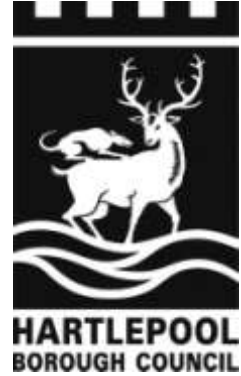


# NEIGHBOURHOOD SERVICES COMMITTEE AGENDA



**Monday 29 February 2016**

**at 10.00 am**

**in Committee Room B,  
Civic Centre, Hartlepool**

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors Ainslie, Barclay, Gibbon, Jackson, James, Loynes and Robinson

**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 25 January 2016 (*previously circulated*)

**4. BUDGET AND POLICY FRAMEWORK**

No items.

**5. KEY DECISIONS**

- 5.1 Highway Planned Maintenance Works (5 Year Programme) – *Assistant Director, Neighbourhoods*

**6. OTHER ITEMS REQUIRING DECISION**

- 6.1 Ocean Road Area Proposed 20 MPH Limit – *Assistant Director, Neighbourhoods*



- 6.2 School Time Parking Restriction – Talland Close – *Assistant Director, Neighbourhoods*
- 6.3 Brenda Road Speed Limit – Assistant Director, Neighbourhoods

**7. ITEMS FOR INFORMATION**

No items.

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

**FOR INFORMATION:**

Date of next meeting – Monday 21 March 2016 at 10.00 am in Committee Room B, Civic Centre



# NEIGHBOURHOOD SERVICES COMMITTEE

29 February 2016



**Report of:** Assistant Director (Neighbourhoods)

**Subject:** **HIGHWAY PLANNED MAINTENANCE WORKS (5 YEAR PROGRAMME)**

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## 1. TYPE OF DECISION / APPLICABLE CATEGORY

1.1 Key decision: RN 23/15. (Test li) and (ii) applies.

## 2. PURPOSE OF REPORT

2.1 To seek approval for the five-year planned highway maintenance programme for the period April 2016 to March 2021 (**See Appendix 1**).

## 3. BACKGROUND

- 3.1 The condition of the highway network is established from information obtained from SCANNER vehicles and Course Visual Inspections (CVIs). These inspections are carried out annually, by specialist contractors, in partnership with the other North of England Authorities. The information is then analysed, through the United Kingdom Pavement Management System (UKPMS), which allocates ratings to each section of highway ranging from 0 (good condition) to 100 (nil residual life).
- 3.2 This year, the Council has also utilised the services of Gaist Asset Management, who have undertaken video surveys of the network and used these to denote the condition of all carriageways and footpaths on a mapping system. The surveys are designed with the intention of providing the building blocks that are required to develop detailed maintenance plans.
- 3.3 For year 2016/2017 the allocation for highway maintenance from the Local Transport Plan is £1,086,000, and the 5 year programme has been prepared assuming that indicative levels for future years funding as provided by DfT will be as indicated.

- 3.4 The condition of the classified highway network is calculated from information obtained from a machine survey (SCANNER survey). The condition of the unclassified highway network is calculated from information obtained from Course Visual Inspections (CVIs). The Gaist surveys referred to above have complemented both of these processes.
- 3.5 Due to the large number of roads having the same condition rating, results are also augmented by rating assessments, carried out in house on the basis of Highway Inspector's reports. Consideration is also given to requests received from members of the public and elected Members, through the Neighbourhood Forums or directly to Officers.
- 3.6 The roads and footways indicated are those that are in the most need of repair, as identified by the methods detailed above. The priorities, however, may change over the coming years, as one highway can deteriorate more quickly than another. The highway network is constantly under threat from damage caused by increases in the volume of traffic, greater vehicle weights, the weather and the disturbance of the structure of the road through the digging of utility trenches. The key to managing/ maintaining the highway network successfully is to monitor the condition and at the best time, apply the most cost effective treatment to maximise the life of the road. The Council achieve this through both planned and reactive maintenance based on an assessment of need, and making use of the latest available processes and techniques.

