

NEIGHBOURHOOD SERVICES COMMITTEE AGENDA



Monday 14 July 2014

at 9.30 am

in Committee Room B, Civic Centre, Hartlepool

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors Ainslie, Barclay, Dawkins, Gibbon, Jackson, James, Loynes

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 12 May 2014 (*previously circulated*)

4. **BUDGET AND POLICY FRAMEWORK ITEMS**

No items

5. **KEY DECISIONS**

- 5.1 Local Transport Plan 2013/14 Out-turn and 2014/15 Programme – *Assistant Director (Neighbourhoods)*

6. **OTHER ITEMS REQUIRING DECISION**

- 6.1 Street Lighting: The Marina Quayside – *Assistant Director (Neighbourhoods)*



7. **ITEMS FOR INFORMATION**

7.1 Hartlepool Rail Update – *Assistant Director (Neighbourhoods)*

8. **ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT**

Date of next meeting – Tuesday 19 August 2014 at 9.30 am (budget) and Thursday 21 August 2014 at 2.00 pm.



NEIGHBOURHOOD SERVICES COMMITTEE

14th July 2014



Report of: Assistant Director (Neighbourhoods)

Subject: LOCAL TRANSPORT PLAN 2013/14 OUT-TURN
AND 2014/15 PROGRAMME

1. TYPE OF DECISION / APPLICABLE CATEGORY

1.1 Key Decision (tests (i) and (ii) apply). Forward Plan Reference No. RN15/14

2. PURPOSE OF REPORT

2.1 To inform the Neighbourhood Services Committee of the progress made under the Local Transport Plan delivery programme, and to seek approval for the 2014/15 budget allocations.

3. BACKGROUND

3.1 The third Local Transport Plan, (LTP), sets out how a safe and sustainable transport system can be delivered within Hartlepool. It is recognised that funding, particularly in the short to medium term, is significantly reduced from the second LTP period and, whilst this represents a significant barrier to delivering the Council's aspirations for improving the transport network in Hartlepool, it provides opportunities to work more closely with our partner organisations for the overall benefit of the town.

3.2 The strategy is not limited to the 5 year timescale of previous LTPs but is designed to look towards 2026 and evolve over this period. This extended timescale ensures that the LTP is aligned with regional strategies and local development frameworks. The strategy will be kept under review within this time period to ensure that it remains current, responding to any changes in circumstances, and taking into account any revisions in guidance and best practice. On April 1st 2014, we entered the final year of the current Delivery Plan (2011-2015), and will shortly be working towards updating this document, (subject to when Central Government provides details of the funding) for the next 5 year period, which will become effective from April 2015.

- 3.3 LTP funding is split into two “blocks”, the Integrated Transport Block and the Structural maintenance block. Indicative annual allocations were provided in 2011 by the then Government for a five year period up to 2014-15. These allocations have all been provided in the original amounts indicated in 2011.
- 3.4 When originally reported to, and subsequently approved by Members in March 2011 the Plan provided details of intended spend profile over the areas covered by the Integrated Transport Block for the period 2011-12 to 2014-15.
- 3.5 Over a period of time priorities change and thus the annual outturn report provides details of delivery and proposed changes to the spend profile to reflect the changing, annual priorities.

4. PROPOSALS

- 4.1 There are a number of amendment proposals to the 2014/15 budget allocations for the Integrated Transport Block, these being as follows:-
- (a) Consultative Neighbourhood Forums – reallocate 2014/15 budget (£24K), to Car Parking Lay-bys (refer to table, page 9 – Consultative Neighbourhood Forums)
 - (b) Road Safety and Education – reallocate 2014/15 budget (£15K), to Safer Routes To School (refer to table, page 10 – Road Safety, Education and Training)
 - (c) Motor Cycle Training – reallocate 2014/15 budget (£10K), to Car Parking Lay-bys (refer to table, page 11 – Motor Cycle Training)
 - (d) Smarter Travel Awareness – reallocate 2014/15 budget (£10K), to Car Parking Lay-bys (refer to table, page 11 – Smarter Travel Awareness)
- 4.2 Other proposed budget reallocations relate to carried forward balances, up to and including 2013/14
- (a) Cycle Route Signage – reallocate £10K to LTP Development budget (updates to the 2011-2026 Local Transport Plan, and the next 5 year Delivery Plan, from April 2015).
 - (b) Road Safety and Education – reallocate £15K to the Safer Routes To School budget
 - (c) School Crossing Improvements – reallocate £15K to the Safer Routes To School budget
- 4.3 Workplace Travel Plans budget, to be re-titled as Travel Plans, which will incorporate schemes for schools & businesses under a single budget heading.

