

**PLEASE NOTE CHANGE TO TIME OF MEETING**

**NEIGHBOURHOOD SERVICES  
COMMITTEE AGENDA**



**Tuesday 21<sup>st</sup> June 2016**

**at 3.15 pm**

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

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors Beck, Belcher, Hunter, James, Loynes, Robinson and Springer

**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 21 March 2016 (*previously circulated*).
- 3.2 To receive the Minutes and Decision Record of the meetings of the Emergency Planning Joint Committee held on 2 December 2015 and 24 February 2016.

**4. KEY DECISIONS**

- 4.1 Local Transport Plan 2015-16 Outturns and 2016-17 Programme – Director of Regeneration and Neighbourhoods
- 4.2 Additional Highway Maintenance Funding – Director of Regeneration and Neighbourhoods



# PLEASE NOTE CHANGE TO TIME OF MEETING

## 5. OTHER ITEMS REQUIRING DECISION

- 5.1 Park Avenue Safety Scheme – *Director of Regeneration and Neighbourhoods*
- 5.2 Proposed 20mph Speed Restrictions - Rift House, Macaulay Road Area – *Director of Regeneration and Neighbourhoods*
- 5.3 Brenda Road Speed Limit Objection – *Director of Regeneration and Neighbourhoods*
- 5.4 Hart Primary School Parking – *Director of Regeneration and Neighbourhoods*
- 5.5 Proposed 20mph Speed Restrictions – Burbank Street Area – *Director of Regeneration and Neighbourhoods*
- 5.6 Weldeck Road Traffic Regulation Order Objections – *Director of Regeneration and Neighbourhoods*
- 5.7 Hartlepool Marina Infrastructure – *Director of Regeneration and Neighbourhoods*
- 5.8 Hartlepool Car Club – *Director of Regeneration and Neighbourhoods*

## 6. ITEMS FOR INFORMATION

No items

## 7. ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT

### ITEMS FOR INFORMATION: -

Date of next meeting – Tuesday 26 July 2016 at 10.00am in the Civic Centre, Hartlepool.



# **EMERGENCY PLANNING JOINT COMMITTEE**

## **MINUTES AND DECISION RECORD**

2<sup>nd</sup> December 2015

The meeting commenced at 1.00pm at the Emergency Planning Annex, Stockton Police Station, Bishop Street, Stockton-on-Tees

**Present:**

Councillor: Marjorie James (Hartlepool Borough Council) (In the Chair)

In accordance with Council Procedure Rule 4.2 Councillor Mick Thompson (Middlesbrough Borough Council) was in attendance as substitute for Councillor Charles Rooney (Middlesbrough Borough Council)

Officers: Stuart Marshall, Chief Emergency Planning Officer  
Rachael Campbell, Emergency Planning Officer  
Jon Hepworth, Group Accountant (Regeneration and Neighbourhoods)  
Jo Stubbs, Democratic Services Officer

### **48. Apologies for Absence**

Apologies were submitted by Councillors Charles Rooney (Middlesbrough Borough Council) and Mike Smith (Stockton Borough Council)

### **49. Abandonment of Meeting**

Owing to the lack of a quorum the meeting was abandoned. All items to be deferred to the next meeting.

The meeting concluded at 13:10.

**P J DEVLIN**

**CHIEF SOLICITOR**

**PUBLICATION DATE: 9<sup>th</sup> December 2015**

# **EMERGENCY PLANNING JOINT COMMITTEE**

## **MINUTES AND DECISION RECORD**

24<sup>th</sup> February 2016

The meeting commenced at 1.00pm at the Emergency Planning Annex, Stockton Police Station, Bishop Street, Stockton-on-Tees, TS18 1SY

**Present:**

Councillor: Marjorie James (Hartlepool Borough Council) (In the Chair)

Councillors: Mike Smith (Stockton Borough Council)

In accordance with Council Procedure Rule 4.2 Councillor Julia Rostron (Middlesbrough Borough Council) was in attendance as substitute for Councillor Charles Rooney

Officers: Stuart Marshall, Chief Emergency Planning Officer  
Jon Hepworth, Group Accountant (Regeneration and Neighbourhoods)  
Jo Stubbs, Democratic Services Officer

### **50. Apologies for Absence**

Apologies were submitted by Councillor Charles Rooney (Middlesbrough Borough Council)

### **51. Declarations of interest by Members**

None

### **52. Confirmation of the minutes of the meeting held on 2<sup>nd</sup> December 2015**

The minutes were received

### **53. 2014/15 Annual Return and Audit Report** (*Chief Finance Officer*)

#### **Purpose of report**

To enable Members to approve the Annual Return for 2014/15 and present the external audit report by BDO LLP

**Issue(s) for consideration by the Committee**

The Group Accountant provided background information and made reference to the Audit Commission return, a copy of which was attached as an appendix to the report. The return included the Accounting Statements, Annual Governance Statement and Annual Internal Audit Report. Also appended was a document detailing issues arising from the audit and an action plan for said issues. Members were informed that in the future there would be no requirement for an audit to be carried out on the Cleveland Emergency Planning Joint Committee as they would be below the financial requirement. The committee was advised that the finances would be overseen as part of the wider Hartlepool Council arrangements.

**Decision**

That the Annual Return be approved, the 'Issues Arising' noted and the management responses to these be approved.