#### 4. PROPOSALS

- 4.1 The 5-year programme attached at **Appendix 1** is based on the assumption that future year funding allocations will be of the levels indicatively provided by DfT.
- 4.2 Reconstruction works have been identified where other processes are not appropriate, and will be carried out in the interests of highway safety. Generally, however, other treatments such as re-surfacing and surface dressing, which are cost effective but have a shorter term impact than full reconstruction, are utilised.
- 4.3 All principal and classified roads are inspected using survey vehicles equipped with lasers, video image collection and inertial measurement apparatus to enable surveys of the road surface condition to be carried out whilst traveling at high speeds. These surveys are carried out using state of the art equipment.

#### 5. RISK IMPLICATIONS

- 5.1 Failure to maintain the network in a safe condition will result in potential third party claims against the Local Authority for person or property.

## 6. FINANCIAL CONSIDERATIONS

- 6.1 The five-year programme in previous years was funded by the Local Transport Plan (LTP) Structural Maintenance Block, together with a contribution from revenue budgets. However, due to recent savings on revenue budgets the works will only be funded from LTP budgets for the foreseeable future.
- 6.2 2016/17's LTP Structural Maintenance Block allocation is £1,086,000, and the programme has been established using estimated costs which may result in an under spend when all identified works have been completed. If this is the case a further report will be submitted to seek approval for additional works.
- 6.3 In considering the issues outlined in this report Members are reminded that significant additional Government Grant cuts will be made over the period 2016/17 to 2018/19. As a result the Council faces a budget deficit for the next three years of between £16.3m and £18.3m, depending on the level of Council Tax increases approved by Members over this period. The recommended strategy for managing the 2016/17 budget position is predicated on the use of significant one-off resources to provide a longer lead time to make permanent budget reductions and the following table summarises the annual budget deficits. Detailed proposals for achieving 2017/18 and 2018/19 budget reductions will need to be developed. Any additional budget pressures will increase the budget cuts which will need to be made and will need to be referred to the Finance and Policy Committee for consideration.

	Revised Forecast based on actual grant cut and 1.9% Council Tax increase £'m	Revised Forecast based on actual grant cut and 1.9% Council Tax increase and 2% Social Care Precept £'m
2016/17	4.749	4.179
2017/18	9.638	8.663
2018/19	3.945	3.443
Total	18.332	16.285
Cut as %age 15/16 budget	21%	19%

## 7. LEGAL CONSIDERATIONS

- 7.1 There are no legal implications attached to this report.

## 8. CHILD AND FAMILY POVERTY

- 8.1 There are no child and family poverty implications attached to this report.

**9. EQUALITY AND DIVERSITY CONSIDERATIONS**

9.1 There are no equality or diversity implications.

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

10.1 There are no Section 17 implications.

**11. STAFF CONSIDERATIONS**

11.1 There are no staff considerations attached to this report.

**12. ASSET MANAGEMENT CONSIDERATIONS**

12.1 The newly introduced traffic signals equipment will be included on the Asset Register.

**13. RECOMMENDATIONS**

13.1 The Neighbourhood Services Committee approves the proposed programme as shown in **Appendix 1**.

**14. REASONS FOR RECOMMENDATIONS**

14.1 To ensure that structural highway maintenance funding is prioritised to achieve maximum benefit from the available budget.

**15. BACKGROUND PAPERS**

15.1 There are no background papers.

**16. CONTACT OFFICER**

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## APPENDIX 1

<b>Year 1 2016/17</b>		
<b>Street</b>	<b>Location</b>	<b>Type</b>
A689	Dalton Back lane to Sappers Corner	Masterflex
Easington Road	John Howe Rbt to KOD Rbt	Masterflex
Elwick Road	High Tunstal to Cross Roads	Masterflex
Elwick Village	High Street	DBM
Burn Road	Mainsforth Terrace to Tesco	Masterflex
Mainsforth Terrace	Full	Masterflex
A179 Hart Bank	Full	Surface Dress
Westbrooke Avenue	Full	DBM
Oxford Road Roundabout	Full	Masterflex
King Oswy Drive	Sections	DBM
Elm Grove	Full	DBM
Oxford Street	Full	DBM
Colenso Street	Full	DBM
Skelton Street	Full	DBM
The Parade	Full	DBM
The Oval	Full	DBM
Ventnor Avenue	Full	DBM
North Road Elwick	Full	DBM
Stonethwaite Close	Junction with Powlett Road	DBM
Claremont Drive	Full	DBM
Thornhill Gardens	Full	DBM
Greatham Street	Full	DBM
Pine Grove	Full	DBM
Rogeri Place	Full	DBM
Torquay Avenue	Full	DBM
Sea View Terrace	Full	DBM
Beachfield Drive	Full	DBM
Lingdale Drive	Full	DBM
Egerton Terrace	Full	DBM
Comondale Drive	Full	DBM
Dunbar Road	Full	DBM
Byron Street	Full	DBM
Leyburn Street	Full	DBM