- 4.4 The budget allocations, for the 2014/15 programme, are **highlighted** in **Appendix 1** (values in the 2014/15 column show budgets as per the proposed re-allocations, outlined in 4.1 above).
- 4.5 **Appendix 2** identifies the works delivered during 2013/14 and the proposed schemes for 2014/15, against each budget header.

5. FINANCIAL CONSIDERATIONS

- 5.1 All works / schemes will be funded from the Local Transport Plan allocation from Central Government, as per the table referenced at 4.4.
- 5.2 Structural highway maintenance – the 2014/15 LTP allocation will be £626,000. There is also additional highway maintenance funding of £79,000 and £131,268 (as detailed in the Neighbourhood Services Committee reports on 15th April 2014). Total value of funding equates to £836,268 for 2014/15.

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 Neighbourhood Services Committee notes the works / schemes delivered during 2013/2014, and approves the proposed programme for 2014/2015.

9. REASONS FOR RECOMMENDATIONS

- 9.1 To enable the continuance of the Local Transport Plan delivery programme.

10. BACKGROUND PAPERS

- 10.1 There are no background papers.

11. CONTACT OFFICER

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Theme	Scheme Type	2011/12 £000's	2012/13 £000's	2013/14 £000's	2014/15 £000's
Bus Priority Schemes (BL)	Bus Network Improvement Schemes	232	232	232	232
Bus Infrastructure Schemes (BI)	Low Floor Bus Infrastructure	0	0	7	20
Cycling Schemes (CY)	Cycle Tracks / Lanes	0	50	50	150
	New Cycle parking Facilities	5	5	5	5
	Cycle Route Signage	5	0	5	5
Travel Plans (TP)	Travel Plans	10	8	8	8
Local Safety Schemes (LS)	Safer Routes To School	50	50	50	65
	Safety Camera Partnership	10	10	10	10
	Other Safety Schemes	0	0	0	0
	Local Safety Schemes	50	62	50	166
Road Crossings (RC)		15	15	15	15
Traffic Management & Traffic Calming	School 20 mph zones	20	20	20	20
Local Road Schemes (RD)	Consultative Neighbourhood Forums	24	24	0	0
	Car Parking Lay-bys	0	0	24	44
Miscellaneous (OS)	Car Park Improvements	50	50	50	50
	Road Safety Education & Training	15	15	15	0
	Motor Cycle Training	10	10	10	0
	Smarter Travel Awareness	10	10	0	0
	Shopmobility	20	0	0	0
	Sustainable Travel (£10K from 2013/14 Smarter Travel Awareness)	0	0	10	0
TOTALS		526	561	561	790

Scheme Type	2013/2014	2014/2015
Bus Network Improvement Schemes	<p>Contribution to:-</p> <p>Belle Vue Way/ Brenda Rd R'dabout – Provision of 3rd lane on northbound approach and carriageway re-construction.</p> <p>Clavering Road – Parking lay-by to remove school time delays.</p> <p>King Oswy Drive – Parking lay-by to free up access to/ from West View Road 'D' island.</p> <p>Elwick Road (Opposite High Tunstall School) – Bus lay-by to reduce school time delays.</p>	<p>Contribution to:-</p> <p>Powlett Road – Provision of extra lane westbound to reduce delays.</p> <p>Hart Lane (Sacred Heart Area Back Street Scheme) – Improved security, accessibility and parking areas, to make back street parking more attractive, allowing yellow lines to be placed on Hart Lane.</p> <p>Raby Road/ Middleton Road – Junction widening scheme.</p>
Low Floor Bus Infrastructure	Funded via TVBNI budgets 2013/14	Only a small number of current bus stops still require low floor infrastructure, and locations will be prioritised for this budget.
Cycle tracks / lanes	Hartlepool 30 public bridleway –	Seaton 5 public footpath – completion of the top surfacing of the remaining section

