also be a number of other “on costs” which the services will incur (such as administration of the service, consideration of non automatic qualification applications, and distribution costs).
- 3.7 In recognition of the additional administrative fees, the legislation allows the issuing Local Authority to increase the current £2 application charge to £10 per application.

- 3.8 As the badges are valid for a 3 year period a number of badges issued prior to 1/1/12 will remain in circulation. They will continue to be legal and there will be no requirements therefore for existing badge holders to exchange badges until the badge expires. The parking enforcement teams of each Local Authority have been made aware of the changes via DfT updates.

4. FINANCIAL CONSIDERATIONS

- 4.1 The nationally agreed charge for blue badges is currently £2 covering 3 year duration before the badge holder is required to reapply. This fee does not fully cover the current administrative costs of running the scheme and the DfT review recognised that this charge should increase. The additional improvements of creating a national data base / processing centre will help assist with fraudulent claims and badge usage, but will commit the Local Authority to a fixed charge per application.
- 4.2 It is envisaged that Hartlepool Borough Council will consider / refer for approval approx 1,700 applications for blue badges during a twelve month period. Due to the fixed cost the processing centre will apply and the administrative costs the Department will continue to incur, it will be necessary for a charge increase to be passed on to the applicant.

5. LEGAL CONSIDERATIONS

- 5.1 The legal changes to the layout of the new blue badges and the appointment of Northgate Information Solutions UK have been given Parliamentary approval and will come into effect on 1/1/12. It will then no longer be possible for a local authority to produce a valid disabled badge.
- 5.2 The issuing of registered blue badges is a statutory function the Local Authority is required to carry out.

6. STAFF CONSIDERATIONS

- 6.1 It is not envisaged there will be any significant staff implications with the current arrangements. Although the changes will offer more choice to the customer, there is likely to still be a significant staffing demand within Hartlepool Connect during the application processing and distribution procedure and for Regeneration and Neighbourhood Admin support staff during the criteria review process.

7. RECOMMENDATIONS

- 7.1 That the Portfolio Holder notes the statutory legislative changes and amendments to operational procedure.
- 7.2 That the Portfolio Holder approves a charge increase to £10 per application as from 1/1/12.

8. REASON FOR RECOMMENDATIONS

- 8.1 To meet statutory legislative requirements and ensure the additional costs to the service are covered by the application fee.

9. BACKGROUND PAPERS

- 9.1 There are no background papers attached.

10. CONTACT OFFICER

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TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
9 December 2011



Report of: Assistant Director (Transportation and Engineering)

Subject: RABY ROAD – SCHOOL SAFETY SCHEME

SUMMARY

1. PURPOSE OF REPORT

To seek approval to implement a variable 20mph speed limit on Raby Road, a permanent 20mph speed limit in the streets around Dyke House School, and to re-locate 2 bus stops on Raby Road.

2. SUMMARY OF CONTENTS

The report details the background to the scheme, the consultation undertaken and the proposals recommended.

3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

Non key decision.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

The Portfolio Holder approves the implementation of the scheme outlined in section 3 of the report.

Report of: Assistant Director (Transportation and Engineering)

Subject: RABY ROAD – SCHOOL SAFETY SCHEME

1. PURPOSE OF REPORT

- 1.1 To seek approval to implement a variable 20mph speed limit on Raby Road, a permanent 20mph speed limit in the streets around Dyke House School, and to re-locate 2 bus stops on Raby Road.

2. BACKGROUND

- 2.1 In February 2006 the Neighbourhood Services Scrutiny Forum submitted a detailed report on the inquiry into 20mph limits outside of schools. Since then it has been the Council's policy to introduce 20 mph speed limits and associated traffic calming on roads in the vicinity of schools. Several school safety schemes have been introduced, however, such measures have not been introduced on Raby Road and the streets in the vicinity of Dyke House School.