## APPENDIX 1

<b>Year 2 2017/18</b>		
<b>Street</b>	<b>Location</b>	<b>Type</b>
A689	Wynyard	Masterflex
A689	Owton Lodge to Brierton	Masterflex
Fens Crescent	Full	DBM
Manor Close	Full	DBM
Graythorp Industrial Estate Road	Full	Masterflex
Newlands Avenue	Full	DBM
Slake Terrace	Full	DBM
Freville Street	Full	DBM
Acclom Street	Full	DBM
Lancaster Road	Full	DBM
Gulliver Road	Full	DBM
Brenda Road	A689 to Seaton Lane	Masterflex
Granville Avenue	Full	DBM
Earlsferry Road	Full	DBM
Ashley Gardens	Full	DBM
Eaglesfield Road	Full	DBM
Mowbray Road	Full	DBM
Lauder Street	Full	DBM
Queensland Road	Full	DBM
Grainger Street	Full	DBM
Braemar Road	Full	DBM
Drayton Road	Full	DBM
Egerton road	Full	DBM
Campbell Road	Full	DBM
Lightfoot Crecent	Full	DBM
Westland Avenue	Full	DBM
Radnor Grove	Full	DBM
Manor Road	Full	DBM
Ashby Grove	Full	DBM
Wynyard Road	Sections	DBM

## APPENDIX 1

<b>Year 3 2018/19*</b>		
<b>Street</b>	<b>Location</b>	<b>Type</b>
A689	Bell Vue Way	Masterflex
Wells avenue	Full	DBM
Birchhill Gardens	Full	DBM
Glentower Grove	Full	DBM
Carroll Walk	Full	DBM
Brierton Llanel	Sections	DBM
Annandale Crescent	Full	DBM
Bruntoft Avenue	Full	DBM
William Street	Full	DBM
Casebourne Road	Full	DBM
Turnberry Grove	Full	DBM
Front street	Full	DBM
Kingsley Avenue	Full	DBM
Thompson Grove	Full	DBM
Jutland Road	Full	DBM
Duncan Road	Full	DBM
Staincliffe Road	Full	DBM
The Grove	Full	DBM
Oban Avenue	Full	DBM
Barton Avenue	Full	DBM
Carrick Street	Full	DBM
Crowland Road	Full	DBM
Grange Avenue	Full	DBM
Caernavon Grove	Full	DBM
Marine Drive	Full	DBM
Ivy Grove	Full	DBM
Carrick Street	Full	DBM
Park Avenue	Full	DBM
Lime Crescent	Full	DBM
Windemere Road	Full	Masterlax
Winterbottom Avenue	Full	Masterlax

## APPENDIX 1

<b>Year 4 2019/20</b>		
<b>Street</b>	<b>Location</b>	<b>Type</b>
Tees Road	Full	Masterflex
Brenda Road	Power Station to Tofts Farm	Masterflex
Thomlinson Road	Full	DBM
Wynyard Mews	Full	DBM
Castle Howard Close	Full	DBM
Tunstall Grove	Full	DBM
The Crescent	Full	DBM
Cowper Grove	Full	DBM
Hillcrest Grove	Full	DBM
Chatham Gardens	Full	DBM
Haldane Grove	Full	DBM
Butts Lane	Full	DBM
Dalton Piercy Mian Road	Full	DBM
Old Cemetery Road	Full	DBM
Ridlington Way	Full	DBM
Cranewell Road	Full	DBM
Edgar Street	Full	DBM
Lizard Grove	Full	DBM
Troutpool Close	Full	DBM
Marina Way	Full	Masterflex
Greenland Road	Full	DBM
Cornwall Street	Full	DBM
Moor Prade	Full	DBM
Dalton Street	Full	DBM
Bilsdale Road	Full	DBM
Warkworth Drive	Full	DBM
Johnson Street	Full	DBM
Winthorpe Grove	Full	DBM
Baptist Street	Full	DBM
Bertha Street	Full	DBM
Kesteven Road	Full	DBM
Otterpool Close	Full	DBM
Stephen Street	Full	DBM