Scheme Type	2013/2014	2014/2015
	<p>Resurface of full length</p> <p>Hartlepool 3 public footpath –</p> <p>Full resurface - for cycling and safe route to & from community facilities</p> <p>Seaton 5 public footpath –</p> <p>Top surfacing completed along half the length of the path, with safety handrail & fencing installed at the Brenda Road end of the path</p> <p>Hartlepool 9 – surface improvements between Gladys Worthy Close & the Summerhill allotment car park</p> <p>Easington Rd – On carriageway cycle lane installed (north bound), from Throston Grange roundabout to West View Road roundabout.</p>	<p>Seaton 5 public footpath – provide a cycle wheel rail, for cyclists, enabling access up & down the steps, and improve these steps on the west side of Seaton Walkway</p> <p>Seaton Walkway / Seaton Station – formalise the informal link between the walkway & the station. Remove small number of trees (6), and create a surface from the station to the walkway.</p> <p>Hart Lane to Middle Warren (adjacent Hart Reservoirs) – surface improvements of this path to provide a safe & clear route for walkers & cyclists.</p> <p>Warrior Park, The Stell – improvement of the informal path & its surface, thus providing a safe route for cyclists & walkers</p> <p>A range of potential schemes, identified as part of preliminary works for Local Growth Funding (LGF) bid – routes to access Elwick / Dalton / Seaton Carew could be brought forward, with a potential spend of over £100K from LTP.</p> <p>A689 cycleway, and some additional routes to the southern industrial areas of the town, are also potential schemes for 2014/15. Examples are as</p>

Scheme Type	2013/2014	2014/2015
		<p>follows:</p> <p>Graythorp Ind Estate to Greatham Creek – construction of a new path, to link the existing paved access way, at the industrial estate, to the newly diverted public footpath at Greatham Creek</p> <p>Graythorp Ind Estate to Greatham – investigate the costs for improvements which are required, to provide permissive cycle rights on the existing public footpath between Greatham & Graythorp</p> <p>Other potential schemes to be identified and added to the list, as and when appropriate.</p>
<p>New cycle parking facilities</p>	<p>Seaton Rail Station cycle parking – installation of 2 x Falco cycle shelters.</p> <p>Cycle parking was installed at the following HBC locations – Church Street offices / depot, Civic Centre and the Central Library. A total of 40 parking spaces have been provided at HBC locations.</p>	<p>Further work with local businesses, the Thirteen Group & local residents will be undertaken to identify potential locations.</p> <p>Possible additional parking requirements at other HBC locations.</p>
<p>Cycle Route Signage</p>	<p>Cycle route NCN 14 – replacement signage to be ordered & installed (for section heading</p>	<p>Audit of NCN 14 signage (heading south from Church Street) is required – missing or damaged</p>

Scheme Type	2013/2014	2014/2015
	north from Church Street).	<p>signs to be replaced.</p> <p>Possible project to provide signage to key destinations, routes and cycle parking locations</p> <p>Permissive cycle signs to be costed & manufactured, for installation along all of the recently improved public footpaths. This will provide a number of safe permissive cycle routes to schools, shops and work places for users in and out of the town.</p>
Travel Plans	<p>Part of this budget was incorporated into the Sustainable Transport budget for 2013/14</p> <p>School cycle parking was purchased from this budget (plus some “overspill” from the LTP Cycling budget)</p>	Schemes to be confirmed at appropriate schools/ employers.
Safer Routes To School	<p>Construction & installation of Early Years street wall (Living Streets).</p> <p>Procurement & installation of speed activated signs (x 2) – Hart Road</p>	<p>Puffin Crossing on West View Road, at ‘D’ islands.</p> <p>20 mph zone at Callander Road (Rossmere & St Teresa’s schools)</p>

Scheme Type	2013/2014	2014/2015
	Contribution to safety schemes on Rossmere Way and Throston Grange Lane.	School crossing patrol schemes – Minor improvements at sites on King Oswy Drive, Grange Road, Winterbottom Avenue, Brougham Terrace, Masefield Road & Stockton Road. A number of smaller scale improvements, identified as part of Living Streets project work.
Safety Camera Partnership	No spend – c/fwd balances to be retained for review of Camera Van site locations (see 2014/15 comments).	All equipment is now purchased directly, via the NDORS budgets. However, HBC have received a request, from the Police, to review all of our camera sites (in terms of where the camera van can actually be located). The objective is to review the sites, setting out locations where camera vans can legitimately park. Therefore, some (or all) of this budget may be required for any associated works, resulting from this review.
Local Safety Schemes	<p>Rossmere Way – Provision of central hatching/ narrower running lanes to encourage slower speeds, along with a pedestrian island and double yellow lines around junctions.</p> <p>Throston Grange Lane – Provision of 3 No. priority build outs, central hatching and double yellow lines around junctions.</p>	Scheme(s) to be identified following a review of road casualty data.

