

NEIGHBOURHOODS AND REGULATORY SERVICES COMMITTEE

AGENDA



Monday 10 November 2025

at 2.00 pm

**in the Council Chamber,
Civic Centre, Hartlepool**

MEMBERS: NEIGHBOURHOODS AND REGULATORY SERVICES COMMITTEE

Councillors Cook, Little, Male, Oliver (C), Napper, Riddle (VC), C Wallace

Parish Council Co-opted Members:

S Smith (Greatham Parish Council)

L Noble (Dalton Piercy Parish Council)

1. APOLOGIES FOR ABSENCE

2. TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS

3. MINUTES

- 3.1 To receive the minutes and decision record of the meeting held on 20 October 2025 (previously circulated)

4. BUDGET AND POLICY FRAMEWORK ITEMS

None.

5. KEY DECISIONS

- 5.1 Local Transport Plan Scheme Update – *Director of Neighbourhoods and Regulatory Services*

CIVIC CENTRE EVACUATION AND ASSEMBLY PROCEDURE

In the event of a fire alarm or a bomb alarm, please leave by the nearest emergency exit as directed by Council Officers. A Fire Alarm is a continuous ringing. A Bomb Alarm is a continuous tone.

The Assembly Point for everyone is Victory Square by the Cenotaph. If the meeting has to be evacuated, please proceed to the Assembly Point so that you can be safely accounted for.

6. OTHER ITEMS REQUIRING DECISION

None.

7. ITEMS FOR INFORMATION

None.

8. ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT

FOR INFORMATION

Date of next meeting – Monday 8 December 2025 at 2.00pm in the Civic Centre,
Hartlepool



NEIGHBOURHOODS AND REGULATORY SERVICES COMMITTEE

10 NOVEMBER 2025



Subject: LOCAL TRANSPORT PLAN SCHEME UPDATE

Report of: Director of Neighbourhoods and Regulatory Services

Decision Type: Key (DNRS 96/25)

1. COUNCIL PLAN PRIORITY

Hartlepool will be a place:
- where people live healthier, safe and independent lives. (People)
- that is connected, sustainable, clean and green. (Place)

2. PURPOSE OF REPORT

2.1 To seek approval for a delivery programme of safety schemes for this financial year (2025/2026).

3. BACKGROUND

3.1 Neighbourhood Services Committee approved the Local Transport Plan (LTP) funding allocations for 2025/26 at committee on 24th March 2025.

3.2 That report identified the allocated budget for Local Safety and Safer Routes to School schemes for 2025/26, and this report details the prioritisation of schemes based on updated road casualty data.

3.3 Safety schemes are requested from residents and Elected Members across the Borough and are also identified through a review of accident statistics.

3.4 The level of demand for safety schemes exceeds the LTP budget, and as such a scrutiny assessment is undertaken to develop the preferred list of schemes. Analysis of each request is undertaken based on factors such as

accident data, speed survey results, the presence of a school/ playground, higher pedestrian usage, and community concerns.

- 3.5 Accident figures are scored on a points system whereby 3 points are allocated for an accident classified as fatal, 2 for serious and 1 for slight, to assist with the prioritisation process.
- 3.6 Accident levels within Hartlepool are currently at low levels and it is therefore becoming more difficult to identify schemes based on just accident data alone. Cluster sites are becoming rarer, as are accidents where engineering measures can be implemented to mitigate against them. Information continues to be reviewed however, and problem sites are addressed appropriately.

4. PROPOSALS/OPTIONS FOR CONSIDERATION

- 4.1 A programme of potential safety schemes has been developed as detailed below. This builds on the prioritisation approach approved at Neighbourhood Services Committee in October 2019.
- 4.2 As well as a review of the accident data, a high number of schemes have also been requested from both Elected Members and residents. These requests considerably exceed the budget available and as a result it is only possible to enable some schemes to be taken forward this financial year.
- 4.3 All potential schemes have been included on the list at **Appendix 1** and prioritised using the criteria outlined in Section 3. Whilst the schemes recommended for 2025/26 have been allotted a budget, it is acknowledged that through detailed design changes may be required. Therefore, it is possible that further scheme(s) may be brought forward on the list should the main programme come in under budget.
- 4.4 Similar to the Highway Resurfacing programme, this list is live, and new requests can be considered throughout the year.
- 4.5 Detailed designs on the proposed schemes are still required and these will be progressed should Committee approve the proposed 2025/26 schemes.