**54. Financial Management Report – as at 30<sup>th</sup> September 2015** *(Chief Finance Officer and Chief Emergency Planning Officer)***Purpose of Report**

- a) To provide details of progress against the Joint Committee's overall revenue budget for 2015/2016
- b) To provide a medium term financial forecast for the 5 year period covering 2016/17 to 2020/2021
- c) To make recommendations for addressing the effect of annual 5% reductions in Local Authority contributions and a potential removal of Local Levy Fund income in 2017/18

**Issue(s) for consideration by the Committee**

The Group Accountant outlined the performance and progress of the Emergency Planning Unit (EPU) against the approved 2015/16 revenue budget up to end of September 2015. There was a forecast favourable variance of £43,000 on the main Emergency Planning budget mainly due to savings from an internal staffing restructure. It was proposed that this favourable variance be transferred to reserves to support future service delivery. A further unfavourable variance of £16,000 was identified in the main budget due to the accommodation move. Reserves had been released for this purpose. Longer term financial pressures on the Unit were expected to increase substantially from 2017/18 onward if contributions from the 4 local authorities continue to decrease by 5% from March 2018.

Local Levy Fund arrangements were also due to end in March 2017. As staffing accounted for 65% of the Unit's running costs the proposed 1% pay increase, 2016 National insurance increase and phased implementation of a National Living Wage would also have a significant impact and could result in a £73,000 deficit by 2020/2021. The Group Accountant queried whether, given these concerns, the committee would support writing to the Leaders of the 4 authorities regarding the continuation of the 5% annual reduction and associated risks.

Members discussed the possible impact budget pressures might have on the unit. The Chair felt there was a danger that the Unit could be absorbed into one of the emergency services or the 4 local authorities thereby losing its independence. The Chief Emergency Planning Officer identified that different models operate across the country and outlined a number of benefits of the current arrangements, including the ability to allocate a greater number of staff to a response, the development of areas of specialism and the benefits for partners of a single point of contact. By being independent the current arrangements ensure that Emergency Planning remains the core focus and does not become secondary to the parent service's objectives. The Chair felt stability of membership of the committee and regular attendance at meetings was important as the Unit needed a champion in each authority to ensure that the role and function was understood within each local authority against a background of budget reductions and changes at a local authority level. Members agreed that it was important that the Unit retain its independence particularly given the risk profile of the area including the high concentration of COMAH sites.

In terms of the Local Levy Fund arrangements the Chair advised that a request had been made to the local levy fund that this continue for a further 3 years following March 2017, however options were to be discussed at future RFCC meeting. It was hoped that this funding could be utilised to retain the Unit's dedicated resilience worker. The Chair also suggested that in the aftermath of incidents businesses and those benefitting from the role be asked to pay a financial contribution into the Unit to support future resilience work. This could lead to financial savings for the businesses affected, provide income to the Unit and potentially save lives.

Members also discussed issues around fires at waste sites and flooding.

### **Decision**

That the following be approved:

- a) Use of £16,000 of reserves to fund the cost of the accommodation move and release £15,000 as part of the strategy to use up the Training and Exercising Group Reserve by March 2017
- b) Transferral of any underspend to reserves to support future service

delivery

- c) Noting that the savings requirement target for 2016/17 had been achieved
- d) Reporting to the Leaders and Chief Executives of the 4 Councils during 2016/17 to recommend a longer term financial strategy for the Unit including the proposal to fix the annual contribution in cash terms from 2017/18
- e) The measures detailed for addressing the forecast deficit in the medium term.

## **55. Financial Management Report – as at 31<sup>st</sup> December 2015** *(Chief Finance Officer and Chief Emergency Planning Officer)*

### **Purpose of Report**

To provide details of progress against the Joint Committee's overall revenue budget for 2015/2016

### **Issue(s) for consideration by the Committee**

The Group Accountant outlined the performance and progress of the Emergency Planning Unit (EPU) against the approved 2015/16 revenue budget up to the end of 2015. There was a forecast favourable variance of £61,000 on the main Emergency Planning budget. This was a higher variance than was reported for the end of September mainly due to an additional staffing vacancy resulting in £16,000 less expenditure on salaries on the Local Levy Fund budget.

### **Decision**

That the following be approved:

- a) Use of £16,000 of reserves to fund the cost of the accommodation move and release £15,000 as part of the strategy to use up the Training and Exercising Group Reserve by March 2017
- b) Transferral of any underspend to reserves to support future service delivery

**56. CEPU Action Plan 2015/16** *(Chief Emergency Planning Officer)***Purpose of Report**

To provide members with an update on the progress of the Cleveland Emergency Planning Unit against the 2015/16 action plan.

**Issue(s) for consideration by the Committee**

The Chief Emergency Planning Officer provided an overview of progress made against the Cleveland Emergency Planning Unit Action Plan set in May 2015. He was confident that all actions would be delivered and outlined a number of the actions delivered in this quarter. Details were also given of key themes which were being progressed alongside the action plan. The CEPO advised that a full detailed report of all actions would be brought to the next meeting.

**Decision**

That the report be noted.

**57. Reported Incidents and Warnings Received** *(Chief Emergency Planning Officer)***Purpose of Report**

To inform members of the incidents reported and warning communications received and dealt with by the Cleveland Emergency Planning Unit between 19<sup>th</sup> November 2015 and 31<sup>st</sup> January 2016.