Scheme Type	2013/2014	2014/2015
	<p>A689 – Replacement of cats eyes and road markings.</p> <p>Hart Lane – Replacement of cats eyes.</p>	
Road Crossings	Changes to town centre junctions at York Rd/ Park Rd, York Rd/ Victoria Rd and Stockton St/ Park Rd.	Scheme(s) to be identified following a review of road casualty data.
School 20 mph zones	High Tunstall - School crossing patrol improvements, anti-pedestrian paving and guard rail. <i>(Still to complete)</i>	Scheme(s) to be identified following a review of road casualty data.
Consultative Neighbourhood Forums	2013/14 Budget was re-allocated to car parking lay-bys (see below).	Budget to be re-allocated to Car Parking Lay-bys, as budget not required by N C Forums. 2014/15 budget to be re-allocated to Car Parking Lay-bys, as this is one of the most frequently requested type of scheme.
Car Parking Lay-bys	Funded by the re-allocation of the £24,000 from the Consultative Neighbourhood Forum budget (see above). Miller Crescent (2 x locations) not yet completed due to consultation issues (now resolved).	All requests are now collated on a list, and the worst areas are to be prioritised in the coming weeks. As many of the prioritised schemes as the budget allows will be implemented. This budget is to be topped up from the Motor Cycle Training and Smarter Travel Awareness budgets.

Scheme Type	2013/2014	2014/2015
Car Park Improvements	Full electrical rewiring scheme and CCTV improvement works completed at Multi-Storey car park. Additional visual improvement work carried out at surface car parks.	Improvements to various car parks. Likely works to include painting of walls / ceilings / emergency exit stairwells to the Multi. Rewiring and visual improvement work to the Basement car park, together with surface remarking and Potential CCTV coverage to surface car parks.
Road Safety, Education and Training	This budget was re-allocated to the sustainable transport budget for 2013/14.	To be re-allocated to the Safer Routes To School budget - schemes as per this budget heading (page 8), as a consequence of insufficient training personnel.
School Crossing Improvements	See Safer Routes To School schemes.	No budget 2014/15 – school crossing improvement schemes have been incorporated within the Safer Routes To School budget heading (page 8).
Motor cycle training	Annual HBC contribution to Tees Valley scheme. Balance of 2013/14 budget to be carried forward.	Annual HBC contribution to Tees Valley scheme will be covered by the carried forward value of the 2013/14 budget (£5,000). 2014/15 budget to be re-allocated to Car Parking Lay-bys, as this is one of the most frequently requested type of scheme.

Scheme Type	2013/2014	2014/2015
Smarter Travel Awareness	This budget was incorporated into the sustainable transport budget for 2013/14.	Previous budgets have been spent on “revenue” type items – e.g. radio advertisements / websites, and this is no longer permissible under financial regulations. 2014/15 budget to be re-allocated to Car Parking Lay-bys, as this is one of the most frequently requested type of scheme.
Sustainable Transport	Budget to be carried forward.	No budget 2014/15.
Shopmobility	No budget 2013/14.	No budget 2014/15.
Street Lighting	Church Street lighting improvements/ Victoria Road /Murray Street traffic signals works.	Stockton Street, Newburn Bridge lighting improvements, corroded columns various locations, approx 30No.
Bridges	Strengthening and refurbishment of Brenda Road bridge deck, abutments and deck parapets.	Greatham Creek bridge – replacement of expansion joints. Marine Drive – retaining structure. Claxton bridge- replacement of parapets.
Structural Highway Maintenance	Ashgrove Ave – full length A178 – Elizabeth Way to Brenda Rd	Schemes have been identified, and approved, at the Neighbourhood Services Committee meeting, on 15 th April 2014. The use of additional funding,

Scheme Type	2013/2014	2014/2015
	<p>A689 / Stockton Rd – Brenda Rd/A689 r/about</p> <p>Bennett Rd – Huxley Walk to Galsworthy Rd</p> <p>Caithness Rd – Comrie Rd to Cairn Rd</p> <p>Coal Lane – Pumping station to Borough boundary</p> <p>Coal Lane – A19 to pumping station access</p> <p>Elwick Rd (phase 1) – Wooler Rd to Park Ave</p> <p>Gillpark Grove – Full length</p> <p>Grosmont Rd – Number 9 to number 35</p> <p>Grosmont Rd – Number 35 to end</p> <p>Hamilton Rd – Huntley Rd to Highland Rd</p> <p>Hylton Rd – Valley Drive to number 10</p> <p>Hylton Rd – Number 10 & cul-de-sac to JCT of Carisbrooke Rd</p> <p>King Oswy Drive – Weymouth Drive to Bournemouth Drive</p> <p>Kirkstone Grove – Full length</p>	<p>£79,000 plus £131,268 was also approved.</p> <p>See Appendix 1 – list of schemes, approved 15th April 2014.</p> <p>See 5.2 Structural highway maintenance – funding sources & values.</p>

Scheme Type	2013/2014	2014/2015
	Labumum Street – Full length Stokesley Rd – Full length Tees Rd – Brenda Rd to Greatham Creek (Borough boundary) Teesbrooke Ave – Full length Throston Grange Lane – Linnet Rd (to where TVBNI works finish) Trentbrooke Ave – Full length	

NEIGHBOURHOOD SERVICES COMMITTEE

Date: 14TH July 2014



Report of: Assistant Director (Neighbourhoods)

Subject: STREET LIGHTING: THE MARINA QUAYSIDE

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non Key.

