

NEIGHBOURHOOD SERVICES COMMITTEE AGENDA



Friday 9 August 2013

at 9.30 am

in Committee Room B, Civic Centre, Hartlepool

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors Ainslie, Cook, Dawkins, Gibbon, Jackson, Loynes and Tempest

1. **APOLOGIES FOR ABSENCE**

2. **TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS**

3. **MINUTES**

- 3.1 To receive the Record of Decision in respect of the meeting held on 8 July 2013 (*previously circulated*)

4. **KEY DECISIONS**

No items

5. **OTHER ITEMS REQUIRING DECISION**

- 5.1 Rossmere Way – Local Safety Scheme – *Assistant Director, Neighbourhoods*
- 5.2 Elwick Road Parking Lay-By – *Assistant Director, Neighbourhoods*
- 5.3 Serpentine Road/Cresswell Road Area 20mph Zone – *Assistant Director, Neighbourhoods*



- 5.4 Throston Grange Lane – Local Safety Scheme – *Assistant Director, Neighbourhoods*
- 5.5 North East Smart Ticketing Infrastructure (NESTI) Programme Update – *Assistant Director, Neighbourhoods*
- 5.6 Devolution of Local Major Transport Funding – *Assistant Director, Neighbourhoods*
- 5.7 Northgate Bus Stop – *Assistant Director (Neighbourhoods)*

6. ITEMS FOR INFORMATION

No items.

7. ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT

FOR INFORMATION

Date of next meeting – 9.30 am on Monday 2nd September 2013 in Committee Room B, Civic Centre, Hartlepool



NEIGHBOURHOOD SERVICES COMMITTEE

9th August 2013



Report of: Assistant Director (Neighbourhoods)

Subject: ROSSMERE WAY – LOCAL SAFETY SCHEME

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non Key

2. PURPOSE OF REPORT

2.1 To seek approval for the implementation of a local safety scheme on Rossmere Way.

3. BACKGROUND

3.1 Complaints have been raised from Ward Members with regards to the speed of traffic and general road safety on Rossmere Way.

3.2 Rossmere Way is a link road between two main distributor roads of the A689 and Catcote Road, and there are frequent junctions along its length. The speed limit is 30mph, the current 85th percentile speed is 35mph.

3.3 In the three year period 2010 – 2012 there have been 6 slight accidents recorded.

4. PROPOSALS

4.1 It is proposed to introduce segregated right turn lanes at each junction along Rossmere Way, red surfacing will be used to highlight the presence of the junctions. The inclusion of these features will minimise the risk of shunt type accidents and help reduce traffic speed by reducing the carriageway width in these locations.

- 4.2 Double yellow lines are proposed to be located on each junction entering onto Rossmere Way, this will help keep the carriageway clear in the vicinity of the right turn lanes.
- 4.3 A pedestrian refuge type crossing is proposed to be introduced east of Dundee Road. This is in the vicinity of the Sure Start Centre and will also be used by parents and children walking to Rossmere School. This type of crossing allows pedestrians to wait at central island refuge whilst traffic passes, minimising pedestrian risk when crossing the road. The island will provide the added benefit of reducing the carriageway width and provide help to reduce speeding traffic.
- 4.4 Parking lay-bys are proposed to be constructed opposite the Dundee Road junction. This will allow parking for the visitors to the Sure Start Centre and parent parking.
- 4.5 Slow markings and central hatching will be used at various strategic points to reinforce the speed reducing aspect of the scheme. (Plans of the scheme will be available at the meeting).

5. CONSULTATION

- 5.1 Approximately 260 letters and plans have been sent out to residents in the area as well as Ward Councillors, and 10 letters of objection have been received. Nine of these letters concerned one element of the scheme which is the proposal to implement double yellow lines in the vicinity to St. James Church. Since receiving these objections, this element of the scheme has been removed.

- 5.2 The remaining objection was based on the following:-

- **Designated right turns lanes will open the road up even more as drivers have a clear road in front of them, as it is now a driver may be behind a driver conforming to the speed limit.**

So long as traffic was following a vehicle not turning right the same scenario would apply. The right turn lanes would also help slow traffic by narrowing the carriageway.

- **Off street parking bays are all on the opposite side to residents and so will be used rarely and will be a waste of resources.**

The parking bays will be used extensively by visitors to the Sure Start Centre and parents picking up their children, on site visits have shown that there is excessive parking in this area of Rossmere Way.

- **Red carriageway hatching etc will be totally ignored and will never ever slow traffic.**

The red surfacing within the hatched areas will help to highlight the presence of the junctions along Rossmere Way, and convey a message of danger when approaching a junction. This should help to moderate driver behaviour.

- **Yellow lines will only encourage drivers to park on grassed verges and paths thus destroying them and costing money to repair.**

Vehicles parked on the footway/verge on a length of highway covered by a parking restriction would still be liable for a parking ticket.

- **Additional pedestrian crossing points will not be used, and will be ignored by speeding drivers as they do now.**

The crossing is located in the vicinity of the Sure Start Centre and will also provide a facility for school children walking to school. The presence of the crossing will also help reduce traffic speed by narrowing the carriageway.

- 5.3 The Police and other emergency services have been consulted with regards to the proposed scheme and have no objections.

6. FINANCIAL CONSIDERATIONS

- 6.1 The cost of the scheme outlined is approximately £55,000 and will be funded through the Local Transport Plan.

7. EQUALITY AND DIVERSITY CONSIDERATIONS

- 7.1 There are no equality or diversity implications.

8. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

- 8.1 There are no Section 17 implications.

9. RECOMMENDATIONS

- 9.1 It is recommended that the Committee approves the scheme outlined in section 4 of the report.

10. REASONS FOR RECOMMENDATIONS

- 10.1 The proposed scheme will help reduce traffic speed and improve road safety on Rossmere Way.

11 BACKGROUND PAPERS

- 11.1 There are no background papers.

12. CONTACT OFFICER

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NEIGHBOURHOOD SERVICES COMMITTEE

9 August 2013



Report of: Assistant Director (Neighbourhoods)

Subject: ELWICK ROAD PARKING LAY-BY

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

2. PURPOSE OF REPORT

2.1 To advise the Committee of the consultation results into the proposed parking lay-by.

3. BACKGROUND

- 3.1 In November 2012, consultation was carried out regarding the provision of a bus lay-by on Elwick Road, opposite High Tunstall School. The proposal was in order to enable buses to park off the main carriageway, therefore reducing congestion and improving road safety outside the school. The consultation exercise was positive, with no objections received.
- 3.2 Following this, as a result of long-standing parking problems outside of the school, a request was received from Ward Councillors to add in a parking lay-by to the scheme (**See Appendix 1**).
- 3.3 The lay-by would be constructed in an area which is currently grassed verge, and is regularly parked on by parents when picking up or dropping off their children. The verge can become churned up and unsightly during the winter, and the provision of a lay-by would alleviate this.
- 3.4 There is a wide public open space (approx 10 metres wide) between the back of the footpath and the rear of the residential properties in question. There is also a high wall/ fence, and in some places bushes, between the open space and the rear/ side of the houses. There are no plans to provide parking spaces closer to residential properties than currently occurs on the verge.

4. CONSULTATION

4.1 A further consultation letter was sent out to residents whose properties back onto this area, and Ward Councillors, in order to gauge views on this amendment to the scheme.

4.2 8 letters of objection were subsequently received, citing the following reasons:-

- **Speed of traffic** – Cars are already parking in this location, so the lay-by would not have a detrimental effect on through traffic. A lay-by would also have dropped kerbs, enabling parked vehicles to enter and exit it more easily, without having to negotiate the existing raised kerbs.
- **Noise** – Again, cars already park here, and there is no reason why parking should increase.
- **Litter from parked vehicles** – As above. The Council's Environmental Enforcement Team could also give the area some attention.
- **Break in/ burglary** – It is difficult to see how a parking lay-by would increase the potential for this to occur.
- **Potential for parking 24 hours a day** – The school opening hours are due to change in September, but there will be no increase in the amount of time which vehicles park for. If long term parking does occur, then a limited waiting order could potentially be introduced.
- **Pedestrian safety** – There is already a pedestrian island in place close to Cairnston Road, and a School Crossing Patrol operates close to Dunston Road roundabout. Cars would still park where they do at the moment, so there would be no increased risk to pedestrian safety.
- **Pollution** – No change in the level or times of parking.
- **School should provide additional parking** – The school's car parks are already full to capacity the majority of the time, and the Council cannot insist that they provide additional space, especially for parents' vehicles.
- **Should provide yellow lines instead** – This has been considered previously, however it would only push parked vehicles further into the Naisberry Park estate. The school side of the road is wholly protected with yellow lines, and parents do require somewhere to park. Formalising the parking which currently takes place on the verge by providing a lay-by would prevent a knock on effect into the estate.
- **Effect on public open space** – The proposed lay-by would be constructed where the existing grassed verge is. There are no plans for parking on the open space.
- **Anti-social behaviour** – There would be no reason for people to gather in groups, which may lead to anti-social behaviour. It would simply be a parking lay-by.

4.3 A response has also been received from High Tunstall School, who are very much in favour of the scheme as it will provide much needed additional parking close to the school.

- 4.4 Stagecoach have also reported difficulties for their service 1 which uses Elwick Road, and are in favour of the scheme as it will help free up the road from parked vehicles.

5. FINANCIAL CONSIDERATIONS

- 5.1 The scheme is estimated to cost £85,000 and would be funded from the Tees Valley Bus Network Improvements project. This project receives 65% funding from the Department for Transport, with the remaining 35% coming from the Council's Local Transport Plan.

6. EQUALITY AND DIVERSITY CONSIDERATIONS

- 6.1 There are no equality and diversity implications.

7. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

- 7.1 There are no Section 17 implications.

8. RECOMMENDATIONS

- 8.1 That the Committee considers the objections to the scheme, and approves their preferred course of action.

9. REASONS FOR RECOMMENDATIONS

- 9.1 To allow for the objections to be fully considered and balanced against the benefits of the scheme, enabling an informed decision to be made.

10. BACKGROUND PAPERS

- 10.1 There are no background papers.