**Issue(s) for consideration by the Committee**

Between 19<sup>th</sup> November 2015 and 31<sup>st</sup> January 2016 the Cleveland Emergency Planning Unit received 5 weather warnings, 3 cold weather alerts, 10 flood alerts and 2 flood warnings. 7 notification blue alerts were issued but no red alerts. Details of 6 incidents of note were appended to the report.

The Chair identified that following discussion with the CEPO at the pre-agenda meeting a more comprehensive standard report could be produced for members. The committee was in support of developing this standard report.



**Decision**

That the report be noted.

The meeting concluded at 2pm

**P J DEVLIN**

**CHIEF SOLICITOR**

**PUBLICATION DATE: 4<sup>th</sup> March 2016**

# NEIGHBOURHOOD SERVICES COMMITTEE

21st June 2016



**Report of:** Director of Regeneration and Neighbourhoods

**Subject:** **LOCAL TRANSPORT PLAN 2015/16 OUT-TURNS  
AND 2016/17 PROGRAMME**

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## 1. TYPE OF DECISION / APPLICABLE CATEGORY

1.1 Key Decision Test (i) and (ii) applies. Forward Plan Reference No. **RN09/16**.

## 2. PURPOSE OF REPORT

2.1 To inform the Neighbourhood Services Committee of the progress made under the Local Transport Plan delivery programme during 2015/16, and to identify potential schemes for 2016/17.

## 3. BACKGROUND

3.1 The third Local Transport Plan (LTP) 2011-2026, sets out how a Safe and Sustainable Transport system can be delivered within Hartlepool. It was recognised that funding, particularly in the short to medium term, was significantly reduced from the second LTP period and, whilst this represented a significant barrier to delivering the Council's aspirations for improving the transport network in Hartlepool, it provided 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 LTP's but was 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 continues to 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.

3.3 On 31<sup>st</sup> March 2015, the final year of the LTP Delivery Plan (2011-2015) was concluded. The subsequent LTP Strategic Delivery Plan (2015-21), had been approved at the Neighbourhood Services Committee meeting on

16<sup>th</sup> March 2015, covering the 6 year period, (indicative allocations for the final 3 year periods) - see **Appendix 1**.

- 3.4 Year 1 (2015-2016) of the Strategic Delivery Plan (2015-21), was completed on 31<sup>st</sup> March 2016, with Year 2 commencing from 1<sup>st</sup> April 2016.

#### **4. PROPOSALS**

- 4.1 The tables identifying the works delivered during 2015/16, and the proposed schemes for 2016/17, are shown in **Appendix 2**.

- 4.2 Details of the Highway Maintenance schemes, completed during 2015/16, are detailed in **Appendix 3**.

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

- 5.1 There are no risk implications attached to this report

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

- 6.1 All works / schemes will be funded via the LTP allocation, from Central Government, as detailed in the Local Transport Delivery Plan (2015-2021), which was approved by the Neighbourhood Services Committee on 16<sup>th</sup> March 2015.
- 6.2 Structural highway maintenance – the 2016/17 LTP allocation will be £1,086,000. Proposed schemes were approved at the Neighbourhood Services Committee meeting on 29<sup>th</sup> February, 2016 (Highway Planned Maintenance Works 5 Year Programme).
- 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 2017/18 to 2019/20. As a result the Council will face a significant budget deficit for the next three years the extent of which will depend on the level of Council Tax increases approved by Members over this period. Detailed proposals for achieving 2017/18, 2018/19 and 2019/20 budget reductions will need to be developed. Any additional budget pressures will increase the level of budget cuts which will need to be made and will need to be referred to the Finance and Policy Committee for consideration.

#### **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 CONSIDERARIONS**

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 There are no asset management considerations attached to this report. Any such considerations relating to future schemes, funded by the LTP, will be reported individually, as and when appropriate.

**13. RECOMMENDATIONS**

13.1 That the Neighbourhood Services Committee notes the works / schemes delivered during 2015/2016, and approves the proposed schemes for 2016/2017.

**14. REASONS FOR RECOMMENDATIONS**

14.1 The five year maintenance programme has previously been agreed by Members on the 29<sup>th</sup> February 2016. This report enables the facilitation of the continuance of the Local Transport Plan delivery programme.

**15. BACKGROUND PAPERS**

15.1 There are no background papers.

**16. CONTACT OFFICER**

Denise Ogden  
Director of Regeneration and Neighbourhoods  
Level 3  
Civic Centre  
Hartlepool  
TS24 8AY

E-mail: [denise.ogden@hartlepool.gov.uk](mailto:denise.ogden@hartlepool.gov.uk)

Peter Frost  
Highways, Traffic and Transport Team Leader  
Level 4  
Civic Centre  
Hartlepool  
TS24 8AY

Tel: (01429) 523200

E-mail: [peter.frost@hartlepool.gov.uk](mailto:peter.frost@hartlepool.gov.uk)