2. PURPOSE OF REPORT

2.1 To advise Members of the un-adopted street lighting columns located on the quayside at Hartlepool Marina and to seek approval for Hartlepool Borough Council to undertake their future maintenance and associated energy costs.

3. BACKGROUND

3.1 The lights were installed in approximately 1998 as part of the marina project and are not located on adopted highway or Council owned land, thus no responsibility for their maintenance lies with the Council at this time (see **Appendix 1** for location details). Attempts in the past, through Durham Land Registry searches, to identify who is responsible for these lights have proved unsuccessful (with the land upon which they are located being unregistered) and, following numerous complaints from residents in the area, the Council has previously, in good faith, carried out minor repairs such as replacing lamps, etc.

3.2 At present several lights have the lantern top missing or have been damaged by the weather and lack of maintenance.

4. PROPOSALS

4.1 As stated previously the Council have, and continue to, receive complaints from residents in the area either directly or through their Ward Councillors regarding the condition of these lights.

- 4.2 The lights are located close to the quayside on a popular walking route to and from facilities on the Marina. When the lights are inoperable there is a potential safety risk to residents and visitors alike.
- 4.3 In order to ensure that the lights are maintained to an acceptable standard it is proposed that, until such time as responsibility can be determined, the Council include these lights as part of its street lighting inventory and undertake the maintenance and associated energy costs.
- 4.4 In order to minimise these costs it is proposed to rationalise the number of columns and replace the lighting units with more energy efficient LED units as part of the ongoing street lighting LED programme of works. At present there are 23 lights adjacent to the quayside with 10mtr spacing between each light, it is intended to reduce the total number of columns to 9. The base of the redundant columns will be retained as they act as posts for the existing chain balustrade.

5. FINANCIAL CONSIDERATIONS

- 5.1 The estimated cost to undertake these works is £3,000 and the cost of future energy consumption is £79.02 per annum (based on the new LED units)
- 5.2 The cost of the works will be funded from the street lighting revenue budget and the LED street lighting replacement programme.

6. LEGAL CONSIDERATIONS

- 6.1 The Council have no legal obligations to take on the responsibility for the maintenance of these street lights.
- 6.2 It is proposed that the Council do so on the basis that it is in the interests of the safety of both residents and visitors to the area and on a non-prejudicial basis.
- 6.3 The Council will continue to try to establish legal responsibility for these street lights with a view to recovering any costs associated with the works identified in this report and any energy or other costs that may have accrued to that date.

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 Hartlepool Borough Council recognises that Community Safety affects all our lives, people, communities and organisations. People need to feel safe and this means developing stronger, confident and more cohesive communities. Community Safety includes reducing crime and disorder and tackling anti-social behaviour, offending and re-offending, domestic abuse, drug and alcohol abuse, promoting fire safety, road safety and public protection. This service contributes towards this by providing a well lit footpath route to instill confidence in its use by residents and visitors to the area.

9. RECOMMENDATIONS

- 9.1 That Members approve the proposals for the Council to assume responsibility for the future maintenance and energy costs for the street lighting columns identified in this report, until such time as responsibility can be determined.

10. REASONS FOR RECOMMENDATIONS

- 10.1 To ensure that residents and visitors to the area are presented with a safe and well lit environment in the interests of health and safety and general well being.