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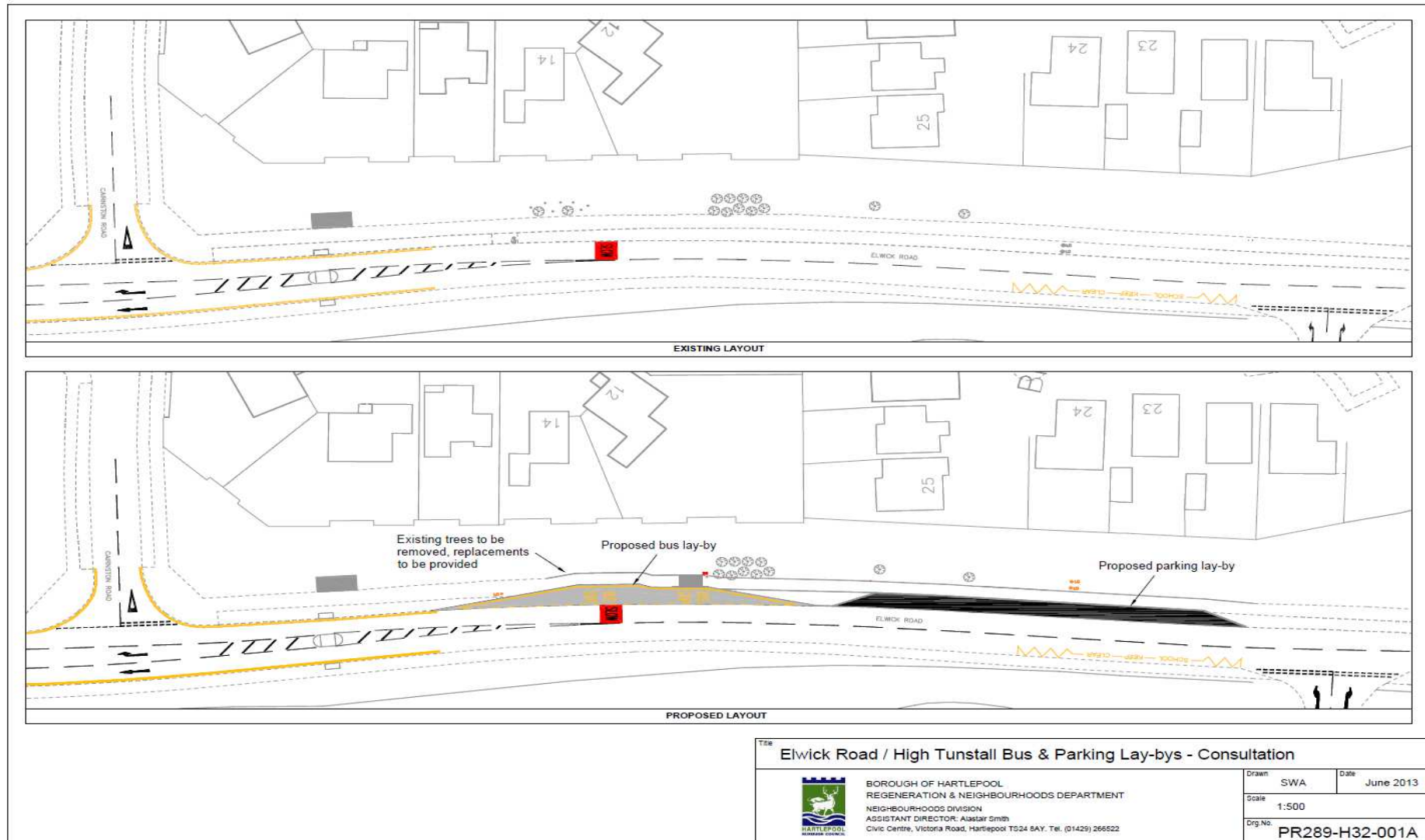
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NEIGHBOURHOOD SERVICES COMMITTEE

9 August 2013



Report of: Assistant Director (Neighbourhoods)

Subject: SERPENTINE ROAD/CRESSWELL ROAD AREA
20MPH ZONE

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

2. PURPOSE OF REPORT

2.1 To seek approval for a 20mph zone, as shown in **Appendix 1**, following a positive consultation exercise.

3. BACKGROUND

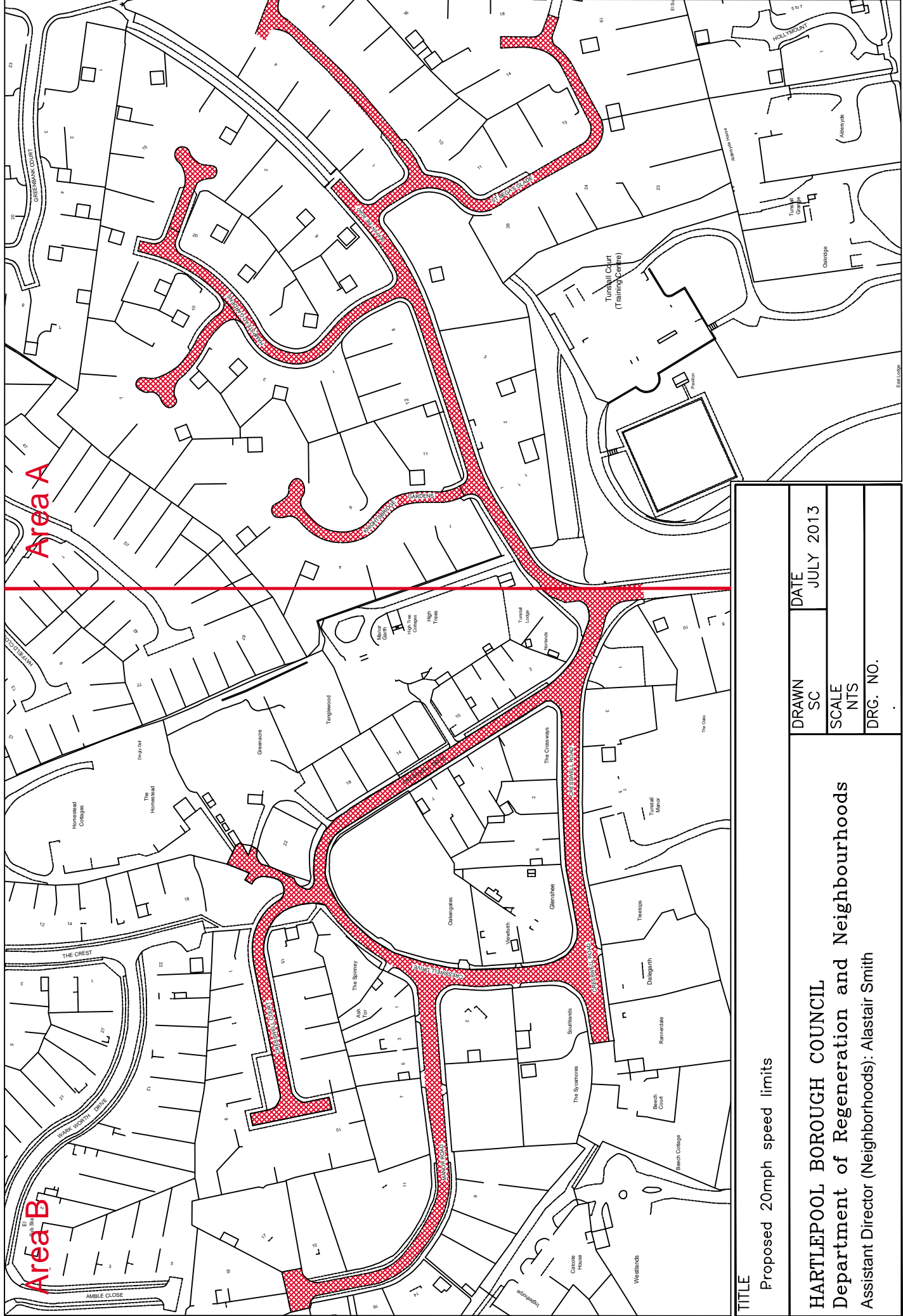
3.1 Residents in the Serpentine Road area had requested that it become 20mph, in order to improve road safety. Following the Scrutiny investigation in 2011, it was agreed that smaller, self-contained areas could become 20mph zones, where residents were in favour.

4. CONSULTATION

4.1 The first phase of consultation was with the Serpentine Road area (**Area A** in **Appendix 1**), and from 80 letters sent out to residents and councillors, there were 28 responses in favour and 7 opposed to the proposal.

4.2 A large number of the comments received asked that the scheme be extended to include the bend and the junction with Cresswell Road. As a result, a second round of consultation was undertaken to include the Cresswell Road area (**Area B** in **Appendix 1**).

4.3 The results showed that from 70 letters sent out to residents and councillors, there were 18 responses in favour and 7 opposed to the proposal. Reasons for objection were:-



TITLE		Proposed 20mph speed limits	
HARTLEPOOL BOROUGH COUNCIL		DRAWN	DATE
Department of Regeneration and Neighbourhoods		SC	JULY 2013
Assistant Director (Neighborhoods): Alastair Smith		SCALE	
		NTS	
		DRG. NO.	

- **The scheme is not needed** – Consultation results showed that 72% of residents who responded to the consultation were in favour of the scheme.
- **Pot-holes should be fixed instead** – Any pot-holes which are at the required level for repairs will be actioned as part of routine maintenance works.
- **Will cause air/ noise pollution** – There is no evidence to suggest this. Vehicles can potentially brake and then accelerate for speed humps on occasions, but the proposed scheme will not include humps, only 20mph signage.

5. FINANCIAL CONSIDERATIONS

- 5.1 The scheme is expected to cost around £400, and will be met from the Local Transport Plan.

6. EQUALITY AND DIVERSITY CONSIDERATIONS

- 6.1 There are no equality or diversity implications.

7. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

- 7.1 There are no Section 17 implications.

8. RECOMMENDATIONS

- 8.1 That, the proposed 20mph speed limit is implemented within the area, as outlined in this report.

9. REASONS FOR RECOMMENDATIONS

- 9.1 To provide a road safety enhancement within the area, following a positive consultation exercise.

10. BACKGROUND PAPERS

- 10.1 There are no background papers.

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NEIGHBOURHOOD SERVICES COMMITTEE

9th August 2013



Report of: Assistant Director (Neighbourhoods)

Subject: THROSTON GRANGE LANE – LOCAL SAFETY
SCHEME

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non Key.

2. PURPOSE OF REPORT

2.1 To seek approval for the implementation of a local safety scheme on Throston Grange Lane.

3. BACKGROUND

3.1 Complaints have been raised from Ward Members as well as local residents, with regards to the speed of traffic and general road safety on Throston Grange Lane.

3.2 Throston Grange Lane is a link road between two main distributor roads of Hart Lane and the A179, there are frequent junctions along its length. The speed limit is 30mph, the current 85th percentile speed is 35 mph. The site is subject to regular safety camera checks and a vehicle activated sign is located opposite Montgomery Grove.

3.3 In the three year period 2010 – 2012 there were 5 slight and 2 serious recorded accidents.

4. PROPOSALS

4.1 It is proposed to implement a series of 3 pinch points on Throston Grange Lane. 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. The presence of the pinch points will help keep vehicle speeds to an acceptable level. These features are located midway

between Glamorgan Grove / Montgomery Grove, Pembroke Grove / Monmouth Grove and Throston Close / Wiltshire Way.