**Allocation of Integrated Transport Block Capital Funding (2015/16 to 2020/21)**

Theme	Scheme Type	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
		£000's	£000's	£000's	£000's	£000's	£000's
Bus Infrastructure (BI)	Bus Stop Improvements	25	25	25	25	25	25
Cycling Schemes (CY)	Cycle tracks/lanes	100	100	100	100	100	90
	New cycle parking facilities	5	5	5	5	5	5
Sustainable Travel (ST)	Sustainable Travel Improvements	25	25	25	25	25	25
Local Safety Schemes (LS)	Safer routes to school	75	75	75	75	75	75
	Local Safety Schemes	75	75	75	75	75	75
	Signage Improvements	14	14	14	14	14	14
Road Crossings (RC)	Dropped Kerbs	35	35	35	35	35	35
Traffic Management and Traffic Calming (TM)	Traffic Signal Improvements	50	50	50	50	50	50
	School Safety Schemes	30	30	30	30	30	30
	Highway Improvement Schemes	85	85	85	85	85	85
Local Road Schemes (RD)	Verge Hardening Programme	50	50	50	50	50	50
	Access to Employment	50	50	50	50	50	50
Hartlepool Vision (HV)	Masterplan Improvements	50	50	50	50	50	50
Miscellaneous (OS)	Car park improvements	50	50	50	50	50	50
	LTP Development						10
<b>Total</b>		<b>719</b>	<b>719</b>	<b>719</b>	<b>719</b>	<b>719</b>	<b>719</b>

Scheme Type	2015/2016	2016/2017
Bus Network Improvement Schemes	<p>Contribution to :</p> <p><b>Powlett Road</b> – Provision of extra lane westbound to reduce delays.</p>	<p>Refer to Bus Infrastructure schemes (below)</p>
Bus Infrastructure	<p>Bus stop improvements at:-</p> <p>Clavering Rd – shops area</p> <p><b>TVBNI - contribution to scheme :</b></p> <p>Oxford Road improvements – from Catcote Rd junction, to Kingsley Avenue roundabout – scheme to improve public transport accessibility along this section of a major bus corridor (core route).</p> <p>Expected completion by the end of May 2016.</p>	<p>Challoner Road – new bus stop poles</p> <p>Tees Road – additional new bus stop poles</p> <p>Potential additional low floor bus stop infrastructure installations</p> <p>Potential bus stop “rationalisation” along core routes, bus corridor.</p> <p>Brenda Rd / Golden Flatts (southbound)</p>

Scheme Type	2015/2016	2016/2017
Cycle tracks / lanes	<p>Contribution to A179 re-surface works, along the cycle lane access route.</p> <p>Contribution to Velocity patching repair works, to the North Gare car park approach road (pothole repairs) – also used by cyclists.</p>	<p>Funding to support the “Access to Oakesway” Local Growth Fund (LGF) project. This will provide a crossing for pedestrians and cyclists, across the A179, with associated connecting footways/footpaths and signage. The objective is to provide improved cycling and pedestrian links between Bishop Cuthbert and the Oakesway Enterprise Zone / West View. The LTP contribution will provide some matched funding for the LGF (however, the LGF allocation is still to be confirmed).</p> <p>Other proposed schemes are – <b>Hart 16</b> (public footpath) - new extension of surfaced path between Hart 16, at Tremaine Close, and the A179 layby. Provision of safe walking &amp; cycling route with “Access for All” entrance.</p> <p><b>Hartlepool 31</b> (public footpath) – repair to surface, for this permissive cycling route, between Hart to Haswell Walkway &amp; Crimdon Dean – safe route into and out of town.</p> <p><b>Seaton 5</b> (public footpath) – upgrade of existing walking route to include provision for cyclists (permissive routes), to link Brenda Road and Seaton Walkway.</p> <p>These schemes will provide safer routes for</p>



<b>Scheme Type</b>	<b>2015/2016</b>	<b>2016/2017</b>
		cyclists, and pedestrians, and will expand the permissive cycling network within Hartlepool. They are all off-road, and can be utilised as sustainable, safe routes to schools, employment and services (as well as for recreational purposes).
New cycle parking facilities	Northgate House cycle shelter – can accommodate up to 20 cycles.	Schemes to be identified
Cycle Route Signage	Full survey of NCN 14 cycle route – principal NCN route for Hartlepool, from the Hart walkway to Cowpen Bewley via the town centre and Seaton Carew. A total of 41 signs require installing, the majority of which will be replacing signs which have been lost / stolen or damaged. There has been a delay with the installation, but it is programmed to commence during May / June 2016 – signage was procured using the 2015/16 budget.	Contribution to cycle route signage – Access to Oakesway LGF project
Sustainable Travel Improvements	Additional cycle parking	Public transport information  Additional cycle way improvements – matched funding for Local Growth Fund (LGF)

<b>Scheme Type</b>	<b>2015/2016</b>	<b>2016/2017</b>
Safer Routes To School	<p>Kingsley Avenue traffic calming</p> <p>Merlin Way Crossing</p> <p>20 mph zone at Callander Road/ Balmoral Rd (Rossmere &amp; St Teresa's schools).</p>	<p>School crossing patrol schemes – Minor improvements at sites on King Oswy Drive, Grange Road, Winterbottom Avenue, Brougham Terrace, Masefield Road &amp; Stockton Road.</p>
Local Safety Schemes	<p>Signage Improvements - Industrial estate signage</p> <p>Easington Road puffin - crossing construction</p> <p>Park Avenue - traffic calming measures</p> <p>Wordsworth Avenue - traffic calming measures</p> <p>Thackeray Road - traffic calming measures</p>	<p>Signage Improvements – National Museum for the Royal Navy (NMRN)</p> <p>Proposed puffin crossings on Brenda Road and Belle Vue Way</p>
Road Crossings	<p>Dropped kerb schemes – Loyalty Road area and Greatham area</p>	<p>Dropped kerb schemes – Elwick area and Raby Road / Mill house areas</p>
School Safety Schemes	<p>Safety scheme for St. Cuthbert's Primary School</p> <p>2 x safety schemes for Throston School</p>	<p>Elwick Village school</p>