11. CONTACT OFFICER

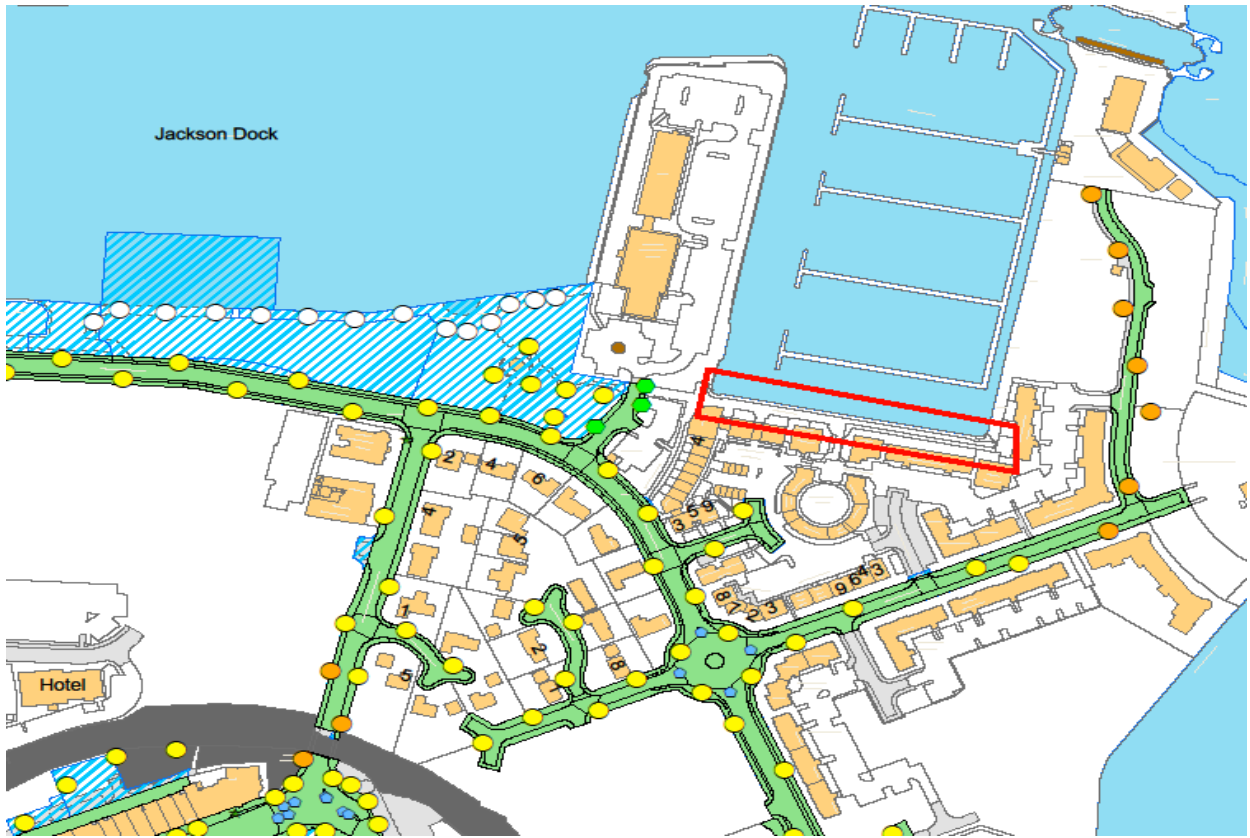
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Appendix 1



NEIGHBOURHOOD SERVICES COMMITTEE

14th July 2014



Report of: Assistant Director (Neighbourhoods)

Subject: HARTLEPOOL RAIL UPDATE 2013/14

1. TYPE OF DECISION / APPLICABLE CATEGORY

1.1 For information.

2. PURPOSE OF REPORT

2.1 To inform the Neighbourhood Services Committee of the rail patronage out turn, for 2013/2014 – Hartlepool & Seaton Carew stations, and to compare the data with out turns from previous years.

3. BACKGROUND

3.1 A Connect Tees Valley Rail report provides an updated summary of patronage data for all Tees Valley stations, performance data for train operating companies that serve the Tees Valley and the results from regular station audits. The report is produced by Connect Tees Valley (CTV), on a quarterly basis, in line with rail industry operating periods. There are 13 operating periods covering the year, starting each April.

3.2 Patronage data for all stations in the Tees Valley is supplied to CTV every month by the Office of Rail Regulation (ORR) and Northern Rail.

4. RAIL PATRONAGE – HARTLEPOOL & SEATON CAREW STATIONS

4.1 During 2013/14, Hartlepool & Seaton Carew rail stations experienced further increases in patronage – from April 1st 2013 to March 31st 2014, Hartlepool patronage was 574,121, and Seaton Carew was 53,556.

4.2 The above figures, when compared against those from 2012/13, show a total combined increase of 46,283, which equates to 8%.

Individually, the increase for Hartlepool was 39,331 (7.35%), and for Seaton Carew it was 6,952 (14.92%).

Appendix 1 shows patronage details for 2012/13

Appendix 2 shows patronage details for 2013/14

Appendix 3 is a graphical illustration of the 2012/13 – 2013/14 patronage comparisons

Appendix 4 is a graphical illustration of rail patronage comparisons from 2008/09 to 2013/14, which clearly indicates how patronage has steadily increased on a year to year basis. The significant exception to this was during period 5 (2010-2011), August 2010, when patronage peaked at 68,743 due to the Tall Ships event.