- 4.2 Double yellow lines are proposed to be located on each junction entering onto Throston Grange Lane and bollards will also be located in the ends of the parking lay-bys to prevent vehicles from parking too close to the junction and obscuring sight lines. Alternative parking arrangements, including the potential provision of driveways, are being investigated for the households affected by these proposals.
- 4.3 The bus stop opposite Falcon Road is to be repositioned away from the junction, in order to remove the conflict between vehicles overtaking parked buses and vehicles leaving Falcon Road. The new position is approximately 20 metres east of the old position. It does not directly front onto any properties.
- 4.4 Slow markings and central hatching will be used at various strategic points to reinforce the speed reducing aspect of the scheme. (Plans of the scheme will be available at the meeting).

5. CONSULTATION

- 5.1 Approximately 900 letters and plans have been sent out to residents in the area as well as Ward Councillors, and 8 letters of objection have been received. The objectors claim that the scheme is not required, pinch points will make it difficult to get on and off driveways particularly during peak periods, and concerns have been raised that the scheme will increase
- 5.2 The number of accidents along Throston Grange Lane and the recorded traffic speeds indicate that the proposals are justified. The presence of the pinch points will have minimal impact on getting on and off driveways, it should make the manoeuvre safer because traffic speeds will be reduced. The presence of the pinch points in Throston Grange will require drivers to give way to oncoming traffic, however the existing traffic flows would not result in excessive queuing.
- 5.3 The Police and other emergency services have been consulted with regards to the proposed traffic calming and have no objections.

6. FINANCIAL CONSIDERATIONS

- 6.1 The cost of the scheme outlined is approximately £50,000, and will be funded through the Council's Local Transport Plan.

7. EQUALITY AND DIVERSITY CONSIDERATIONS

- 7.1 There are no equality or diversity implications.

**8. SECTION 17 OF THE CRIME AND DISORDER ACT 1998
CONSIDERATIONS**

8.1 There are no Section 17 implications.

9. RECOMMENDATIONS

9.1 It is recommended that the Committee approves the scheme outlined in section 4 of the report.

10. REASONS FOR RECOMMENDATIONS

10.1 The proposed scheme will help reduce traffic speed and improve road safety on Throston Grange Lane.

11. BACKGROUND PAPERS

11.1 There are no background papers.

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NEIGHBOURHOOD SERVICES COMMITTEE

9th August 2013



Report of: Assistant Director (Neighbourhoods)

Subject: NORTH EAST SMART TICKETING
INFRASTRUCTURE (NESTI) PROGRAMME
UPDATE

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non Key

2. PURPOSE OF REPORT

2.1 To update Members on the progress being made in implementing the North East Smart Ticketing Infrastructure (NESTI). This report covers the period up to July 2013 and is in accordance with the terms of the Collaboration Agreement that all 12 Local Authorities have entered into.

3. BACKGROUND

3.1 NESTI is a formal collaborative programme of work between Darlington Borough Council, Durham County Council, Gateshead Council, Hartlepool Borough Council, Middlesbrough Council, Newcastle City Council, North Tyneside Council, Northumberland County Council, Redcar and Cleveland Borough Council, South Tyneside Council, Stockton-on-Tees Borough Council, Sunderland Council, Nexus and the Tyne and Wear Integrated Transport Authority.

3.2 At its meeting of 7 October 2009, the Association of North East Councils (ANEC) agreed the high level objectives of NESTI which are as follows:-

- a) Acceptance of ITSO smart tickets on all forms of public transport in the North East;
- b) A HOPS (Host Operator or Processing System) available for use by any local authority or operator in the North East;
- c) A smart retail network covering the North East;
- d) Capability of an e-purse or Stored Travel product;
- e) Capability of interfaces to other smartcard schemes.

- 3.3 It was recognised that achievement of these objectives will significantly improve access to public transport throughout the North East, improve patronage data and understanding of passengers' travel patterns, reduce operating costs for the concessionary travel scheme and offer partner authorities the opportunity to implement smart solutions to a wide range of public sector facilities.
- 3.4 On 18th October 2010 all the North East Local Authorities signed a Collaboration Agreement formalising their participation in the NESTI programme, following a series of meetings to discuss the local and strategic benefits which delivery of the NESTI programme will achieve.
- 3.5 The Collaboration Agreement requires bi-annual reporting to Leaders and Elected Mayors; which was provided 12th July 2013.
- 3.6 A Partnership Board made up of senior officers representing Local Authorities, the Tyne and Wear Integrated Transport Authority (TW ITA) and Nexus meets on a bi-monthly basis to oversee the programme.
- 3.7 Implementation of the smart ticketing infrastructure has made good progress since the last update to Leaders and elected Mayors in February 2013
- 3.8 Most notably, the aspiration that a Pay As You Go (PAYGO) smart product will be available on different modes of public transport, spanning a range of different operators should be achieved by the autumn/winter of 2013 with the launch of Stored Travel Rights (STR) on a regional card carrying the NESTI logo.
- 3.9 In addition, it is also expected that customers will be able to 'top-up' their NESTI STR product at over 400 locations across the region from autumn 2013 through a contract established with an organisation called Payzone.
- 3.10 Other initiatives are also progressing well; interfaces with other smart cards from other institutions will be tested as part of the STR roll out, a new Card management System (CMS) for management of the English National Concessionary Travel Scheme is being implemented and the recent bulk re-issue of concessionary smart cards was done on a regional basis, generating an estimated £0.450m of savings.
- 3.11 In terms of the budget, the programme has been delivered at less than budget and at the officer led Partnership Board meeting of 7 June 2013, it was agreed, subject to ANEC approval, to these utilise savings to fund on-going costs until 2017/18.

Regional Stored Travel Rights

- 3.12 The NESTI programme is in the process of implementing a regional Stored Travel Rights (STR) product that will be accepted on public transport across the region

3.13 This product is also often referred to as Pay As You Go (PAYGO).

3.14 A card design has been agreed by the Partnership board with samples produced for testing.

3.15 Progress amongst the operators in the NESTI region is as follows:

Large Bus Operators

Agreement on the design specification for the STR product has been agreed with the three large operators (Go North East, Stagecoach and Arriva). They are currently in the process of modifying their systems to allow testing to proceed.

Ferry / Small Operators

The design specification for the STR product has been agreed for small operators and the Cross Tyne Ferry. NESTI have been able to undertake some preliminary testing with these operators.

Metro

Factory Acceptance Testing (FAT) has been successfully undertaken with the supplier of the Ticket and Gating system.

Site Acceptance Testing of the STR product on Metro will begin in July 2013.

Northern Rail

Additional consultation was been undertaken over the last reporting period but progress remains slow and sporadic.

3.16 It is envisaged that the STR product will be launched with one or more major regional operators in late autumn / winter 2013 subject to successful testing.

Interfaces to other smartcard schemes

3.17 The NESTI programme is working with Newcastle University to ensure that the new University smartcard contains a smartcard transport application allowing the card holder to purchase travel from any provider participating in the NESTI scheme

3.18 The Newcastle University system was formally launched on the 18th February 2013.

3.19 NESTI are continuing to work with Charles Thorp School and are discussing the issuance of smartcards for the academic year starting September 2013.

The program envisages that pupils from the school will assist with the testing of the regional STR product on the Tyne and Wear Metro during the summer.

- 3.20 The NESTI programme also agreed to deliver 3,750 anonymous branded smartcards as part of the Northumberland Local Sustainable Transport Fund (LSTF) project. These cards have been produced and will be made available when the regional STR product is launched
- 3.21 In addition, and once successful implementation of these three pilot schemes is proven, budgetary provision will remain for similar initiatives with other universities and colleges of further/higher education across the region

Concessionary Travel / Regional Hops

- 3.22 NESTI worked with partners to set-up a framework contract to manage the bulk reissue of the region's English National Concessionary Travel Scheme (ENCTS) permits
- 3.23 By 31st March 2013 using the framework contract 500,000 replacement ENCTS cards were issued. This resulted in estimated savings of £0.450m across the region.
- 3.24 All the cards issued under the framework carry the NESTI logo and will be able to make use of the regional STR product

Smart Retail Network

- 3.25 A regional retail network is required in order to support the development of the regional STR/PAYGO product by providing customers with convenient points to add value to their smartcards.
- 3.26 A contract has been awarded to Payzone and the current project plan indicates that customers will be able to 'top-up' their NESTI STR product at over 400 locations across the region from autumn 2013
- 3.27 A website to allow customers to manage their regional STR product is currently under test and projected to be complete by autumn 2013

Small Operator Scheme

- 3.28 It was recognised that some smaller operators in the region did not have the technical skills or resource to independently manage the transition to smart ticketing. NESTI implemented a small operator managed service across the region which coupled with grant funding provides an affordable route for small operators to convert to smart ticketing
- 3.29 The implementation of the regional small operator managed service is now complete with 17 operators converted and a total of 120 smart Electronic Ticket Machines (ETMs) installed

- 3.30 Smart ticketing was also introduced on the Cross Tyne Ferry in April 2013; the programme delivering the first UK 'smart' Ferry
- 3.31 Conversion of additional small operators will now be on a case by case basis with each installation subject to ratification by the NESTI Partnership board

2013/14 Budget Update

- 3.32 The current indicative NESTI budget at 1st April is £10.171m including interest on the funding held by the Tyne and Wear ITA on behalf of the partners. The summary budget is attached at **Appendix A**.
- 3.33 The 2012/13 outturn expenditure level was £3.235m against an approved budget of £4.416m, resulting in an under-spend of £1.181m. This consisted of budget savings driven by efficiencies totalling £0.752m, slippage into future years of £0.449m and additional expenditure of £0.020m in respect of the £0.300m that ANEC had previously approved would be used to progress rail devolution
- 3.34 The NESTI Partnership board has endorsed the extension of the NESTI budget into the 2016/17 and 17/18 financial years in order to fund on-going HOPS and other back office revenue costs associated with the program. This expenditure can be funded from within existing contingency levels and has been provisionally outlined in Appendix A. This will negate the need for all local authorities to fund necessary revenue costs associated with the project during this time

Stage Review 2013/14

- 3.35 A stage review of the NESTI program was undertaken for the year ending 2012/13. The object of the review was to formally validate whether the NESTI program remains on target to deliver its benefits and that a valid business case still exists
- 3.36 The stage review, including the 2013/14 NESTI work plan has been reviewed and approved by the NESTI Partnership board on 7 June 2013. Notable component projects to be delivered during 2013/14 are:
- The delivery of the Smart Retail Network
 - Rollout of the regional STR product across a number of transport modes

5. FINANCIAL CONSIDERATIONS

- 5.1 There are no financial risks to the Council in respect of this project

6. EQUALITY AND DIVERSITY CONSIDERATIONS

- 6.1 There are no equality or diversity implications.

7. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

- 7.1 There are no Section 17 implications.

8. RECOMMENDATIONS

- 8.1 That Members:
- I. Note the progress made in regard to delivery of a smart ticketing infrastructure across the region
 - II. Approve the NESTI programme budget for the financial year 2013/14.
 - III. Approve the extension of the NESTI programme budget through financial years 2016/17 and 2017/18 which avoids the need for partners to self fund obligations arising from the development of the NESTI infrastructure until 2018/19 financial year.
 - IV. Note that if recommendation (iii) is accepted, this will fully allocate the entire NESTI programme budget save for retention of a prudent level of contingency amounting to £0.260m (20%),

9. REASONS FOR RECOMMENDATIONS

- 9.1 To allow the NESTI program to be effectively and efficiently delivered

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APPENDIX A

NESTI Program

Financial Summary as at 1st April 2013

	Prior Years Actual £k	2013/14 Budget £k	2014/15 Budget £k	2015/16 Budget £k	2016/17 and 2017/18 Budget £k	Total Budget £k
Capital Expenditure Estimates						
Contribution to ETM Readers	1,640	70	0	0	0	1,710
Small operator scheme - Back Office	131	90	0	0	0	221
Upgrade T&G Station Equipment	2,100	0	0	0	0	2,100
Regional STR System	7	193	0	0	0	200
Regional ENCTS CMS	13	50	0	0	0	63
Regional Retail Infrastructure	3	293	0	0	0	296
Upgrade T&G back office to support NESTI	445	0	0	0	0	445
ENCTS Cards	168	0	0	0	0	168
Project Management - Nexus internal team	239	0	0	0	0	239
Professional Services	65	60	20	0	0	145
Integration Costs	48	274	0	0	0	322
Total Capital Expenditure	4,858	1,030	20	0	0	5,908
Revenue Expenditure Estimate						
HOPS Operating Costs	220	110	110	110	220	770
CMS Operating Costs	0	33	71	71	142	317
Web Retail License	0	83	180	180	360	803
CMS/Web Maintenance and Support	0	10	21	21	42	94
RRN Annual Fulfillment	0	7	15	15	30	67

RRN Hosting	0	42	91	91	182	406
CT payment apportionment system	4	20	0	0	0	24
Small operator scheme	33	45	0	0	0	78
Project Management - Nexus internal team	0	150	100	100	200	550
Professional Services	38	100	75	75	50	338
System Integration Costs	0	55	75	75	50	255
Contribution to RINE	20	280	0	0	0	300
Total Revenue Expenditure	315	934	738	738	1,276	4,002
Project Contingency	0	22	22	22	22	90
Investment Income	0	0	0	0	0	171
TOTAL COST	5,174	1,987	780	760	1,298	10,171
Funded By:-	Actual	Budget	Budget	Budget	Budget	Budget
	£	£k	£	£	£	£
NESTI	5,174	1,987	780	760	1,298	10,000
Investment Income	0	0	0	0	0	171
TOTAL FUNDING	5,174	1,987	780	760	1,298	10,171

NEIGHBOURHOOD SERVICES COMMITTEE

9th August 2013



Report of: Assistant Director (Neighbourhoods)

Subject: DEVOLUTION OF LOCAL MAJOR TRANSPORT
FUNDING

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non Key.

2. PURPOSE OF REPORT

2.1 To provide an update on the process to devolve Local Major Transport funding to the Tees Valley Local Transport Body (LTB) from March 2015 and identify the schemes that will be put forward for the funding, which have been derived using the methodology presented previously within the Tees Valley Local Major Scheme Assurance Framework

3. BACKGROUND

3.1 In early 2012 the Department for Transport (DfT) issued a consultation on proposals to devolve Local Major Transport Funding to LEPs. This principle was welcomed in the Tees Valley with consultation responses expressing the desire for funding to be devolved directly to TVU.

3.2 The next key stage of the process involved the submission of the Tees Valley Local Major Scheme Assurance Framework to the DfT at the end of February 2013. The Assurance Framework (attached as **Appendix A**) outlines the current governance arrangements for the LEP and proposed that the Leadership Board will act as the Tees Valley's LTB. The Board will be required to take the final decisions on scheme priority/management and whilst all members will participate in steering the process, only the Local Authority Leaders and Mayors will be eligible to vote on funding decisions. This is to meet explicit recommendations on democratic accountability as set out by the DfT in the guidance.

3.3 The Tees Valley Transport and Infrastructure Group (TIG) have jointly agreed all outputs to date and will continue to manage the day to day

process and provide key advice and recommendations on scheme development, priority and management to the Board, through TVU Management Group/Directors of Place or Chief Executives as appropriate. As with other similar joint arrangements, Stockton Borough Council will continue to act as accountable body for the LTB.

4. PROPOSALS

- 4.1 A full description of how schemes have been identified, shortlisted and prioritised is outlined in further detail within the Assurance Framework and the Tees Valley Local Major Transport Scheme prioritisation draft attached to this report as **Appendix B**.
- 4.2 Schemes identified through transport modelling work and put forward by the five Local Authorities have been sifted by cost, requirement period, deliverability and value for money. This sifting process has ensured that each of the schemes taken forward meets the constraints of the funding available, its four year delivery period (2015-19) and the DfT requirements for the use of the funding
- 4.3 Schemes that have not met the sifting criteria are either not deliverable or required within the funding period, or would be more suited to alternative funding sources. These schemes will be reviewed against future development scenarios and the schemes will be amended where appropriate to improve their benefits and/or reduce their costs
- 4.4 The table below shows the schemes which have passed through the sifting process. These have been ranked by a score made up of the carbon benefits of a scheme, the number of homes the scheme will help deliver and the GVA that will result from the scheme. This brings the process fully in line with the LEP's main priority to boost economic growth across the Tees Valley.

Scheme	Promoting Authority	Scheme Cost £m	Local Contribution £m	Value for Money	Total Score	Risks
Manhattan Gate	Middlesbrough	4.5	1.35	4.262	3.66	Alternative Funding
Portrack Relief Road	Stockton-on-Tees	9.832		22.331	3.01	
A174 Extension Dual	Stockton-on-Tees	3.28	1.538	12.786	2.90	Alternative Funding
A66(T) Elton Interchange	Stockton-on-Tees	7		13.844	2.80	Scheme under development
A66(T) Yarm Road [Grade Separation]	Darlington	12		21.050	1.25	Scheme under development

- 4.5 The business case for each of these schemes will be developed over the next year utilising a new 'fit for purpose' strategic transport model. Independent approval of each of the business cases will be obtained before a final decision

upon which of the schemes should be funded is made by the LTB in 2015. To accommodate any changes in priorities, an annual review will be undertaken of which developments are likely to be coming forward and which schemes will be required to facilitate them.

- 4.6 TVU and the Local Authorities will have the ‘in-house’ capability to continue to undertake some of the modelling and evaluation work required to support the devolved process but the assurance framework recognises the need to buy in additional support, particularly in relation to the scrutiny and validation of business cases
- 4.7 It is important to note that the delivery of schemes using Local Majors funding is only one part of the wider transport picture in the Tees Valley. Significant investment either has or is currently being delivered or planned right across the Tees Valley’s transport network through the Highways Agency’s Pinch Point program, through the Tees Valley Bus Network Improvement (TVBNI) scheme and at many of our stations through Tees Valley Metro Phase 1 and the Local Sustainable Transport Fund. This has helped to address many of the area’s short-term transport priorities.
- 4.8 In Hartlepool significant capital investment has been made over recent years in the form of contributions from Metro Phase 1 and (TVBNI) which has facilitated the construction of the Transport Interchange, improvements to Hartlepool and Seaton Carew Stations and several major highway improvements on the core bus routes in the town.
- 4.9 The town will also benefit from the proposed improvements to the A19/A689 interchange (funded through a successful pinch-point funding application by the Highways Agency) and improvements to the highway network at Wynyard (funded through Section 106 Agreements)

5. FINANCIAL CONSIDERATIONS

- 5.1 The prioritised schemes will be developed into full approved business cases before a final decision is made upon which schemes to fund in 2015.

6. EQUALITY AND DIVERSITY CONSIDERATIONS

- 6.1 There are no equality or diversity implications.

7. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

- 7.1 There are no Section 17 implications.

8. RECOMMENDATIONS

- 8.1 It is recommended that the Members agree to the prioritised list of schemes outlined above.
- 8.2 It is recommended that Members note that the prioritised schemes will now have to be developed into full approved business cases before a final decision is made upon which schemes to fund in 2015

9. REASONS FOR RECOMMENDATIONS

- 9.1 To ensure that schemes identified meet the constraints of the funding available, its four year delivery period (2015-19) and the DfT requirements for the use of the funding.