<b>Scheme Type</b>	<b>2015/2016</b>	<b>2016/2017</b>
Verge Hardening programme	Forfar Road, Clifford Close, Hibernian Grove, Elgin Road, Walpole Road, Browning Avenue, Mountston Close, Rossmere Way, Wiltshire Way, South View (Hart Village)	All requests are now collated on a list, and the worst areas will be prioritised. As many of the prioritised schemes, as the budget allows, will be implemented.
Traffic Signal Improvements	Upgrading of York Road / Park Road junction.	Upgrades for 3 x crossings, from Pelican to Puffin status – Raby Rd (near Challoner Road), A689 (near Owton Lodge) and Victoria Road (outside of Civic Centre)
Car Park Improvements	Refurbishment / improvements to multi-storey car park.	CCTV works at multi-storey and other car park sites.
Highway Improvement Schemes	Catcote Road / Owton Manor Lane – junction widening and parking bays	Junction widening at Hart Lane / Wiltshire Way, and at the Burn Road roundabout
School Crossing Improvements	Budget C/F to 2016/17 to fund additional schemes	Improvements at Fens, Rift House and Sacred Heart Schools. Additional schemes to be identified
Access To Employment	Longhill Industrial Estate – carriageway resurfacing, drainage improvements and verge improvements – C/F to 2016/17	Longhill Industrial Estate scheme – C/F from 2015/16

Scheme Type	2015/2016	2016/2017
Master Plan Improvements	Study into Hartlepool town centre improvements	Contribution to identified A689 improvements
Street Lighting	Concrete column replacement programme – (H&S issue – cracked columns).	Column replacement programme and additional columns for “dark” spaces
Bridges	<p>Greatham Creek Bridge – provision of replacement Waboflex expansion joint at mid span, and minor concrete repairs – the bridge is jointly owned by Hartlepool &amp; Stockton Borough Councils</p> <p>Middlethorpe Farm Bridge – the deck of this 7 span bridge was replaced in 1997, and the paintwork is reasonably sound. However, it was desirable to undertake re-surfacing works and also minor repairs to the parapet hand railing</p>	<p>The introduction of the CSS Bridge Condition Indicator system.</p> <p>Bridge Asset Management – the introduction of a formal asset management regime, as recommended by the Code of Practice for the Management of Highway Structures</p> <p>Greatham Creek Bridge (jointly owned by Hartlepool &amp; Stockton Borough Councils) – the resurfacing of existing bridge deck (including the cost of all traffic management)</p>
Structural Highway Maintenance	<p>Please refer to <b>Appendix 3</b></p> <p>Powlett Road (service road) – this was also completed, during 2015/16, as part of the overall Powlett Road improvement scheme (service road scheme was not originally itemised in <b>Appendix 3</b>)</p>	<p>Schemes were approved at the Neighbourhood Services Committee meeting, on 29<sup>th</sup> February 2016 – itemised as 2016/17 works, Appendix 1, under the report heading <b>HIGHWAY PLANNED MAINTENANCE WORKS (5 YEAR PROGRAMME)</b></p>

**Highway Maintenance 2015/2016**

<b>Year 1 2015/16</b>			
<b>Street</b>	<b>Location</b>	<b>Type</b>	<b>Treatment</b>
A689 Stockton Road	Sappers Corner to Claxton Bridge	Masterflex	Full construction
A689	Stockton Road to Brenda Road	Masterflex	Full construction
A689	Thomlinson Road to Brenda Road	Masterflex	Full construction
A689 Stockton Road	Tesco Rbt to Huckelhoven Way	Masterflex	Surface and Binder
Easington Road	John Howe Rbt to Warren Road	Masterflex	Surface and Binder
A179	John Howe Rbt to Hart Rbt	Masterflex	Surface and Binder
A1086 Coast Road	King Oswy to Crimdon	Masterflex	Resurface
Golden Flats Rbt	Remainder of patches	Masterflex	Full construction
Brenda Road	A689 to Windermere Road	DBM	Resurface
Caledonian Road	Full Length	DBM	Resurface
Kendal Road	Full Length	DBM	Resurface
Dalton Piercy Main Road	Down bank to over bridge	DBM	Resurface
Catcote Road	Elwick Road to Browning Avenue	DBM	Full construction
Raby Road	50m either side of Chester Road	DBM	Resurface
Hart Lane	Dunston Road to Duke Street	DBM	Resurface
Powlett Road	Full Roundabout	Masterflex	Surface and Binder
Coronation Drive	O'Brien's tip area	DBM	Resurface
Stratford Road	Wolviston Rd. To Caledonian Road	DBM	Resurface
Seaton Lane	Brenda Road to Rail Bridge	DBM	Resurface
Elizabeth Way	All	DBM	Resurface
Grange Road	St Paul's to Catcote	DBM	Surface and Binder
Duke Street	Full Length	DBM	Resurface
St Paul's Road	Full Length	DBM	Resurface
Raby Road	Museum Road to Victoria Road	DBM	Resurface
Jesmond Road	Chester Road to Hart Lane	DBM	Resurface
York Road	Park road to Victoria Road	Masterflex	Surface and Binder
Otterpool Close	All	DBM	Resurface

# NEIGHBOURHOOD SERVICES COMMITTEE

21<sup>st</sup> June 2016



**Report of:** Director of Regeneration and Neighbourhoods

**Subject:** **ADDITIONAL HIGHWAY MAINTENANCE  
FUNDING**

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Key Decision (test (i)/(ii)) Forward Plan Reference No. RN07/16.