Safety Scheme Programme

- 4.6 **A689 Stockton Road (Brierton Lane/ Petrol Station area)** (*Budget estimate £50k*) – There have been 2 serious and 5 slight accidents all within this short section of road, between Brierton Lane and Stockton Road.
- 4.7 A number of these were attributed to poor turning manoeuvres, with speed also being a factor. There have also been concerns raised in relation to the petrol station, and dangerous manoeuvres being made by motorists when entering and leaving the facility.

- 4.8 A traffic regulation order is to be advertised proposing to close the central reservation gaps in this area, prohibiting right turns and the dangerous practice of vehicles waiting in the fast lane of the dual carriageway to do so. Some form of physical measures will also be required to prevent vehicles from driving across the central reservation instead, as to not do so would defeat the object of the gap closure proposal.
- 4.9 The raised grass planting area adjacent to the junction with Brierton Lane will be removed and re-seeded at ground level, to provide a more open road environment and ensure optimum visibility around the bend.
- 4.10 The scheme will support Cleveland Police having identified the road as being of significant concern via the Road Harm Index assessment tool and assist with continued partnership working to improve road safety along the A689 corridor.
- 4.11 **A179/ Worset Lane** (*Budget estimate £90k*) – There have been 6 accidents at this location, primarily relating to turning manoeuvres at the junction or vehicles slowing to allow for it, with speed also being a factor on occasions.
- 4.12 The provision of a segregated right turn lane is to be investigated, to enable eastbound traffic to pass waiting vehicles more safely.
- 4.13 Signage and road marking improvements will be provided to raise awareness of the junction, while the possibility of reducing the speed limit will also be considered.

Additional Schemes

- 4.14 Some additional schemes are in the development stage which are to be funded from budgets other than the Local Safety Scheme and Safer Routes to School allocations and these are outlined below:-
- 4.15 **Dalton Piercy Traffic Calming** – Three sets of speed cushions through the village to ensure slower speeds, this scheme is to be provided via grant funding which has been obtained by Dalton Piercy Parish Council, who have been pro-active in the development of the proposals.
- 4.16 **Hart Village Traffic Calming** – Different options have been considered, with a final version still to be finalised following public consultation to enable it to go ahead. Should there be differing views over the final scheme then a more detailed report will be brought back to Committee seeking approval. Funding associated with a previous housing development in the village is enabling this scheme to be provided.
- 4.17 **West Park School, Coniscliffe Road** – A traffic calming scheme is at the consultation stage for the area of the road outside of the school. Funded from the School Safety Schemes budget within the Local Transport Plan, this will provide a safer environment for children going to and from school.

- 4.18 **Red Light Cameras** – A longer term aim is for the introduction of camera enforcement at traffic signalised junctions. Investigation of the road casualty database in the production of this report has identified a significant number of accidents being caused by drivers running red lights, and development work is taking place to identify costs, appropriate suppliers and how back-office functions could work. Given the lack of accident site ‘clusters’, it is anticipated that this form of safety measures could provide greater accident reduction benefits moving forward. Whilst no budget is requested at this time, officers will consider this proposal in further detail.

5. OTHER CONSIDERATIONS/IMPLICATIONS

RISK IMPLICATIONS	No relevant issues.
FINANCIAL CONSIDERATIONS	The schemes on the A689 and the A179 are estimated to cost approximately £140,000 and will be funded from the Council's Local Transport Plan. Should savings be made during delivery then a further scheme(s) may be brought forward from the list in Appendix 1. The schemes at Dalton and Hart are funded via third party contributions totalling £26,000. The proposed scheme at West Park Primary School is funded outside of the prioritisation process through a separate allocation within the Local Transport Plan (estimated £11,000).
SUBSIDY CONTROL	No relevant issues.
LEGAL CONSIDERATIONS	A Traffic Regulation Order will be required for certain elements of the proposed schemes. These will be advertised in line with the statutory requirements.
SINGLE IMPACT ASSESSMENT	No relevant issues.
STAFF CONSIDERATIONS	All schemes will be designed through the Councils internal Engineering services.
ASSET MANAGEMENT CONSIDERATIONS	No relevant issues.

ENVIRONMENT, SUSTAINABILITY AND CLIMATE CHANGE CONSIDERATIONS	No relevant issues.
CONSULTATION	Consultation will be undertaken on all schemes where residents/ businesses are directly affected. Should objections be received in line with the constitution then these will be reported back to Committee for further consideration.

6. RECOMMENDATIONS

- 6.1 That Members note continuation of the oversubscribed LTP budget and the requirement for prioritisation.
- 6.2 That the proposed safety scheme programme be approved for 2025/26, along with the additional schemes outlined subject to positive public consultation.
- 6.3 It is recommended that Committee delegates authority to the Director of Neighbourhood and Regulatory Services to make changes to the proposed programme in consultation with the Chair of the Neighbourhoods and Regulatory Services Committee.