10. CONTACT OFFICER

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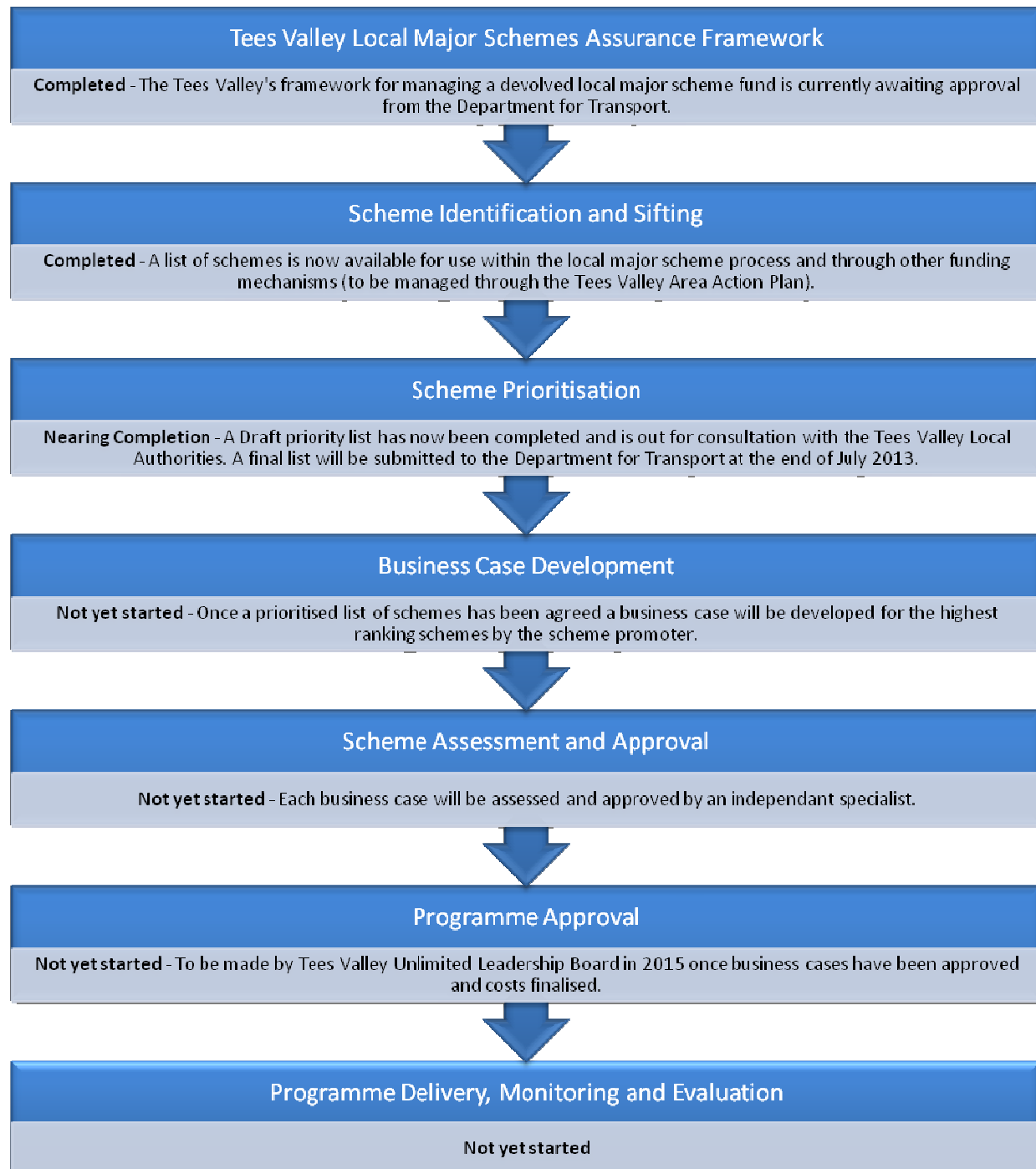
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Tees Valley Local Major Scheme Prioritisation

Draft 3

This note sets out the draft priority list for the Tees Valley's 2015-19 local major transport scheme budget, which has been devolved from central government. The management of this budget is explained in further detail within the Tees Valley Local Major Transport Schemes Assurance Framework. The process and the Tees Valley's current position is summarised below:



Scheme Identification and Sifting

Scheme Identification

A long list of highway and public transport schemes has been identified through the Tees Valley Area Action Plan (AAP). This has been achieved within the AAP by identifying congestion hotspots using the Tees Valley Multimodal Model. The model helps to predict where development and growth, specified within the Development Database, will contribute to future congestion on the Tees Valley's Strategic Road Network. Numerous schemes are then tested within the model to identify which will mitigate these congestion hotspots and appropriate schemes are added to the long list. The long list of schemes has also been supplemented by schemes identified by local authorities through work they have undertaken on a site by site basis.

The model provides an assessment of each scheme and produces outputs that can be used within the sifting and prioritisation process.

Sifting

The sifting criteria have been selected so that any scheme that reaches the prioritisation phase would most likely be able to be developed into a WebTAG compliant business case with further work. The sifting criteria are:

- **Value for Money:** A Benefit Cost Ratio (BCR) of greater than 1.5
- **Total Scheme Cost:** Between £1.5m and £20m
- **Timescale:** A scheme would be deliverable within the funding period (2015-19) and would provide sufficient benefits to offset its costs within 5 years of the end of the period.

The full long list of schemes is shown below. Those highlighted in yellow meet all of the sifting criteria and have been taken forward in the Local Major Scheme process for prioritisation. Schemes which do not make it past the sifting process will continue to be considered within the AAP. The AAP accounts for schemes that would only be required longer term or would be better suited to other funding sources, where schemes may have to meet different criteria than those specified for Local Major Scheme funding.

Scheme	In Timescale	Cost £m	BCR	Benefit Year*	2015-19 Position Assessment
A174 Extension Dual	YES	3.28	12.786	2015	ADVANCE - prioritisation
West Park Link	YES	1.075	24.438	2015	Alternative Funding (Cost)
A66(T) Yarm Road [Grade Separation]	YES	12	21.050	2018	ADVANCE - prioritisation
Portrack Relief Road	YES	9.832	22.331	2019	ADVANCE - prioritisation
A66(T) Elton Interchange	YES	7	13.844	2020	ADVANCE - prioritisation
Manhattan Gate	YES	4.5	4.262	2021	ADVANCE - prioritisation
Yarm Back Lane/Darlington Lane	YES	2	1.542	2031	Later Delivery
Nunthorpe Parkway	YES	5	0.000	n/a	Alternative (Benefit)
A66(T) Yarm Road	YES	4.307	0.000	n/a	Alternative (Benefit)
Inner Ring - Northgate	YES	4	0.000	n/a	Alternative (Benefit)
A1(M)/A68 (J58)	YES	1.5	0.000	n/a	Alternative (Benefit)
UTMC*	YES	2	n/a	n/a	Later Delivery
Tees Valley Metro - Darlington Station	NO	18	3.114	2016	Later Delivery
A66(T) Great Burdon	NO	2.706	15.167	2033	Later Delivery
Inner Ring - Feethams	NO	5.5	0.000	n/a	Alternative (Benefit)
E Middlesbrough to Prissick	NO	11	28.093	n/a	Later Delivery
Stainton Way Western Extension	NO	8	3.797	n/a	Later Delivery
Main Line - Darlington Station	NO	70	n/a	n/a	Later Delivery
A66(M)/A1(M) (J57)	NO	7.5	n/a	n/a	Later Delivery
Inner Ring - Russell Street	NO	7	n/a	n/a	Later Delivery
A19/A174 (Option 6)	NO	6	n/a	n/a	Later Delivery
A66(T) Blands Corner	NO	4.56	n/a	n/a	Later Delivery
Central Park Southern Access	NO	3.05	n/a	n/a	Later Delivery
Inner Ring - Freemans Place	NO	2.83	n/a	n/a	Later Delivery
North Burn Access	NO	n/a	n/a	n/a	Later Delivery
Greystones	NO	n/a	n/a	n/a	Later Delivery
Teesside Park Second Access	NO	n/a	n/a	n/a	Later Delivery
Wynyard/Wolviston	NO	n/a	n/a	n/a	Later Delivery
Oakesway-Port Access	NO	n/a	n/a	n/a	Later Delivery
Dockside Road Extension	NO	n/a	n/a	n/a	Later Delivery
Swans Corner/Ormesby Bank-A174	NO	n/a	n/a	n/a	Later Delivery
A174 Dual Redcar - Saltburn	NO	n/a	n/a	n/a	Later Delivery
Rail: Nunthorpe - Guisborough	NO	n/a	n/a	n/a	Later Delivery

*Benefit Year relates to when a scheme begins to have a positive benefit and starts to pay back its costs.

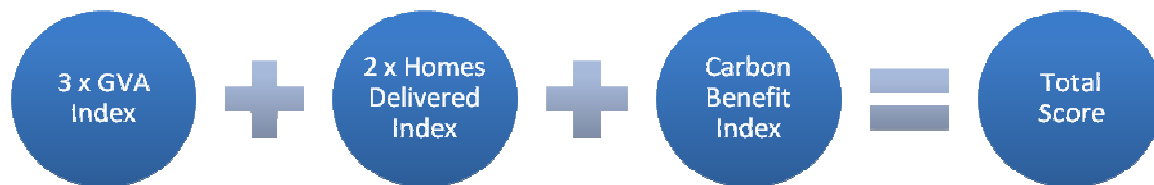
Scheme Prioritisation

The Tees Valley transport priorities were established within Connecting the Tees Valley, the Tees Valley Statement of Transport Ambition, published in April 2011. This provided a Tees Valley transport perspective on the 2010 National Infrastructure Plan and a response to the Tees Valley's Economic and Regeneration Statement of Ambition. The role of transport was summarised within three challenges, which were to:

- Improve the journey experience of transport users of urban, regional and local networks, including interfaces with national & international networks;
- Improve the connectivity and access to labour markets of key business centres; and
- Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures.

These challenges have shaped the development of the Tees Valley Area Action Plan, which has led to the prioritisation of Local Major Schemes by their delivery of GVA (Gross Value Added), homes and carbon benefits.

The shortlisted schemes have then been indexed by their relative (to other schemes within the shortlist) GVA, homes delivered and carbon benefit per £1m spent. As well as meeting the Tees Valley's value for money criteria to pass through the sifting process, the benefits per £1m spent will also favour higher value for money schemes in the prioritisation process. Weightings of 1, 2 and 3 have been applied to each index respectively to calculate a total score.



GVA

The GVA of a scheme has been derived from the number of jobs¹ that could be facilitated by the extra road capacity generated by a scheme, as predicted by the Tees Valley Strategic Transport Model. The type of job generated is then determined using the Tees Valley Development Database and a GVA is generated from the direct jobs, indirect jobs and construction jobs.

The final GVA index is then calculated by dividing the GVA by the cost of the scheme and indexing it against the other shortlisted schemes.

Homes Delivered

The number of homes¹ delivered is estimated from the extra road capacity generated by a scheme, as predicted by the Tees Valley Strategic Transport Model. The final Homes Delivered index is then calculated by dividing the number of homes delivered by the cost of the scheme and indexing it against the other shortlisted schemes.

Carbon Benefit

The carbon benefits of a scheme have been derived from the Tees Valley Strategic Transport Model, through TUBA analysis. In simple terms, a scheme which increases the average speed on the surrounding road network will improve fuel efficiency and therefore increase the carbon benefit.

¹ Taken from the Tees Valley Development Database

This is of course up to a certain speed threshold where a higher average speed will start to have a negative effect on fuel efficiency, thus a reduction in the carbon benefit.

The final Carbon Benefit index is then calculated by dividing the benefit by the cost of the scheme and indexing it against the other shortlisted schemes.

Other Criteria

Local contributions, external funding and any income that could be generated from a scheme will be taken into consideration at a later stage, once scheme business cases have been developed. Noise, air quality, the physical environment, social and distributional impacts will also be considered at this time.