## APPENDIX 1

Year 5 2020/21		
Street	Location	Type
The Parade	All	DBM
Elwick Road	Park Gates Area	DBM
Elwick Road	Baden Street to Newlands Avenue	DBM
Grange Road	The Oval to Wooler Road	DBM
Eamont Gardens	All	DBM
Coronation Drive	Sections	
Elwick Road	Catcote Road to Park Road	
Cleveland Road	All	DBM
Hart Lane	150m either side of Dunston Road	DBM
A689	Greatham back Lane to Claxton Bridge Slow Lane out of town	Masterflex
A689	Dalton Back lane to Queens Meadow. Slow Lane various into town	Masterflex
A689	Queens Meadow to Truro Drive Slow Lane various into town	Masterflex
Road into Dalton Piercy	Various areas	DBM
Victoria Road	York Road to A689	DBM
Northgate	Various Areas	DBM

\*Note: Schemes may need to be prioritised/substituted if deterioration is accelerated on certain roads and due to funding.(other schemes may also need be included within the 5 years)

# NEIGHBOURHOOD SERVICES COMMITTEE

29<sup>th</sup> February 2016



**Report of:** Assistant Director (Neighbourhoods)

**Subject:** OCEAN ROAD AREA PROPOSED 20MPH LIMIT

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non Key.

## 2. PURPOSE OF REPORT

2.1 To seek approval for the introduction of a 20mph limit in the Ocean Road area.

## 3. BACKGROUND

3.1 Following requests from residents via Ward Councillors a consultation took place regarding the potential implementation of a 20mph speed restriction, covering Ocean Road and adjacent streets. See **Appendix 1**.

## 4. PROPOSALS

4.1 The appropriate 20mph signage will be placed at the entrances to the area, with additional repeater signage installed within the 20mph limit itself. There will be no physical traffic calming measures installed.

## 5. CONSULTATION

5.1 Consultation letters were hand delivered, throughout the area early December 2015, and were also sent to the three Ward Councillors. Letters and plans were sent out to around 177 households in the area. From the replies received, 80 were in favour of the 20mph limit (45% of the total properties, and 84% of those returned), 14 were against it (8% of the total properties, and 15% of those returned) and 1 was undecided.

**6. RISK IMPLICATIONS**

- 6.1 There are no risk implications attached to this report.

**7. FINANCIAL CONSIDERATIONS**

- 7.1 The scheme would be funded via the Local Transport Plan budget allocation, and the estimated cost will be approximately £2,000.

**8. LEGAL CONSIDERATIONS**

- 8.1 Subject to approval of the scheme a traffic regulation order will be advertised for the 20mph speed limit, in accordance with the statutory legal procedures.

**9. CHILD AND FAMILY POVERTY**

- 9.1 There are no child and family poverty implications attached to this report.

**10. EQUALITY AND DIVERSITY CONSIDERATIONS**

- 10.1 There are no equality and diversity considerations attached to this report.

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

- 11.1 There are no Section 17 considerations attached to this report.

**12. STAFF CONSIDERATIONS**

- 12.1 There are no staff considerations attached to this report.

**13. ASSET MANAGEMENT CONSIDERATIONS**

- 13.1 The associated signage will be included on the Asset Register.

**14. RECOMMENDATIONS**

- 14.1 The Neighbourhood Services Committee approves the proposed 20mph speed limit.

**15. REASONS FOR RECOMMENDATIONS**

- 15.1 The scheme would improve road safety and encourage slower speeds in the area.

**16. BACKGROUND PAPERS**

- 16.1 None.