3. PROPOSALS

- 3.1 It is proposed to implement a variable 20mph speed limit on Raby Road between Chester Road and Powlett Road (See **Appendix 1**). This speed limit would be in operation during school arrival and leaving times only, and flashing signs would indicate that the speed limit was in operation. The speed limit would be advisable and no enforcement action undertaken.
- 3.2 It is also proposed to implement a permanent 20mph speed limit on the residential streets bounded by Raby Road, Brougham Terrace and Lancaster Road, subject to a positive consultation exercise.
- 3.3 We have also been approached by Dyke House School requesting the re-location of two bus stops:-
- i) **The southbound bus stop opposite Challoner Road, to a point 40 metres north of its original position (Stop A).** This is to encourage school children to use the stop closest to the school entrance on Mapleton Road (Stop B) and discourage the use of the stop near to the Avondale Centre access.

Consequently, children will spend less time on Raby Road, which is the most heavily trafficked area around the school. Re-locating stop A would also remove the road safety conflict between vehicles exiting Challoner Road and vehicles overtaking parked buses.

- ii) **The southbound stop on the approach to Chester Road traffic lights, to the existing lay-by located 60 metres north of its original position (Stop B).** The intention is that school children would use this stop to board and alight, as this will give easier access to the Mapleton Road school entrance, which the school are intending to use for all children to enter the site. The lay-by previously catered for visitors to the Chester pub and adjacent shops, which have now been demolished. Re-locating this stop would also help reduce congestion in the vicinity of the Chester Road traffic signals.

4. FINANCIAL CONSIDERATIONS

- 4.1 It is estimated that the speed limit proposals will cost £12,000 to be implemented, and will be funded through the Local Transport Plan (£7,000) and by a contribution from the North Neighbourhood Consultative Forum (£5,000).
- 4.2 The bus stop relocation works will cost £10,000 and will be funded from the Tees Valley Bus Network Improvements project.

5. CONSULTATION

- 5.1 Residents, businesses, Ward Councillors and Dyke House School have been sent a letter and plan outlining the proposed variable 20 mph speed limit and the proposed bus stop re-locations. There were no objections received for the speed limit proposals.
- 5.2 Two objections have been received from residents with regards to the re-location of bus stop A. The first objector is concerned that this will result in noise and disruption closer to their home especially at school times. However, the bus stop is not directly outside of the resident's home, as a service road and a 5 metre landscaped strip are located between the stop and the resident's property.
- 5.3 The purpose of re-locating the bus stop is to move it further away from its current position directly outside of the school exit. Moving the stop away from the point where there is the highest concentration of school children will reduce the road safety risk at this location, as children will not be crossing the road from behind parked buses. As stated in 3.3 above, this should see children using the next stop, closest to the school entrance on Mapleton Road, and there are also safety benefits

to general traffic. The other objection is from an elderly resident who is concerned about the extra distance that they will have to walk, which would be approximately 40 metres.

- 5.4 The Police, other emergency services and bus companies have also been consulted with regards to these proposals and have no objections.
- 5.5 No consultation has been undertaken as yet, with regards to the proposed permanent 20 mph speed limit in the streets around Dyke House School.

6. RECOMMENDATION

- 6.1 The Portfolio Holder approves the implementation of the scheme as detailed in section 3.1 and 3.3 of the report, and in section 3.2 subject to a positive consultation exercise.

7. REASON FOR RECOMMENDATION

- 7.1 To improve road safety in the vicinity of Dyke House School by reducing vehicular speeds, and reducing conflict between parked buses, pedestrians and overtaking vehicles. The re-location of the bus stops will also help reduce congestion at the Chester Road and Challoner Road junctions.

8. BACKGROUND PAPERS

- 8.1 There are no background papers attached.

9. CONTACT OFFICER

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APPENDIX 1



TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
9 December 2011



Report of: Assistant Director (Transportation and Engineering)

Subject: SOUTH PARADE – LOCAL SAFETY SCHEME

SUMMARY

1. PURPOSE OF REPORT

To seek approval to introduce a series of road humps on South Parade.