7. REASONS FOR RECOMMENDATIONS

- 7.1 To reduce casualties and improve road safety across the Borough

8. BACKGROUND PAPERS

- 8.1 None.

9. CONTACT OFFICERS

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Sign Off:-

Managing Director	Date: 20/10/2025
Director of Finance, IT and Digital	Date: 20/10/2025
Director of Legal, Governance and HR	Date: 20/10/2025

LOCATION	SCHEME	ACCIDENTS	POINTS	SPEED DATA (85th %ILE)
A689 Stockton Road (Brierton Lane/ Petrol Station Area)		2 serious, 5 slight		9
A179/ Worset Lane		6 slight		6
King Oswy Drive		1 serious, 2 slight		4
Rossmere Way	Island/ crossing/ build outs	1 serious, 2 slight		4 35mph
Owton Manor Lane (o/s Manor College)	Crossing	3 slight		3
Tees Road		1 serious		2
Tarnston Rd		1 serious		2
Elwick Rd (Dunston Rd - National Speed Limit)	Pedestrian Island	2 slight		2
Wooler Road		1 slight		1
Oxford Road (West)		1 slight		1
Blakelock Rd/ Gdns		1 slight		1
St. Paul's Road/ Osborne Road		1 slight		1
Challoner Road	Speed cushions	1 slight		1
Clifton Avenue	Road humps	1 slight		1 30mph
Maritime Ave	Traffic calming (Residential area)	1 slight		1 30mph
Macaulay Road	Road humps	1 slight		1 27mph
Easington Rd Coast Road (North of King Oswy Drive)	Pedestrian Island			0
Merlin Way (A179 – Osprey)				0 36mph
Westbrooke Ave	Traffic calming			0 33mph
Tynebrooke Avenue				0
Stockton Road (BV Way to Westbrooke Ave)				0
Seaton Lane (Chelford Close/ Golden Meadows area)				0
Eskdale Road				0
Truro Drive				0
Elizabeth Way				0
Warren Road (East)	Road humps			0
Chester Rd/ Thornhill Gdns	Road humps			0
Warrior Drive (Northern section)				0
Clavering Road	Raised platform at bend			0
Cairnston Rd				0
The Parade	Traffic calming/ crossing			0
Stockton Rd/ Stratford/Spring Garden Rd	Humps/ raised junction			0
Warren Road (West)	Traffic calming			0
Westwood & Woodstock	2 x zebra crossings			0
Wiltshire Way				0
Wynyard Woods	Road humps (Zebra crossing at existing hump)			0

LOCATION	SCHEME	ACCIDENTS	POINTS	SPEED DATA (85th %ILE)
Masefield Road (West section)				0
Ventnor Avenue	Speed Humps			0 29mph
Claremont Drive				0
Sheriff Street	Additional pinch point and/ or hump			0
Sinclair Road	Road humps			0 28mph
Southbrooke Avenue	Road humps			0
Greatham Village (High St, Front St, etc)				0
Elliott Street				0
Dalkeith Road	Road humps			0
Westbourne Rd				0
Hutton Avenue				0
Kesteven Road				0
Fernwood Avenue	Road humps			0
Wilson Street				0
Tanfield Road	Road humps			0 25mph
Dowson Rd	Road humps			0 21mph
Jones Road	Road humps			0 20mph
Tristram Avenue	Road humps			0
Station Rd/ Marsh House Lane, Greatham				0
Miers Ave (W)	Traffic calming			0
Avondale Gardens	Road humps			0
Allendale St/Berwick St/ Carlisle St/ Farndale Rd	Road humps			0
Osprey Way				0
Shakespeare Ave				0
Windsor Street	Traffic calming			0
Skelton Street	Road humps			0
Spalding Rd	Road humps			0
Swinburne Rd	Traffic calming			0
Everett St				0
Sandbanks Drive	Road humps			0
Garside Drive	Road humps			0
Honiton Way	Road humps			0
The Oval/ Grange Ave				0
Campbell Road				0
Dryden Rd	Traffic calming			0
Primrose Road	Road humps			0
Dunbar Rd	Road humps			0
Seaton Lane Service Road	Road humps			0
Ridlington Way				0
Butts Lane (Burns Close area)				0
Philips Rd/ Daley Close	Road humps			0
Thirsk Grove	Road humps			0
Westfields				0
Brough Court	Road humps			0
Hayfield Close	Road humps at entrance of street			0
Clifford Close	20mph limit and road humps			0
Road to North Hart Farm				0

**5 Year Figures (Oct '20 – Sept '25)*