- 4.3 During 2013-14, a grand total of 6,345,704 passengers were recorded using Tees valley stations (a 2.8% increase when compared against the previous year, 2012-13). The total for Hartlepool (one of the 5 major stations), was 574,121 (9.05% of the annual total), and Seaton Carew 53,556 (0.84% of the annual total).
- 4.4 **James Cook University Hospital Station** – opened Sunday 18th May, 2014, on the Esk Valley Line, being the first to be added to the Tees Valley portfolio since Yarm opened in 1996. The station is served by an enhanced Monday to Saturday service of 17 southbound trains (of which 13 terminate at Nunthorpe, and 4 continue to Whitby), and 16 northbound trains (of which 4 terminate at Middlesbrough, whilst the majority continue to Newcastle via Thornaby and Hartlepool). Until the introduction of the 2014 summer timetable, only 11 northbound and 11 southbound trains passed the site.

5. FINANCIAL CONSIDERATIONS

- 5.1 There are no financial considerations relating to this report.

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 Members are asked to note the content of the report.

9. REASONS FOR RECOMMENDATIONS

9.1 Report is for information purposes only.

10. BACKGROUND PAPERS

10.1 There are no background papers

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Rail Patronage 2012/2013

Station	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	TOTAL
ALLENS WEST	4,868	4,413	4,868	4,113	4,637	5,805	6,442	5,205	4,563	3,952	4,619	4,733	3,853	62,071
BILLINGHAM ON TEES	5,570	4,924	5,121	4,592	6,540	6,433	5,594	5,874	4,614	4,418	4,771	5,631	4,732	68,814
DARLINGTON	167,322	168,583	160,909	165,184	171,881	177,059	185,606	181,058	168,161	140,052	157,218	170,380	162,356	2,175,769
DINSDALE	2,435	2,501	2,197	2,313	2,354	2,638	2,761	2,711	2,544	2,142	2,642	2,799	2,662	32,699
EAGLESCLIFFE	10,979	10,422	10,619	10,404	12,794	13,870	11,534	11,478	11,094	10,221	12,420	12,352	11,634	149,821
GYPSY LANE	1,801	1,521	1,446	1,566	1,871	1,682	1,719	1,871	1,478	1,733	1,782	1,788	1,668	21,928
HARTLEPOOL	41,227	36,661	37,739	38,360	43,439	41,675	46,044	47,567	42,477	36,330	39,285	44,159	39,827	534,790
LONGBECK	3,313	3,198	2,943	3,099	3,390	3,364	3,205	3,072	2,671	2,552	2,911	3,488	2,865	40,071
MARSKE	6,270	5,733	5,479	5,510	6,544	7,214	7,023	6,524	5,730	5,528	6,555	5,869	5,162	79,141
MARTON	711	616	587	847	1,247	1,435	819	790	525	432	610	656	607	9,882
MIDDLESBROUGH	108,313	101,338	94,892	97,646	112,242	110,780	115,203	114,966	110,662	100,002	99,415	107,666	93,961	1,367,086
NORTH ROAD <DARLINGTON>	2,540	3,257	2,801	2,835	2,764	2,650	2,293	2,319	2,129	1,846	2,399	2,643	2,445	32,921
NUNTHORPE	1,843	1,699	1,386	1,851	2,440	2,190	1,691	1,760	1,283	1,539	1,721	1,688	1,548	22,639
REDCAR CENTRAL	27,331	28,373	30,202	27,250	41,723	34,581	29,184	28,050	25,073	22,473	21,861	25,920	23,743	365,764
REDCAR EAST	10,585	9,798	10,035	10,620	11,036	12,324	11,954	11,517	10,485	12,938	10,685	10,371	8,373	140,721
SALTBURN	19,141	18,777	19,746	20,220	30,380	24,819	18,056	18,147	16,678	16,744	15,467	18,847	16,640	253,662
SEATON CAREW	3,186	3,226	3,256	2,854	5,625	4,571	3,648	4,071	3,425	3,035	3,146	3,468	3,093	46,604
SOUTH BANK	172	222	279	283	273	367	520	509	482	378	478	477	272	4,712
STOCKTON	5,119	5,255	4,944	5,180	6,300	6,052	5,931	5,318	4,910	4,488	5,007	5,696	4,714	68,914
TEESSIDE AIRPORT	2	0	0	2	2	0	0	0	0	0	0	0	0	6
THORNABY	43,811	45,159	42,346	41,654	47,863	47,249	45,384	47,088	43,385	36,452	41,096	47,774	42,396	571,657
YARM	9,811	9,793	9,304	9,876	10,077	9,349	9,185	9,926	9,807	8,501	9,568	9,206	8,194	122,597
TOTAL	476,350	465,469	451,099	456,261	525,422	516,107	513,796	509,821	472,176	415,756	443,656	485,511	440,745	6,172,269