**17. CONTACT OFFICER**

- 17.1 Alastair Smith  
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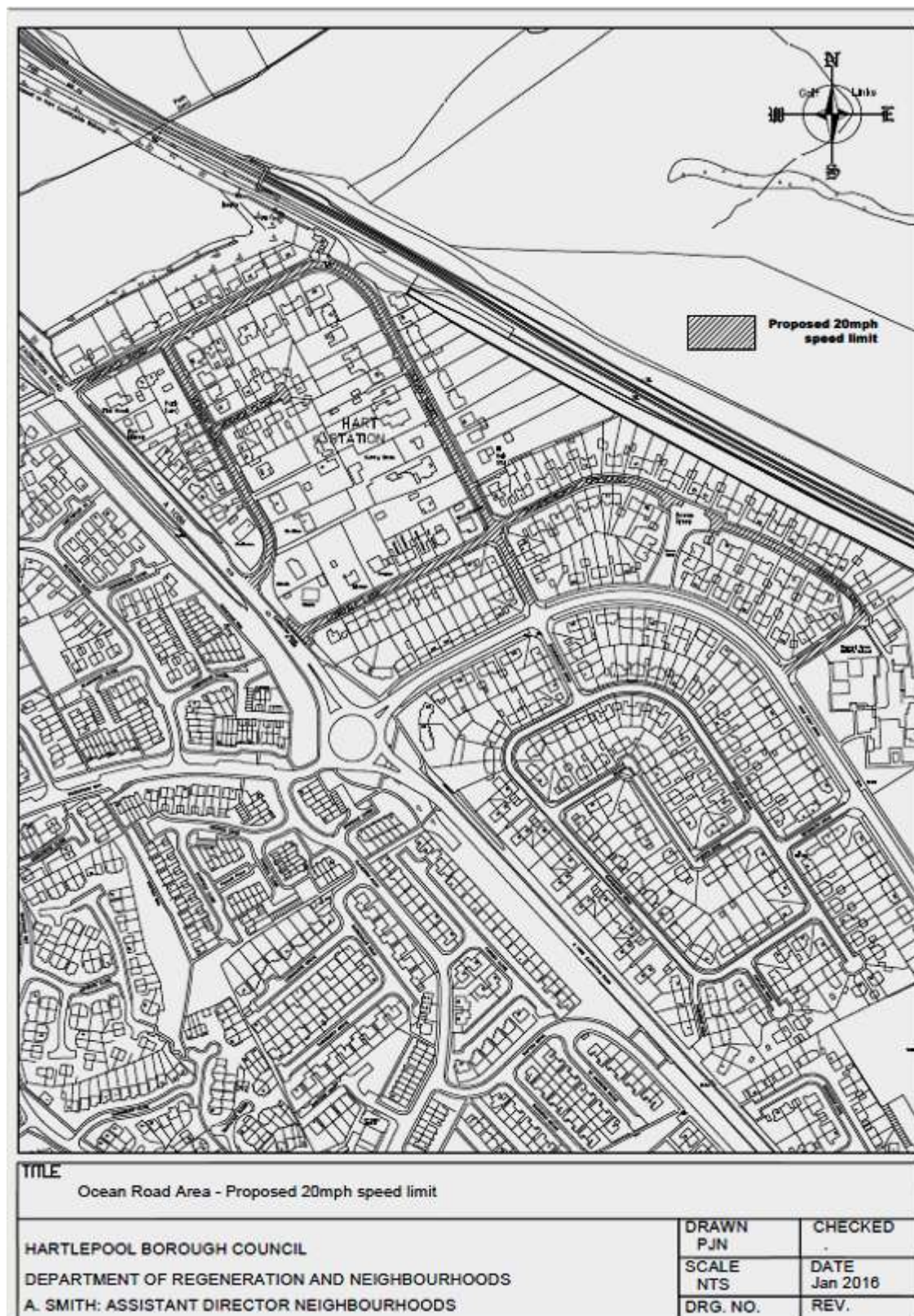
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# NEIGHBOURHOOD SERVICES COMMITTEE

29<sup>th</sup> February 2016



**Report of:** Assistant Director (Neighbourhoods)

**Subject:** **SCHOOL TIME PARKING RESTRICTION –  
TALLAND CLOSE**

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## **1. TYPE OF DECISION/APPLICABLE CATEGORY**

1.1 This is a non-key decision.

## **2. PURPOSE OF REPORT**

2.1 To report on the outcome of a consultation with residents regarding an experimental school time parking restriction at Talland Close.

## **3. BACKGROUND**

3.1 Neighbourhood Services Committee considered and approved a report to introduce a prohibition of parking restriction during school times at Talland Close at its meeting on 17<sup>th</sup> November 2014.

3.2 Talland Close is a cul-de-sac with a pedestrian access to Clavering Road. The closeness of this pedestrian access way to Clavering Primary School encourages some parents to park in Talland Close as a convenient parking area during school collection times.

3.3 Properties on Talland Close do have some existing limited off street parking which, particularly during the school collection times, is proving insufficient to meet the excess vehicular demand which has led to reported cases of driveway obstruction and cases of inconsiderate parking.