2. SUMMARY OF CONTENTS

The report details the background to the scheme, the consultation undertaken and the proposals put forward.

3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

Non key decision.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

The Portfolio Holder approves the implementation of the scheme outlined in section 3 of the report.

Report of: Assistant Director (Transportation and Engineering)

Subject: SOUTH PARADE – LOCAL SAFETY SCHEME

1. PURPOSE OF REPORT

- 1.1 To seek approval to introduce a series of road humps on South Parade.

2. BACKGROUND

- 2.1 There have been a number of complaints about speeding traffic on South Parade between Oxford Street and Sydenham Road, and on several occasions vehicles have failed to give way at the Sydenham Road junction and hit the boundary wall opposite, or parked cars.

3. PROPOSALS

- 3.1 It is proposed to implement a series of 3 road humps, between Oxford Street and Sydenham Road (**Appendix 1**). The road humps will be 3.7metres long and 75mm high. Parking on or near these features would be unaffected.

4. FINANCIAL CONSIDERATIONS

- 4.1 It is estimated that the proposals will cost £10,000 to be implemented, and will be funded through the Local Transport Plan (£5,000) and a contribution from the Central Neighbourhood Consultative Forum (£5,000).

5. CONSULTATION

- 5.1 Residents and Ward Councillors have been sent a letter and plan outlining the proposed traffic calming. An update of the consultation responses will be provided verbally at the Portfolio meeting.

6. RECOMMENDATION

- 6.1 The Portfolio Holder approves the implementation of the scheme as detailed in section 3 of the report, subject to a positive consultation exercise.

7. REASON FOR RECOMMENDATION

- 7.1 To improve road safety on South Parade by slowing vehicular speeds.

8. BACKGROUND PAPERS

- 8.1 There are no background papers attached.

9. CONTACT OFFICER

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APPENDIX 1



TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
9 December 2011



Report of: Assistant Director (Transportation and Engineering)

Subject: WARRIOR DRIVE – LOCAL SAFETY SCHEME

SUMMARY

1. PURPOSE OF REPORT

To seek approval to implement traffic calming measures on Warrior Drive.

2. SUMMARY OF CONTENTS

The report details the background to the scheme, the consultation undertaken and the proposals put forward.

3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

Non key decision.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

The Portfolio holder approves the implementation of one of the options outlined in section 3 of the report, dependent upon the consultation results.

Report of: Assistant Director (Transportation and Engineering)

Subject: WARRIOR DRIVE – LOCAL SAFETY SCHEME

1. PURPOSE OF REPORT

- 1.1 To seek approval to implement traffic calming measures on Warrior Drive.

2. BACKGROUND

- 2.1 During the recent 20's Plenty consultation a significant number of residents requested the implementation of a 20mph speed limit and other traffic calming measures on Warrior Drive.
- 2.2 Speed surveys indicate an 85th percentile speed of 35mph, this would indicate that there is a moderate level of speeding traffic on the road.
- 2.3 Attempts have been made to reduce vehicle speeds in the past, by introducing slow markings mounted on red surfacing at various strategic points along the road.

3. PROPOSALS

- 3.1 Although it is not considered practical to implement a 20 mph speed limit on this road, residents have been consulted on 2 potential traffic calming options and a 3rd option of do nothing.

Option 1 (see **Appendix 1**)

- 3.2 It is proposed to implement a series of 6 pinch points on Warrior Drive. Pinch points are build outs which allow only one vehicle to pass at a time. Give way markings and signs are sited at one side of the pinch point to indicate who has priority.

Option 2 (see **Appendix 2**)

- 3.3 This option involves the provision of 2 pinch points either side of the duck pond area, and the siting of 2 vehicle activated signs which display the speed limit and a slow down message when vehicles approach above the speed limit. The signs are proposed to be sited opposite Intrepid Close and immediately south of the Ark Royal Close junction.