Scheme Prioritisation

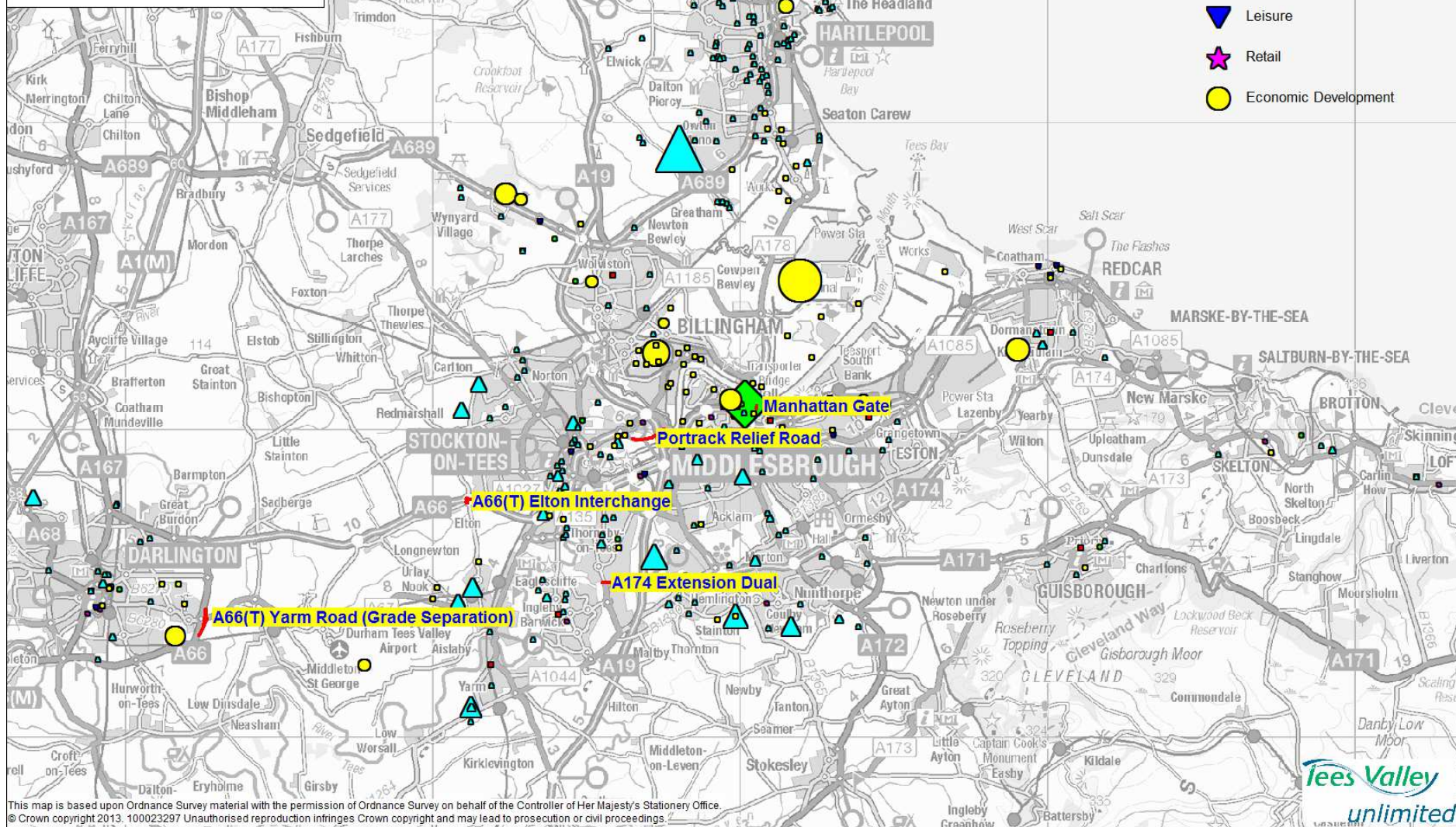
Scheme	Promoting Authority	Scheme Cost £m	Local Contribution £m	VFM	GVA			Homes			Carbon Benefits			Total	Risks
					Index	Weighting	Score	Index	Weighting	Score	Index	Weighting	Score		
Manhattan Gate	Middlesbrough	4.5	1.35	4.262	1.00	3	3.00	0.16	2	0.31	0.35	1	0.35	3.66	Alternative Funding
Portrack Relief Road	Stockton-on-Tees	9.832		22.331	0.68	3	2.03	0.38	2	0.76	0.21	1	0.21	3.01	
A174 Extension Dual	Stockton-on-Tees	3.28	1.538	12.786	0.35	3	1.05	0.43	2	0.85	1.00	1	1.00	2.90	Alternative Funding
A66(T) Elton Interchange	Stockton-on-Tees	7		13.844	0.25	3	0.74	1.00	2	2.00	0.06	1	0.06	2.80	Scheme under development
A66(T) Yarm Road [Grade Separation]	Darlington	12		21.050	0.42	3	1.25	0.13	2	0.26	-0.26	1	-0.26	1.25	Scheme under development

Note

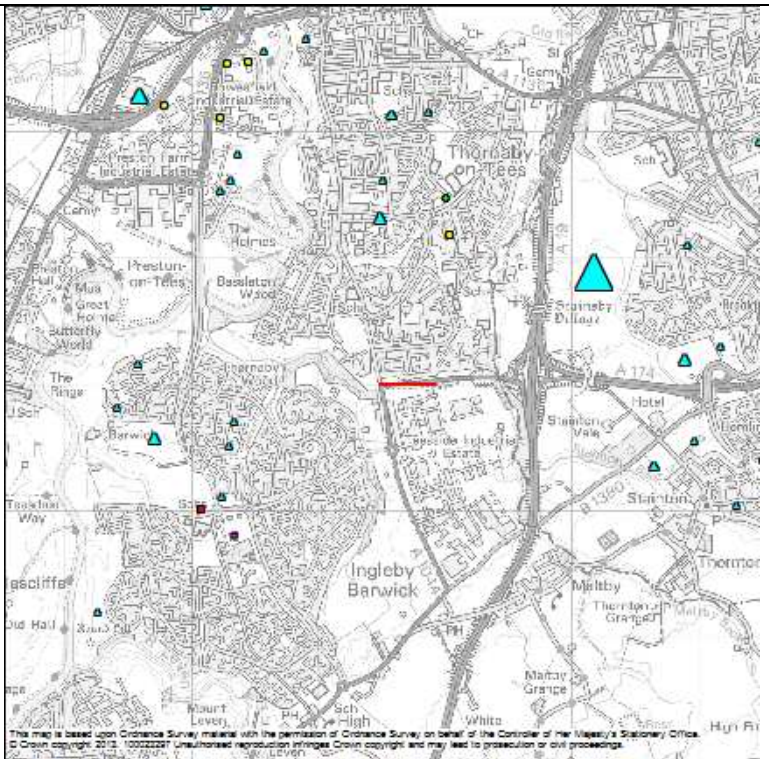
The numbers provided above are indicative. The model is to be rebuilt and scenarios rerun for the final business case production.

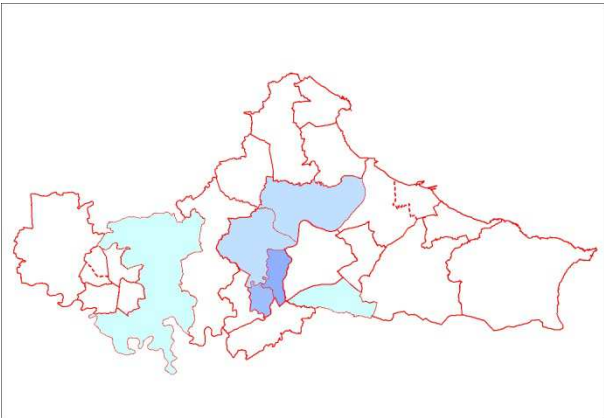
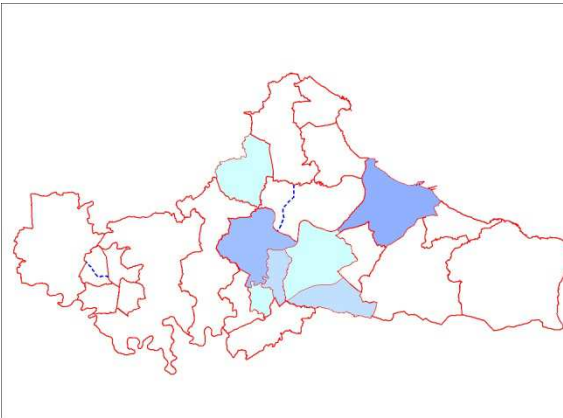
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-  Housing
-  Education
-  Community Facilities
-  Leisure
-  Retail
-  Economic Development




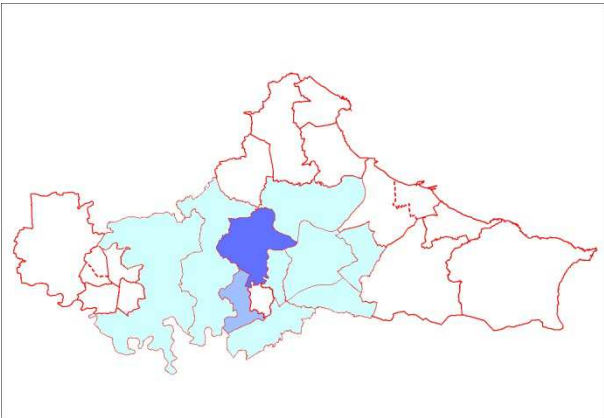
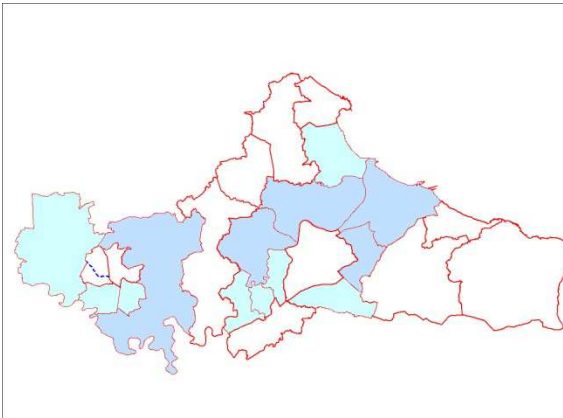
A174 Extension Dualling

Scheme Promoter: Stockton-on-Tees Borough Council						
Description: Dualling of the A174 Extension between approved UK Land roundabout access to Teesside Industrial Estate and the A174/A1044 junction. This will link with the Highways Agency approved pinch point scheme for the A19/A174 interchange.						
Total Scheme Cost: £3.28m		Total Scheme Score (out of 6): 2.90				
Local Contribution: £1.538m		Local Contribution Source: Private developer				
Cost Profile:	2015/16	2016/17	2017/18	2018/19	2019+	
	£3.28m					
Transport Issues scheme addresses: Congestion at the A174/A1044 junction leading to access issues into Teesside Industrial Estate and access to and from the strategic road network. The scheme will release economic and housing development opportunities.						
Scheme feasibility & risks: The scheme is completely within Council Highway land and has a low risk level.						
What evidence is available to support case: Detailed model of junction showing AM and PM peak congestion.						
What work has been undertaken towards the scheme: Outline scheme design and modelling.						
Lower cost alternative: Various options explored.						
Possible future additional developments/stages: None						
Revenue Generated: None						