3.4 Members considered the views of residents and agreed to approve a 12 month experimental scheme to be reviewed following further consultation with residents over the restrictions effectiveness.

#### **4. PROPOSALS**

- 4.1 The existing experimental order provides a prohibition of parking restriction during the main school collection times and covers those properties closest to the pedestrian access onto Clavering Road. **(See Appendix A).**
- 4.2 Residents in Talland Close were consulted on the effectiveness / impact on traffic during this experimental period and asked if they wished the existing arrangements to be formally adopted or for the temporary Traffic Regulation Order to be revoked.
- 4.3 Officers consulted 52 residents and responses were received from 25 properties (equating to 48% of those consulted). Of those responses, 16 residents were in favour of formally adopting the experimental traffic restrictions on a permanent basis, whilst 9 residents would prefer to revoke and remove the temporary traffic regulation order currently in place.
- 4.4 It is therefore proposed that the existing experimental Restriction of Waiting, loading and unloading traffic regulation order, applicable Monday – Friday between the hours 8:30 – 9:30 & 14:30 -15:30 be formally adopted on a permanent basis.

#### **5. RISK IMPLICATIONS**

- 5.1 There are no risk implications.

#### **6. FINANCIAL CONSIDERATIONS**

- 6.1 The carriageway markings and appropriate signage are already in place and comply with the requirements of the Traffic Signs and General Directions Order. There would therefore be no initial financial cost, whilst any future maintenance work would be met from the Parking Services operational budget.

#### **7. LEGAL CONSIDERATIONS**

- 7.1 A twelve month experimental order is already in place which will be either revoked when it expires or formally adopted on a permanent basis by the Head of Legal Services, dependant on the decision of Members.

#### **8. CHILD AND FAMILY POVERTY**

- 8.1 There are no child and family poverty implications.

**9. EQUALITY AND DIVERSITY CONSIDERATIONS**

- 9.1 There are no equality or diversity implications.

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

- 10.1 There are no Section 17 implications.

**11. STAFF CONSIDERATIONS**

- 11.1 Enforcement would be carried out by Hartlepool Borough Council Civil Enforcement Officers under the jurisdiction of the Traffic Management Act 2004.

**12. ASSET MANAGEMENT CONSIDERATIONS**

- 12.1 There are no asset management considerations as the existing signs and carriageway markings are already included in on the Asset Management Register.

**13. RECOMMENDATIONS**

- 13.1 That the existing experimental Restriction of Waiting, loading and unloading traffic regulation order, applicable Monday – Friday between the hours 8:30 – 9:30 & 14:30 -15:30 be formally adopted on a permanent basis.

**14. REASONS FOR RECOMMENDATIONS**

- 14.1 To reflect the views of the majority of residents who responded to the consultation.
- 14.2 To assist with road safety concerns at school collection times, provide some on-street parking availability for residents of Talland Close and allow enforcement action to be taken against vehicles that obstruct or park inconsiderately in contravention of the parking restriction.

**15. BACKGROUND PAPERS**

- 15.1 Regeneration and Neighbourhoods Portfolio report 10<sup>th</sup> December 2012.
- 15.2 Neighbourhood Services committee report 17<sup>th</sup> November 2014.

**16. CONTACT OFFICER**

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APPENDIX A

**KEY**

Restriction of waiting, loading and unloading Mon - Fri between the hours 8:30 - 9:30 & 14:30 - 15:30

Suffr.	Description	Date
<b>AMENDMENTS</b>		
<p><b>BOROUGH OF HARTLEPOOL</b>  REGENERATION AND NEIGHBOURHOODS DEPARTMENT  NEIGHBOURHOODS DIVISION  ASSISTANT DIRECTOR (NEIGHBOURHOODS) : A.Smith  One centre, Victoria Road, Hartlepool TS24 8WY, Tel. (01429) 523556</p>		
<p>Talland Close Experimental Order</p>		
<p><b>Scale</b></p> <p>NTS</p>	<p><b>Date</b> 12/11/14  <b>Drawn</b> SC  <b>Checked</b> CHECK</p>	<p><b>Org. No.</b></p> <p style="font-size: 1.2em; font-weight: bold;">NO.</p>

# NEIGHBOURHOOD SERVICES COMMITTEE

29<sup>th</sup> February 2016



**Report of:** Assistant Director (Neighbourhoods)

**Subject:** BRENDA ROAD SPEED LIMIT

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

## 2. PURPOSE OF REPORT

2.1 To update the Committee on further investigations into potential speed limit alterations on Brenda Road.

## 3. BACKGROUND

3.1 A report was presented to the Committee in October 2015, proposing a reduction in speed limit, from 40mph to 30mph, on the section of Brenda Road between the A689 and B&Q roundabouts.