## 2. PURPOSE OF REPORT

2.1 To agree a programme of highway maintenance schemes to the value of the additional funding received from two Government funding initiatives, the Pothole Fund and the Local Highway Maintenance Incentive Fund.

## 3. BACKGROUND

3.1 Government advised in December 2015, that they intended to introduce an Incentive Fund, to encourage highway authorities to embrace and adopt good practice on efficiencies and asset management, and also reward those already adopting such practices.

3.2 The Department for Transport launched the final documentation for the Incentive Fund on 22<sup>nd</sup> December 2015, including a self-assessment questionnaire and associated guidance, as well as a spreadsheet highlighting indicative additional funding that could be achieved depending on which Band a Local Authority falls within in each of the next five years.

3.3 As a result of its application Hartlepool Borough Council has been awarded its maximum allocation for 2016-17 of £66,000.

3.4 In addition to the Incentive fund the Government is spending £6.1 billion on local highways maintenance between 2015/16 and 2020/21, giving Councils long-term certainty to plan future work with the aim of preventing potholes and improving local roads, bridges and street lighting.

- 3.5 As part of this investment, the Pothole Action Fund will give Local Authorities in England £50 million a year, over the next 5 years, to help them tackle more than 4 million potholes. Funding is calculated according to the size of the local road network in the area and Hartlepool Borough Council will receive a total of £64,000 in 2016-17 from this fund.

#### 4. PROPOSALS

- 4.1 As has been the case with previous Government grants earmarked for pothole repairs, it is proposed that the money is used to enhance the highway maintenance programme to resurface full lengths or large sections of roads in the town.
- 4.2 The grant conditions state that “the funding must compliment rather than displace your planned highway maintenance expenditure for 2016/17” and “activities could include permanent pothole repairs or resurfacing to help prevent potholes from forming.”
- 4.3 To promote greater transparency the DfT expect the Local Authority to publish an annual report on its website, copied to the Department, showing how much money has been spent, including a quantifiable report of the specific activities that have been undertaken, and the location.
- 4.4 On the basis of the above it is proposed that the total budget of £130,000 will be used to resurface entire lengths of road, rather than fill potholes, as it is believed that this is the most efficient, long term, use for the monies.
- 4.5 The programme proposed in **Appendix 1** below is sourced from year 2 of the recently approved 5 year Highway Maintenance programme together with other schemes that may have become urgent since the programme was developed.

#### 5. RISK IMPLICATIONS

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

#### 6. FINANCIAL CONSIDERATIONS

- 6.1 The cost of the works highlighted in Appendix 1 are estimated as being up to £130,000. As with most highway works these prices may fluctuate once works commences on site, however it is not anticipated that the total cost will exceed this budget and will monitored scheme by scheme to ensure that this is not the case.

- 6.2 In considering the issues outlined in this report Members are reminded that significant additional Government Grant cuts will be made over the period 2017/18 to 2019/20. As a result the Council will face a significant budget deficit for the next three years the extent of which will depend on the level of Council Tax increases approved by Members over this period. Detailed proposals for achieving 2017/18, 2018/19 and 2019/20 budget reductions will need to be developed. Any additional budget pressures will increase the level of budget cuts which will need to be made and will need to be referred to the Finance and Policy Committee for consideration.

**7. LEGAL CONSIDERATIONS**

- 7.1 There are no legal considerations 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 and diversity considerations attached to this report.

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

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

**11. STAFF CONSIDERATIONS**

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

**12. ASSET MANAGEMENT CONSIDERATIONS**

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

**13. RECOMMENDATIONS**

- 13.1 That Members approve the list of highway maintenance schemes as detailed in **Appendix 1** .
- 13.2 Officers are authorised to publish an annual report identifying the progress made per the conditions of the grant on the Council's website.



**14. REASONS FOR RECOMMENDATIONS**

- 14.1 To ensure that the Council adhere to the conditions of both the Local Highway Maintenance Incentive Fund and the Pothole Fund.

**15. BACKGROUND PAPERS**

- 15.1 There are no background papers with this report.