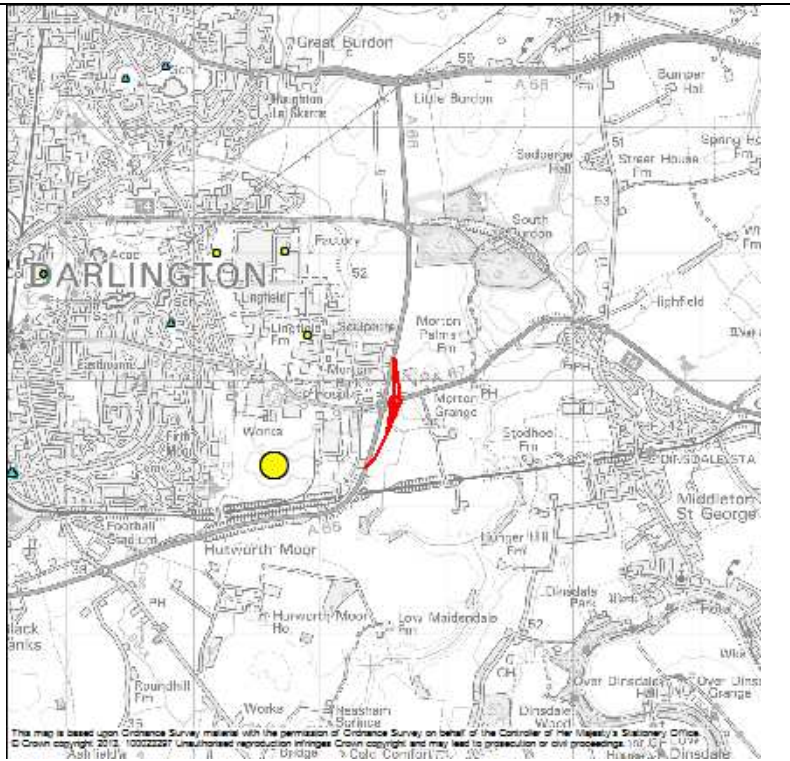
Location of developments facilitated by the extra capacity released by the scheme:		
Homes	Jobs	
		
Criteria	Value	Score
Value for Money	12.786	
Benefit Year (when scheme would become beneficial)	2015	
Economic Growth (work related trips)	£7.91m	
Access to Employment (commute)	£28.17m	
Access to Amenities (other)	£6.13m	
Carbon Benefit	£0.89m	1
Payback Years (time taken for benefit to outweigh cost)	5	
Resilience of Network (extra capacity made available)	5563 veh/km	
Jobs	551	
Homes	147	0.85
GVA	£14.002m/pa	1.05
Total		2.90

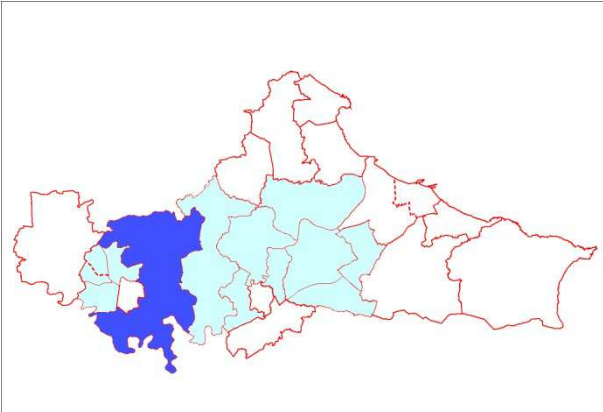
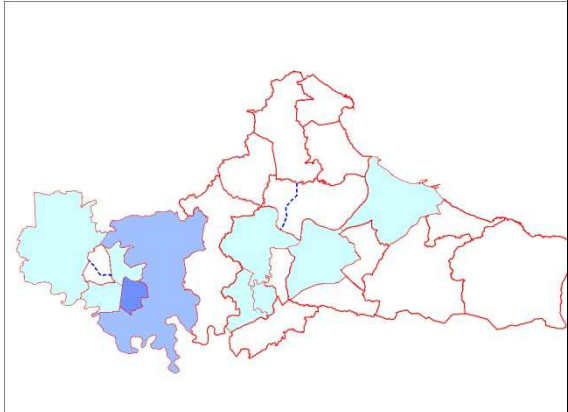
A66(T) Elton Interchange

Scheme Promoter: Stockton-on-Tees Borough Council							
Description: Adaption of existing junction layout (2 adjacent roundabouts) to a single roundabout using the existing bridges. The widening of the eastbound slip onto the A66 to improve capacity. Reduction of speed limit on the A66 to 50mph through and to the east of the junction.							
Total Scheme Cost: £7m						Total Scheme Score (out of 6): 2.80	
Local Contribution: None						Local Contribution Source: -	
Cost Profile:	2015/16	2016/17	2017/18	2018/19	2019+		
			£3.5m	£3.5m			
Transport Issues scheme addresses: Capacity on Elton Interchange is stifling growth on West Fairfield/Harrowgate Lane. There are developer proposals for between 2500-3000 homes for the area.							
Scheme feasibility & risks: Risk level is assumed low							
What evidence is available to support case: Arup are currently developing a micro-sim model for the west of Stockton.							
What work has been undertaken towards the scheme: Outline modelling work and alignment work for the roundabout itself.							
Lower cost alternative: At this stage detailed design and costs are not yet available.							
Possible future additional developments/stages: Links to roundabout proposal on Darlington Back Lane/Yarm Back Lane junction.							
Revenue Generated: None							

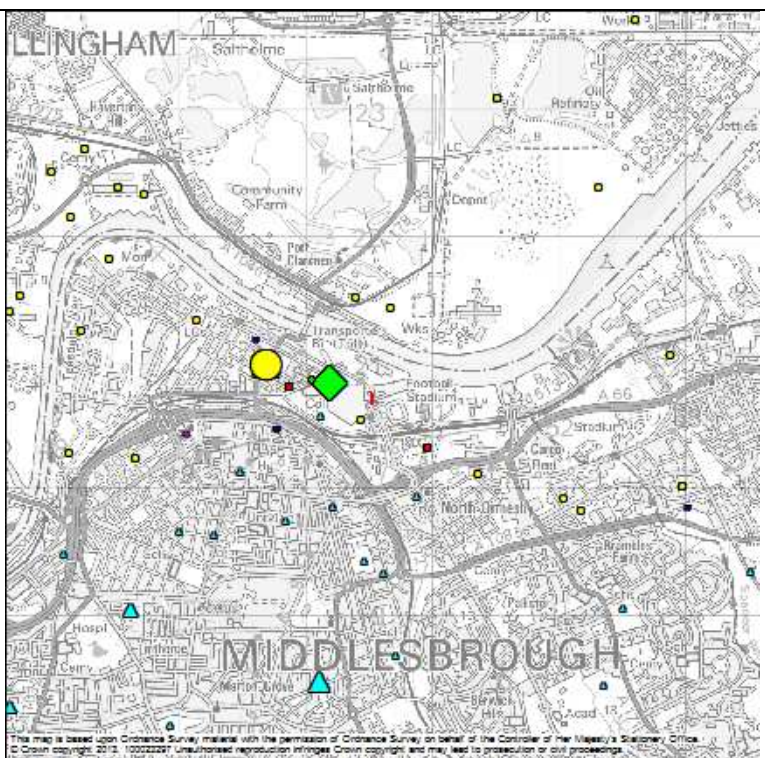
Location of developments facilitated by the extra capacity released by the scheme:		
Homes	Jobs	
		
Criteria	Value	Score
Value for Money	13.844	
Benefit Year (when scheme would become beneficial)	2015	
Economic Growth (work related trips)	£19.79m	
Access to Employment (commute)	£45.27m	
Access to Amenities (other)	£15.83m	
Carbon Benefit	£0.21m	0.06
Payback Years (time taken for benefit to outweigh cost)	7	
Resilience of Network (extra capacity made available)	1088 veh/km	
Jobs	1129	
Homes	1384	2.00
GVA	£39.799m/pa	0.74
Total		2.80

A66(T) Yarm Road

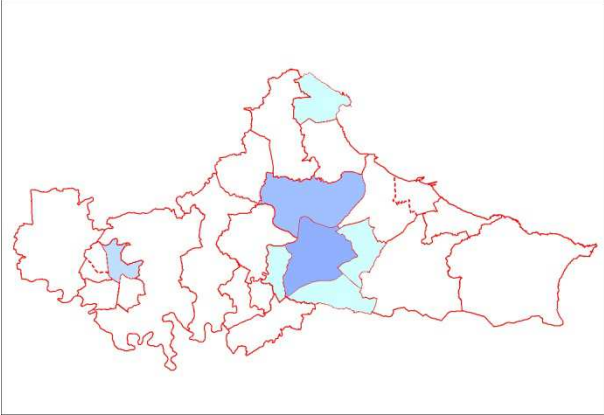
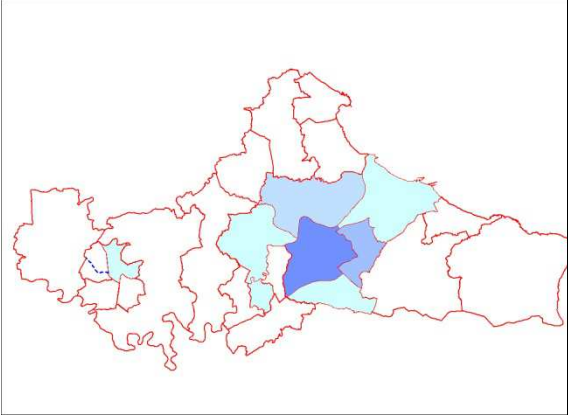
Scheme Promoter: Darlington Borough Council					
Description: Conversion of the A66(T) Yarm Road roundabout to a grade separated roundabout.					
Total Scheme Cost: £12m		Total Scheme Score (out of 6): 1.25			
Local Contribution: Not yet identified		Local Contribution Source: LTP; DETC Development Fund; HA; DTVA			
Cost Profile:	2015/16	2016/17	2017/18	2018/19	2019+
			£6m	£6m	
Transport Issues scheme addresses: The A66(T) Darlington Bypass serves both strategic and local vehicle movements around the east side of Darlington. The single carriageway road is increasingly experiencing traffic congestion at peak periods and this is already acting as a barrier to the full realisation of the residential and economic potential of development sites in the urban area. This has been raised as an issue in the Darlington Economic Strategy and is one of the tasks within the adopted strategy's action plan, not least mitigating the effect on the prestige Morton Palms office development.					
Scheme feasibility & risks: Land acquisition required at Yarm Road					
What evidence is available to support case: Policy CS19 in the Local Development Framework Core Strategy sets out the case for improvements along this section of the A66. The adjacent Lingfield & Morton Palms areas are the Council's second Priority Employment Area (Policy CS5). A development total of 161,680 sqm has been allocated within the adjacent employment areas in the urban area, with a further 231,600 sqm reserved for aviation related uses at Durham Tees Valley Airport. Policies CS6 & CS10 also identify adjacent areas for cultural, tourism and housing. DETC Development Fund assessment Economic Strategy feedback					