4. FINANCIAL CONSIDERATIONS

- 4.1 It is estimated that the proposals will cost £30,000 for option 1 and £15,000 for option 2, the scheme will be funded through the Local Transport Plan and by a contribution from the South Neighbourhood Consultative Forum (a maximum of £5,000, dependent upon which scheme is chosen).

5. CONSULTATION

- 5.1 Approximately 700 letters and plans have been sent to residents in the Warrior Park area, as well as Ward Councillors. A final update on the consultation responses will be provided verbally at the meeting.
- 5.2 The Police and other Emergency Services have also been consulted with regards to the proposed traffic calming and have no objections to either option.

6. RECOMMENDATION

- 6.1 The Portfolio Holder approves the implementation of the scheme as detailed in section 3 of the report, subject to the option supported in the public consultation.

7. REASON FOR RECOMMENDATION

- 7.1 To improve road safety on Warrior Drive by slowing vehicular speeds.

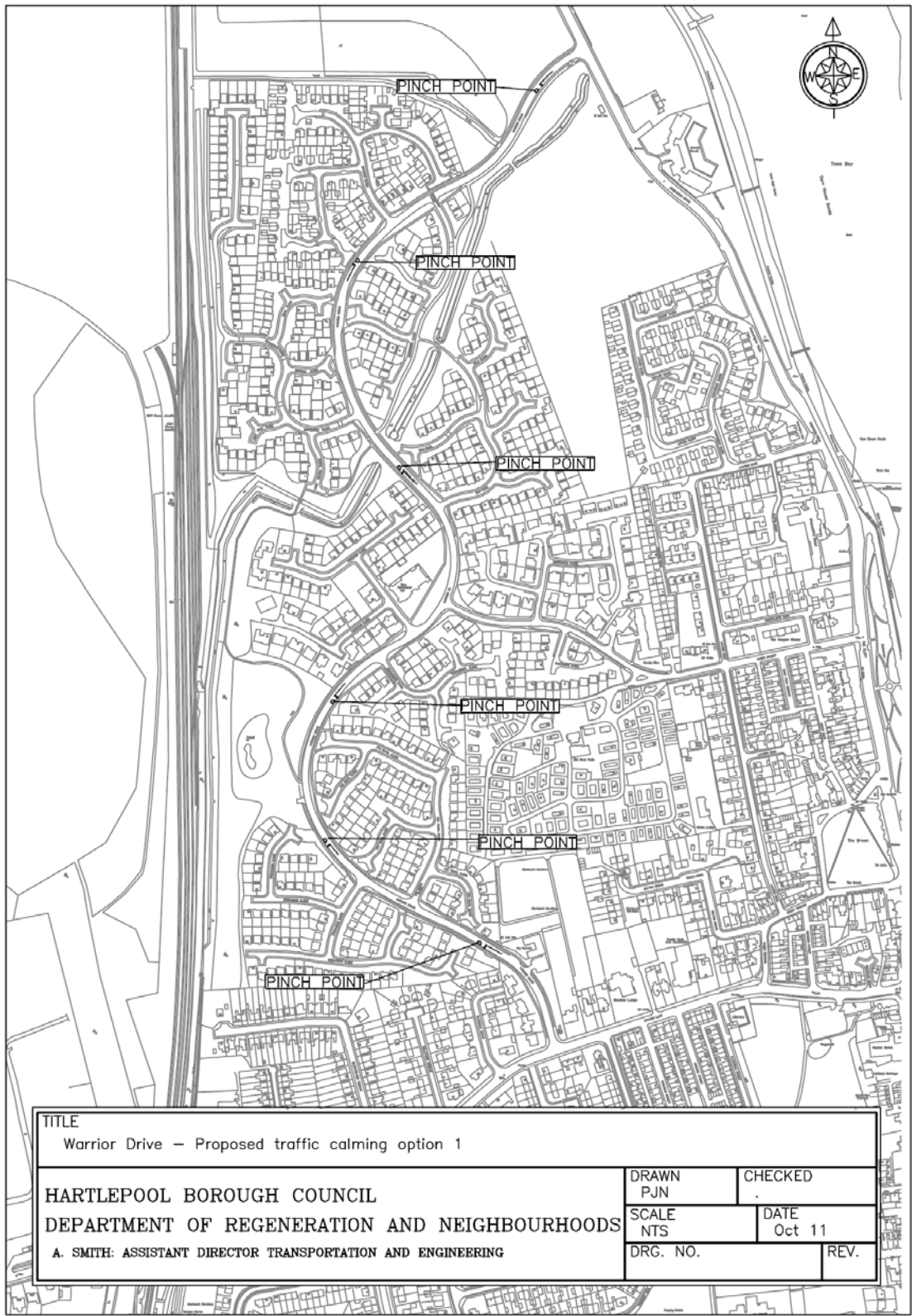
8. BACKGROUND PAPERS

- 8.1 There are no background papers attached.

9. CONTACT OFFICER

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APPENDIX 1



APPENDIX 2



TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
9 December 2011



Report of: Assistant Director (Transportation and Engineering)

Subject: WALDON STREET – TRAFFIC CALMING SCHEME

SUMMARY

1. PURPOSE OF REPORT

To seek approval to the installation of traffic calming measures in Waldon Street.

2. SUMMARY OF CONTENTS

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

3. RELEVANCE TO PORTFOLIO HOLDER

The Portfolio Holder has responsibility for Traffic and Transportation issues.

4. TYPE OF DECISION

Non key decision.

5. DECISION MAKING ROUTE

This is an executive decision by the Portfolio Holder.