**16. CONTACT OFFICER**

- 16.1 Denise Ogden  
Director of Regeneration and Neighbourhoods  
Civic Centre  
Victoria Road  
Hartlepool  
TS24 8AY  
Email [denise.ogden@hartlepool.gov.uk](mailto:denise.ogden@hartlepool.gov.uk)  
Tel: 01429 523301

Mike Blair  
Technical Services Manager  
Level 4  
Civic Centre  
Hartlepool  
TS24 8AY

Tel: (01429) 523252  
E-mail: mike [blair@hartlepool.gov.uk](mailto:blair@hartlepool.gov.uk)

**APPENDIX 1**

Street	Location	Ward	Current Year
Highland Road	Owton Manor Lane to Heriot Grove	Manor House	Not in programme
Ivanhoe Crescent	Iverness Road to school gates	Manor House	Not in programme
Acclom Street	Full Length	Jesmond	Year 2
Ashley Gardens	Full Length	Jesmond	Year 2
Lauder Street	Full Length	Victoria	Year 2
Drayton Road	Full Length	Manor House	Year 2
Westland Avenue	Full Length	Burn Valley	Year 2
Manor Close	Full Length	Rural West	Year 2
Cranwell Road	Kesteven Road to Ashby Grove	Fens and Rossmere	Not in programme
Ashby Grove	Full Length	Fens and Rossmere	Year 2
Elwick Road	Baden Street to Clarement Gardens	Burn Valley	Not in programme

# NEIGHBOURHOOD SERVICES COMMITTEE

21<sup>st</sup> June 2016



**Report of:** Director of Regeneration and Neighbourhoods

**Subject:** **PARK AVENUE SAFETY SCHEME**

---

## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

## 2. PURPOSE OF REPORT

2.1 To consider an objection to the scheme, following its approval at this Committee in January 2016.

## 3. BACKGROUND

3.1 In January 2016, Neighbourhood Services Committee approved the implementation of a safety scheme for Park Avenue. This scheme comprised a raised zebra crossing linking Ward Jackson Park and the nearby car park at Tunstall Court, a raised informal crossing point at the northern end of Park Avenue, and a 20mph limit for the whole of Park Avenue. **See Appendix 1.**

3.2 Consultation was undertaken prior to the scheme being approved, with the properties on Park Avenue and Cresswell Road which are adjacent to the scheme. Only one response was received, which was in favour of the proposals.

3.3 Subsequent to the scheme being approved, an objection has been received from a nearby resident.

## 4. CONSIDERATION OF ISSUES

4.1 The reasons for the objections and a response to them are summarised overleaf:-

- **No evidence of need** – Park Avenue has been subject to complaints of speeding traffic for some years now. A scheme to improve crossing between Ward Jackson Park and the car park within Tunstall Court has also been planned for some time. Ward Members have received complaints in the past, and the West Park Residents Association are also in favour of the scheme.
- **Comparatively small number of properties, so no need** – There are approximately 150 properties accessed from the northern section of Park Avenue, it is not a small cul-de-sac.
- **Traffic use is very light** – There are approximately 150 properties accessed from the road which are all large houses, it is not unreasonable to expect 2-3 cars from the majority of properties, which does not suggest ‘very light traffic’.
- **Observed speeds are extremely low** – These are the objector’s observations. Other people who have raised speeding as an issue have different observations.
- **It is inappropriate and unnecessary** – This is the objector’s opinion, no one else has raised an objection, and the scheme was featured in the local press around the time it was approved.
- **Zebra would be out of place in a conservation area** – There is nothing to say a zebra crossing can’t be sited in a conservation area, and the minimum signage and lining necessary will be implemented.
- **A full consultation wasn’t carried out** – The properties on Park Avenue are the only ones adjacent to either crossing point, and were directly consulted by letter. Only one response was received, which was in favour of the scheme. Ward Councillors were consulted, West Park Residents’ Association were consulted and were in favour, as were the Friends’ of Ward Jackson Park. A full consultation exercise of the whole estate would have meant letters to almost 150 houses, most of which are well away from the scheme.
- **What are the reasons for the crossing? Who has complained?** – This is covered above under “No evidence of need.” In addition, slowing traffic speeds in an area where there will be higher than average numbers of children crossing to and from a Park also adds weight to the reasons/ evidence.
- **Have the Ambulance Service been consulted?** – They are consulted on all schemes of this nature through the Council’s Traffic Liaison Group.
- **Would like a level zebra crossing rather than raised, and removal of the informal raised crossing point** – The objector is against having to drive over either of the raised crossing points proposed.

- 4.2 Amending the scheme as suggested by the objector would remove his concerns, but would be likely to result in several other objections being submitted.

## **5. RISK IMPLICATIONS**

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

## **6. FINANCIAL CONSIDERATIONS**

- 6.1 If approval is confirmed, the scheme would be funded via the Local Transport Plan budget (Integrated Transport Block) allocation, and the estimated cost will be approximately £40,000.

## **7. LEGAL CONSIDERATIONS**

- 7.1 Subject to confirmation of the scheme's approval, a traffic regulation order will be advertised for both the road humps and the 20mph speed limit.

## **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 and diversity considerations attached to this report.

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

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

## **11. STAFF CONSIDERATIONS**

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

## **12. ASSET MANAGEMENT CONSIDERATIONS**

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

**13. RECOMMENDATIONS**

- 13.1 The Neighbourhood Services Committee confirms approval of the proposed safety scheme.

**14. REASONS FOR RECOMMENDATIONS**

- 14.1 The proposed scheme will help reduce traffic speed, improve road safety and pedestrian crossing facilities on Park Avenue.