3.2 While this was accepted, it was also questioned whether the section of road from B&Q roundabout to Seaton Lane roundabout should also be reduced to 30mph. It was highlighted that this section of road is currently a 50mph limit, which would obviously require a drop of 20mph to reach a 30mph limit. It is also industrial in nature without direct access to properties; buildings are set back from the road, and is a long straight road which lends itself to a higher limit than 30mph.

3.3 Department for Transport guidance on setting speed limits is shown overleaf, which indicates that either a 40mph or 50mph limit would be appropriate.

**Table 1 Speed Limits in Urban Areas – Summary**

<b>Speed limit (mph)</b>	<b>Where limit should apply</b>
20 (including 20 mph zone)	In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function.
30	In other built-up areas (where motor vehicle movement is deemed more important), with development on both sides of the road.
40	On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians. On roads with good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. On roads that, wherever possible, cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places.
50	On dual carriageway ring or radial routes or bypasses that have become partially built up, with little or no roadside development.

#### 4. PROPOSALS

- 4.1 Following the October meeting, a speed survey has been carried out, and the results are shown at **Appendix 1**.
- 4.2 This shows that the 24 hour 85<sup>th</sup> percentile speed is 41mph, suggesting that a reduction from 50mph to 40mph would be acceptable. The survey also shows that the 24 hour average speed is 36mph. A reduction to 30mph would therefore mean a significant number of motorists being well in excess of the speed limit, and at a speed which the Police would enforce.
- 4.3 Speed limits need to appear to be appropriate to motorists, in order to achieve a reasonable level of compliance with them. Otherwise there can be an unreasonable expectation of enforcement placed on the Police from the public.
- 4.4 It is therefore proposed to reduce the speed limits on Brenda Road as follows:- (see **Appendix 2**)
- i) Seaton Lane – B & Q roundabout – 50 mph – 40 mph
  - ii) B & Q roundabout to A689 – 40 mph – 30 mph.

**5. CONSULTATION**

- 5.1 The survey has been discussed at the Council's Traffic Liaison Group, and the Police stated they would be against a reduction to 30mph for the reasons outlined in this report. Stagecoach, which run a 10 minute service each way along Brenda Road, were also opposed to a 30mph limit, and the general consensus was that a reduction to 40mph would be a much more acceptable reduction.

**6. RISK IMPLICATIONS**

- 6.1 There are no risk implications attached to this report.

**7. FINANCIAL CONSIDERATIONS**

- 7.1 The scheme would be funded via the Local Transport Plan budget allocation, and the estimated cost will be approximately £2,000.

**8. LEGAL CONSIDERATIONS**

- 8.1 A traffic regulation order will need to be advertised for the change in speed limit.

**9. CHILD AND FAMILY POVERTY**

- 9.1 There are no child and family poverty implications attached to this report.

**10. EQUALITY AND DIVERSITY CONSIDERATIONS**

- 10.1 There are no equality and diversity considerations attached to this report.

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

- 11.1 There are no Section 17 considerations attached to this report.

**12. STAFF CONSIDERATIONS**

- 12.1 There are no staff considerations attached to this report.



**13. ASSET MANAGEMENT CONSIDERATIONS**

- 13.1 There are no asset management considerations attached to this report.

**14. RECOMMENDATIONS**

- 14.1 The Neighbourhood Services Committee approves the reduction in speed limits on Brenda Road as follows:

- i) Seaton Lane – B&Q roundabout - 50mph to 40mph.
- ii) B&Q roundabout to A689 - 40mph to 30mph.

**15. REASONS FOR RECOMMENDATIONS**

- 15.1 To help improve road safety in the area.

**16. BACKGROUND PAPERS**

- 16.1 None.