6. DECISION(S) REQUIRED

The Portfolio Holder approves the implementation of the scheme.

Report of: Assistant Director (Transportation and Engineering)

Subject: WALDON STREET – TRAFFIC CALMING SCHEME

1. PURPOSE OF REPORT

- 1.1 To seek approval to the installation of traffic calming measures in Waldon Street.

2. BACKGROUND

- 2.1 A proposed traffic calming scheme is currently being considered, following concerns which have been raised by local residents and Ward Councillors.
- 2.2 It is proposed to site a pinch point (see plan – **Appendix 1**), to the north of the Lister Street junction, with the intention of creating a “gateway” into the residential area of Waldon Street and encouraging drivers to slow down and moderate their speeds.

3. PROPOSALS

- 3.1 It is proposed to install traffic calming measures, on Waldon Street, as per the attached plan (**Appendix 1**).
- 3.2 The traffic calming measures would be installed to the north of the Lister Street junction.

4. FINANCIAL CONSIDERATIONS

- 4.1.1 The scheme is estimated to cost in the region of £10,000.
- A £5,000 contribution from the Central Neighbourhood Forum.
 - Balance to be funded by the LTP budget.

5. CONSULTATION

- 5.1 Full consultation is being undertaken with local residents, Cameron's Brewery (as they have an access onto Waldon Street which is close to the proposed location), and Ward Councillors. The deadline for consultation responses is Friday 2nd December 2011, and a final update will be provided at the Portfolio meeting.

6. RECOMMENDATION

- 6.1 The Portfolio Holder approves the implementation of the scheme, subject to the consultation results.

7. REASON FOR RECOMMENDATION

- 7.1 To provide a gateway into the residential area of Waldon Street, encouraging vehicle drivers to slow down and moderate their speeds.