What work has been undertaken towards the scheme: Outline design and cost estimates prepared by Highways Agency, 2011		
Lower cost alternative: None		
Possible future additional developments/stages: Further improvements to the A66 around Darlington.		
Revenue Generated: None, although development enabled will generate business rates or Council Tax.		
Location of developments facilitated by the extra capacity released by the scheme:		
Homes 	Jobs 	
Criteria	Value	Score
Value for Money	21.050	
Benefit Year (when scheme would become beneficial)	2018	
Economic Growth (work related trips)	£33.32m	
Access to Employment (commute)	£108.61m	
Access to Amenities (other)	£15.44m	
Carbon Benefit	-£1.60m	-0.26
Payback Years (time taken for benefit to outweigh cost)	14	
Resilience of Network (extra capacity made available)	692veh/km	
Jobs	1704	
Homes	309	0.26
GVA	£115.297m/pa	1.25
Total		1.25

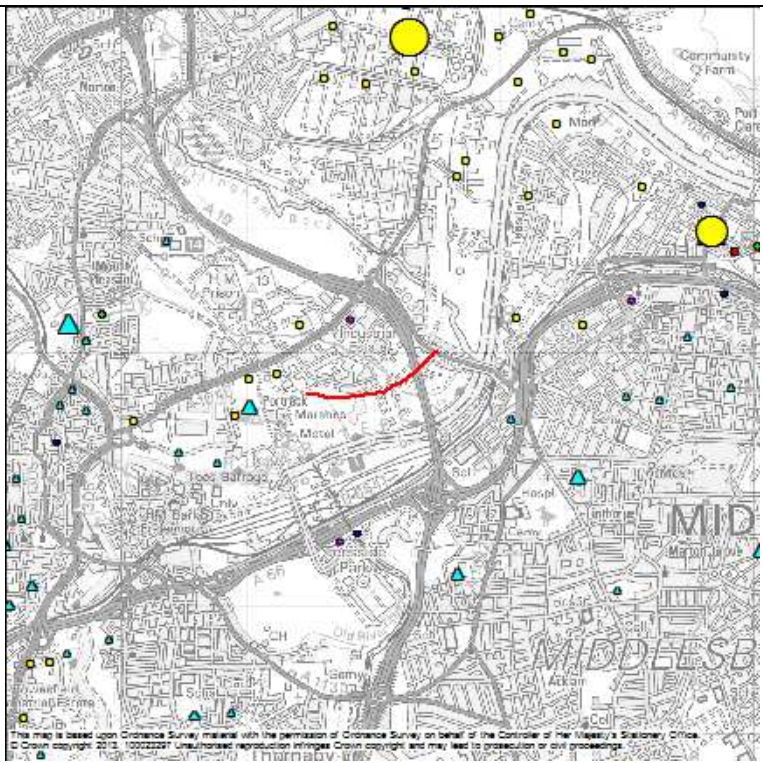
Manhattan Gate

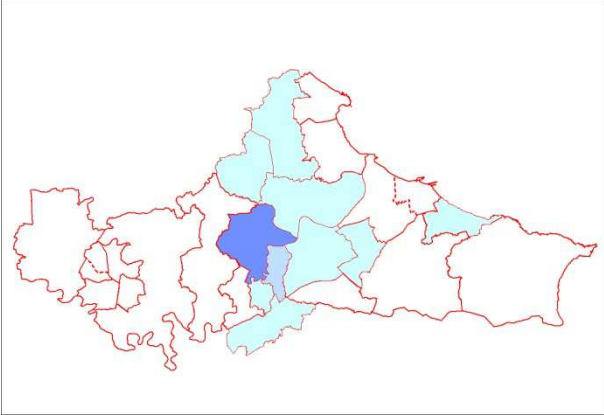
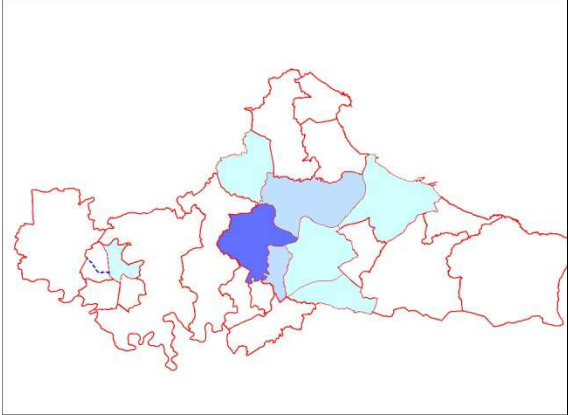
Scheme Promoter: Middlesbrough Council						
Description: The provision of a vehicular and pedestrian bridge over the dock entrance for improved access to Middlehaven which would unlock further major development sites and improve connectivity of the area, providing greater resilience to the wider road network.						
Total Scheme Cost: £4.5m		Total Scheme Score (out of 6): 3.66				
Local Contribution: £1.35m		Local Contribution Source: HCA				
Cost Profile:	2015/16	2016/17	2017/18	2018/19	2019+	
	£1.5m	£3m				
Transport Issues scheme addresses: Provides a vital direct transport link into Middlehaven. Improving linkages and removing access barriers to the transport network to stimulate economic activity and growth. No. of gross jobs created – 600						
Scheme feasibility & risks: Feasibility study has been completed giving 3 possible bridge options.						
What evidence is available to support case: A contribution of 30% towards the total cost of the scheme has been secured from HCA. This project would generate economic growth by creating opportunities for business development and employment opportunities for local people.						
What work has been undertaken towards the scheme: Feasibility study completed and project is being progressed to RIBA Stage D.						
Lower cost alternative: None						
Possible future additional developments/stages: This scheme will accelerate the rate of investment in this flagship regeneration scheme.						
Revenue Generated:						

None

Location of developments facilitated by the extra capacity released by the scheme:		
Homes	Jobs	
		
Criteria	Value	Score
Value for Money	4.262	
Benefit Year (when scheme would become beneficial)	2021	
Economic Growth (work related trips)	£21.17m	
Access to Employment (commute)	£51.75m	
Access to Amenities (other)	-£3.30m	
Carbon Benefit	£0.56m	0.35
Payback Years (time taken for benefit to outweigh cost)	7	
Resilience of Network (extra capacity made available)	1247veh/km	
Jobs	1459	
Homes	97	0.31
GVA	£72.37m/pa	3.00
Total		3.66

Portrack Relief Road

Scheme Promoter: Stockton-on-Tees Borough Council						
Description: The scheme would include the creation of a new 1.3km highway link by utilising the former Billingham Beck Branch Railway between Marston Road and the A1032 Newport Bridge Approach Road.						
Total Scheme Cost: £9.832m		Total Scheme Score (out of 6): 3.01				
Local Contribution: None		Local Contribution Source: -				
Cost Profile:	2015/16	2016/17	2017/18	2018/19	2019+	
		£0.8m	£4.516m	£4.516m		
Transport Issues scheme addresses: The area is well served by highway infrastructure but the intersection of the A19 with the A66 is one of the most heavily congested roads in the region. It is recognised that to open up development opportunities within both communities a package of proposals needs to be developed and delivered which will embrace a combination of improvements and management of the primary road infrastructure, additional secondary road infrastructure, improvements to public transport and various traffic management measures.						
Scheme feasibility & risks:						
What evidence is available to support case: An Outline Business Case – Second Stage (River Tees North Bank Infrastructure Measures) was produced for the Stockton-Middlesbrough Initiative in February 2011. This included details on highway engineering, civil engineering, financial appraisal and environmental appraisal.						
What work has been undertaken towards the scheme: As above						
Lower cost alternative: None						
Possible future additional developments/stages: None						
Revenue Generated: None						

Location of developments facilitated by the extra capacity released by the scheme:		
Homes	Jobs	
		
Criteria	Value	Score
Value for Money	22.331	
Benefit Year (when scheme would become beneficial)	2019	
Economic Growth (work related trips)	£69.28m	
Access to Employment (commute)	£247.15m	
Access to Amenities (other)	£11.37m	
Carbon Benefit	£1.06m	0.21
Payback Years (time taken for benefit to outweigh cost)	2	
Resilience of Network (extra capacity made available)	1519veh/km	
Jobs	3685	
Homes	743	0.76
GVA	£153.198m/pa	2.03
Total		3.01

NEIGHBOURHOOD SERVICES COMMITTEE

9 August 2013



Report of: Assistant Director (Neighbourhoods)

Subject: Northgate Bus Stop

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

2. PURPOSE OF REPORT

2.1 To report the results of a recent consultation exercise, into the possibility of re-locating the bus stop from 103 Northgate.

3. BACKGROUND

3.1 In 2011, consultation took place into the possibility of re-locating the bus stop currently situated outside of 103 Northgate. If successful, the stop would have been moved slightly west along the road, with a newly constructed lay-by to be provided between Brig Open and 107 Northgate (**See Appendix 1**). Consultation responses proved negative and the plans were shelved.

3.2 Earlier this year the Council was again approached about the possibility of re-locating the bus stop. The request came from the landlord of 103 Northgate, which is currently a number of flats. The landlord was hoping to improve the appearance of the building in an effort to make the flats more attractive to potential tenants, and would like the bus stop moved to further enhance this.

4. CONSULTATION

4.1 Letters were sent to 11 properties in the vicinity of the bus stop, along with Ward members, and the Parish Council.

4.2 This gave results of 6 people objecting to the proposal, and only 2 in favour.

5. FINANCIAL CONSIDERATIONS

- 5.1 The scheme is estimated to cost around £40,000, and would be funded from the Tees Valley Bus Network Improvements project. This is funded jointly between the Department for Transport and Hartlepool Borough Council's Local Transport Plan, with a 65%/35% split respectively.

6. EQUALITY AND DIVERSITY CONSIDERATIONS

- 6.1 There are no equality or diversity implications.

7. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

- 7.1 There are no Section 17 implications.

8. RECOMMENDATIONS

- 8.1 That, the bus stop remains in its existing location, following a negative response to consultation.

9. REASONS FOR RECOMMENDATIONS

- 9.1 To ensure the bus stop is sited in the location favoured by the majority of local residents.

10. BACKGROUND PAPERS

- 10.1 There are no background papers.

11. CONTACT OFFICER

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