Hartlepool & Seaton Carew 2012/13	44413	39887	40995	41214	49064	46246	49692	51638	45902	39365	42431	47627	42920	581394
H'pool & Seaton Carew Cumulative	44413	84300	125295	166509	215573	261819	311511	363149	409051	448416	490847	538474	581394	

Rail Patronage 2013/14

APPENDIX 1

Station	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	TOTAL
ALLENS WEST	4,073	4,118	4,315	4,426	4,100	4,633	5,892	4,572	5,059	3,681	4,404	4,658	5,155	59,086
BILLINGHAM ON TEES	5,384	5,395	6,444	5,999	6,854	5,758	5,599	6,171	5,450	4,167	4,841	5,656	5,782	73,500
DARLINGTON	164,360	163,611	162,650	164,176	171,024	171,543	185,018	175,179	175,187	144,117	172,258	172,491	177,908	2,199,522
DINSDALE	3,040	2,763	3,385	3,220	3,365	3,562	3,656	3,391	3,086	3,526	3,719	3,441	3,745	43,898
EAGLESCLIFFE	12,980	12,444	13,175	13,693	14,342	14,672	14,541	13,894	13,001	10,407	14,347	14,888	15,119	177,503
GYPSY LANE	1,845	1,606	1,738	1,810	1,903	1,919	1,860	1,854	1,810	1,537	2,289	1,756	1,786	23,713
HARTLEPOOL	41,850	40,446	41,115	39,955	43,295	41,968	49,315	48,574	51,050	38,274	44,977	45,871	47,401	574,121
LONGBECK	3,077	3,102	3,253	3,190	3,407	3,381	3,280	3,579	3,243	2,795	2,963	2,887	3,050	41,207
MARSKE	6,473	5,084	5,884	5,711	6,396	6,228	7,198	6,263	5,896	5,150	5,969	5,828	6,218	78,298
MARTON	852	759	918	890	1,122	1,578	747	761	532	463	545	604	716	10,587
MIDDLESBROUGH	104,940	96,959	101,211	99,960	110,670	109,815	114,764	112,657	110,519	96,940	102,427	105,133	107,528	1,373,523
NORTH ROAD <DARLINGTON>	2,750	3,073	2,864	2,785	2,921	2,665	2,649	2,979	3,050	1,721	2,455	3,252	2,562	35,728
NUNTHORPE	1,885	1,749	1,735	1,927	2,430	1,985	1,938	1,986	1,759	1,654	1,680	1,746	1,774	24,248
REDCAR CENTRAL	29,663	28,178	34,280	35,338	40,710	33,284	29,071	27,014	26,147	23,992	23,318	25,534	27,902	384,431
REDCAR EAST	10,621	9,081	10,368	10,417	9,817	10,638	10,110	9,615	9,201	10,954	9,606	9,317	9,705	129,450
SALTBURN	20,934	19,423	23,656	25,343	28,444	23,830	18,543	18,579	17,317	16,391	16,484	18,242	19,383	266,569
SEATON CAREW	4,031	3,721	4,583	4,795	5,134	4,496	4,233	3,802	3,573	3,283	3,776	3,829	4,320	53,556
SOUTH BANK	389	402	593	738	605	656	1,243	1,233	1,405	968	1,274	1,401	1,608	12,515
STOCKTON	5,934	5,543	5,903	5,680	6,057	6,565	6,573	6,155	6,399	4,856	5,637	6,072	6,298	77,672
TEESSIDE AIRPORT	0	0	0	0	1	0	0	0	0	0	0	0	7	8
THORNABY	44,169	47,037	47,029	45,477	44,736	44,521	45,598	47,365	45,101	37,395	41,999	46,061	47,210	583,698
YARM	9,772	8,479	8,895	9,094	9,143	9,950	9,431	10,983	9,165	8,092	8,501	12,264	9,103	122,872
TOTAL	479,022	462,973	483,994	484,724	516,476	503,647	521,259	506,606	497,980	420,343	473,469	490,931	504,280	6,345,704

Hartlepool & Seaton Carew 2013/14	45881	44167	45698	44750	48429	46464	53548	52376	54653	41537	48753	49700	51721	627677
H'pool & Seaton Carew Cumulative	45881	90048	135746	180496	228925	275389	328937	381313	435966	477503	526256	575956	627677	

Hartlepool & Seaton Carew - Rail Passenger Patronage Comparisons 2012/13 to 2013/14

Appendix 3