8. BACKGROUND PAPERS

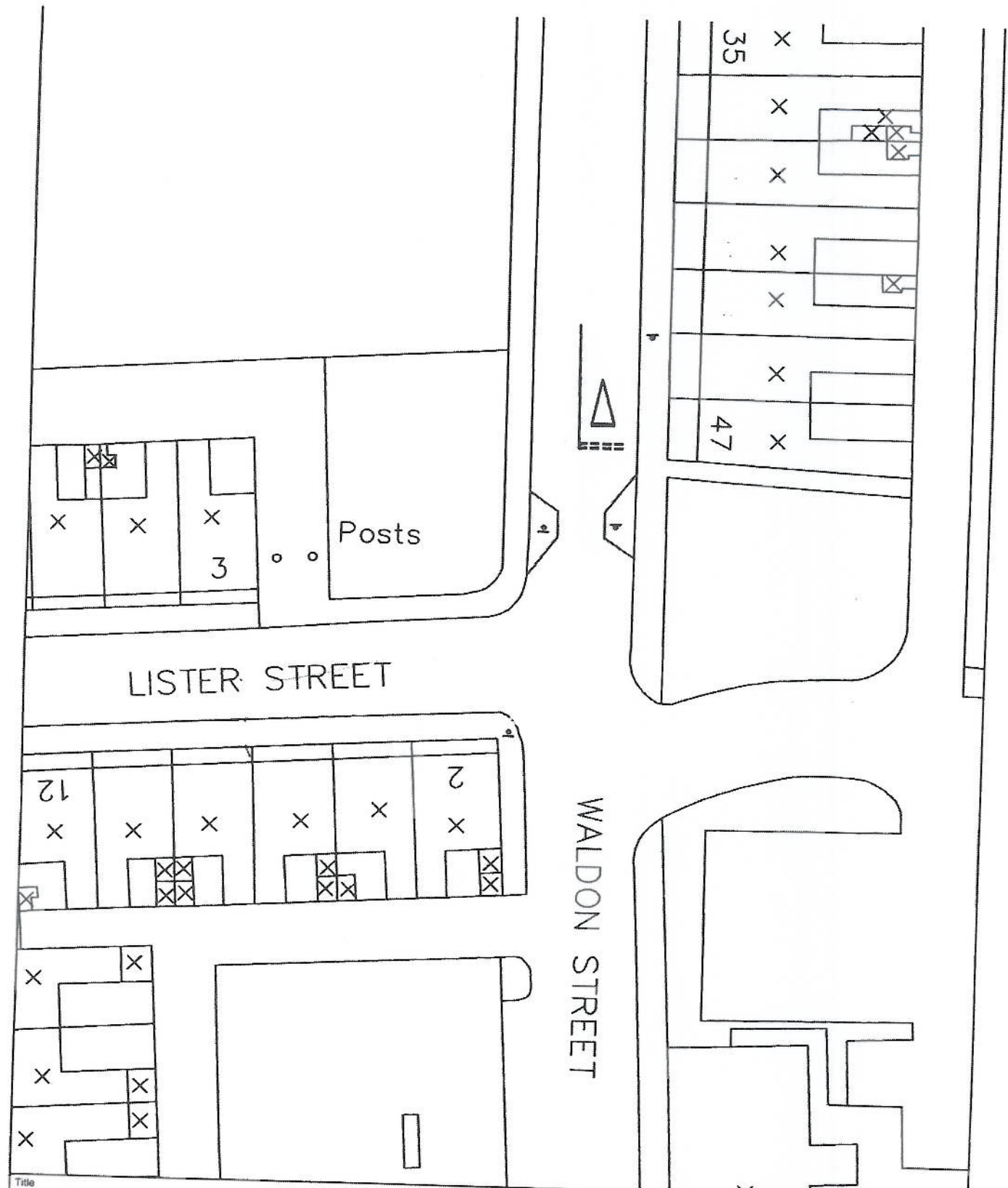
- 8.1 There are no background papers attached.

9. CONTACT OFFICER

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WALDON STREET BUILDOUT



BOROUGH OF HARTLEPOOL
 REGENERATION & NEIGHBOURHOODS DEPARTMENT
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Drawn	BC	Date	Sept'11
Scale	NTS		
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