**17. CONTACT OFFICER**

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BRENDA ROAD NORTH OF PARK ROAD WEST																	
Site Number: 00072660				From 14/12/2015 To 19/12/2015										Site Reference: SDR.60			
Speed Summary(5 Day Ave.) Report				No Filters Applied										All Channels			
Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <20MPH	Bin 2 20-<25	Bin 3 25-<30	Bin 4 30-<35	Bin 5 35-<40	Bin 6 40-<45	Bin 7 45-<50	Bin 8 50-<55	Bin 9 55-<60	Bin 10 60-<65	Bin 11 65-<70	Bin 12 70-<75	Bin 13 ≥75	
00:00	27	47	40	8	0	1	1	4	8	6	3	2	1	1	0	0	0
01:00	13	52	43	9	0	0	0	2	4	2	2	2	0	0	0	0	0
02:00	21	47	40	8	0	0	2	2	6	7	2	2	0	0	0	0	0
03:00	16	44	40	7	0	0	1	3	4	5	1	1	0	0	0	0	0
04:00	26	44	38	7	0	0	2	7	8	5	3	0	1	0	0	0	0
05:00	179	45	39	6	0	0	8	31	68	46	20	5	1	0	0	0	0
06:00	316	44	38	6	0	1	16	77	116	68	24	10	3	1	0	0	0
07:00	658	42	36	6	2	9	68	204	226	108	32	7	2	1	0	0	0
08:00	879	41	36	5	2	11	82	313	319	119	26	6	1	0	0	0	0
09:00	839	41	36	5	1	6	77	289	321	112	28	4	2	1	0	0	0
10:00	843	41	36	5	1	7	75	320	302	106	25	5	1	1	0	0	0
11:00	895	40	35	5	1	5	89	337	330	105	23	5	1	1	0	0	0
12:00	1008	41	36	5	0	10	98	369	361	132	27	8	0	0	0	0	0
13:00	1008	40	35	5	1	10	97	381	360	125	26	6	2	0	0	0	0
14:00	997	40	35	5	1	9	103	381	360	112	24	5	2	0	0	0	0
15:00	975	40	35	5	1	14	110	365	339	110	28	5	2	1	0	0	0
16:00	1098	39	34	5	2	14	199	478	299	83	20	3	0	0	0	0	0
17:00	973	40	35	5	0	13	126	389	314	104	22	3	2	0	0	0	0
18:00	858	42	36	6	0	4	57	234	223	101	29	6	2	1	0	0	0
19:00	434	43	37	6	0	1	30	127	160	77	24	10	3	1	1	0	0
20:00	236	45	39	7	0	1	11	54	77	58	24	7	2	2	0	0	0
21:00	182	45	40	7	0	0	8	34	63	49	14	8	3	2	0	0	0
22:00	155	47	40	7	0	0	8	36	42	41	17	8	3	1	0	0	0
23:00	58	46	40	8	0	0	3	12	18	13	6	2	1	0	0	0	0
Total																	
12H(7-19)	10833	40	35	5	12	113	1181	4060	3754	1318	308	62	18	7	2	0	0
16H(6-22)	12000	41	36	5	13	116	1245	4352	4170	1570	393	96	27	12	4	1	0
18H(6-24)	12212	41	36	5	13	116	1256	4400	4230	1624	416	107	31	14	5	1	0
24H(0-24)	12495	41	36	5	13	118	1270	4449	4328	1656	446	119	34	16	5	1	0
AM Peak	11:00 895	01:00 52	01:00 43	01:00 9	08:00 2	08:00 11	11:00 89	11:00 337	11:00 330	08:00 119	07:00 32	06:00 10	06:00 3	06:00 1	06:00 0	06:00 0	11:00 0
PM Peak	16:00 1098	22:00 47	23:00 40	23:00 8	16:00 2	16:00 14	16:00 199	16:00 478	12:00 361	12:00 132	18:00 29	19:00 10	21:00 3	21:00 2	19:00 1	20:00 0	23:00 0
Local Events Included & Global Events Included																	
Printed at: 07:32:41 on Mon 21 Dec 2015																	



TITLE

Brenda Road - Proposed Speed Limit amendment

HARTLEPOOL BOROUGH COUNCIL

DEPARTMENT OF REGENERATION AND NEIGHBOURHOODS

A. SMITH: ASSISTANT DIRECTOR NEIGHBOURHOODS

DRAWN  
PJNSCALE  
NTS

DRG. NO.

CHECKED

DATE  
Feb 2016

REV.