**15. BACKGROUND PAPERS**

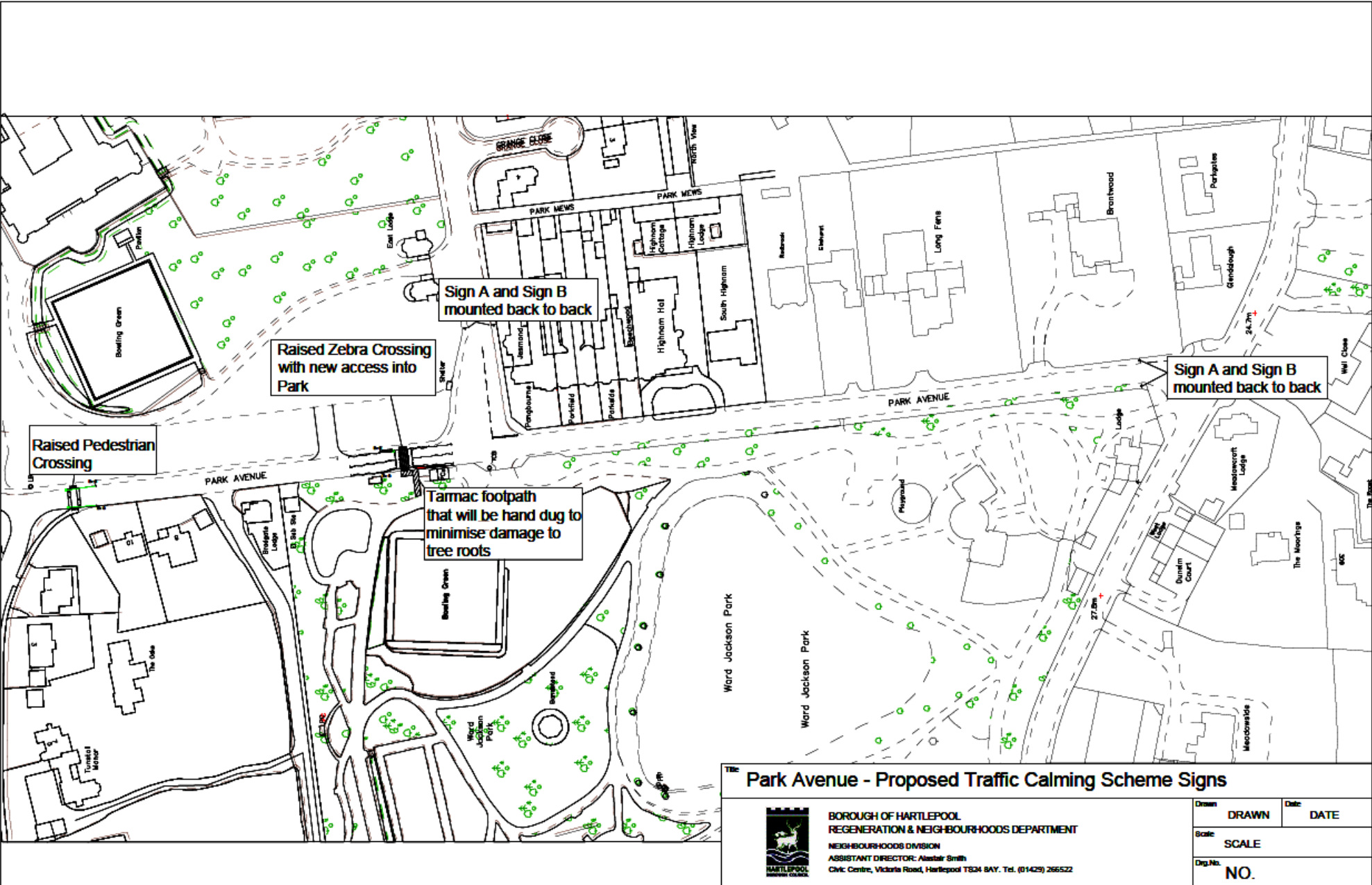
- 15.1 None.

**16. CONTACT OFFICER**

- 16.1 Denise Ogden  
Director of Regeneration and Neighbourhoods  
Civic Centre  
Victoria Road  
Hartlepool  
TS24 8AY  
Email [denise.ogden@hartlepool.gov.uk](mailto:denise.ogden@hartlepool.gov.uk)  
Tel: 01429 523301

Peter Frost  
Highways, Traffic and Transport Team Leader  
Level 4  
Civic Centre  
Hartlepool  
TS24 8AY

Tel: (01429) 523200  
E-mail: [peter.frost@hartlepool.gov.uk](mailto:peter.frost@hartlepool.gov.uk)



**Park Avenue - Proposed Traffic Calming Scheme Signs**

 <p><b>BOROUGH OF HARTLEPOOL</b> REGENERATION &amp; NEIGHBOURHOODS DEPARTMENT NEIGHBOURHOODS DIVISION ASSISTANT DIRECTOR: Alastair Smith Civic Centre, Victoria Road, Hartlepool TS24 8AY. Tel. (01429) 265522</p>	Drawn	DATE
	SCALE	
	NO.	

# NEIGHBOURHOOD SERVICES COMMITTEE

21st June 2016



**Report of:** Director of Regeneration and Neighbourhoods

**Subject:** **PROPOSED 20 MPH SPEED RESTRICTIONS  
RIFT HOUSE – MACAULAY ROAD AREA**

---

## 1. TYPE OF DECISION / APPLICABLE CATEGORY

1.1 Non-key.

## 2. PURPOSE OF REPORT

2.1 To seek approval, from the Neighbourhood Services Committee, for the implementation of a 20 mph speed restriction throughout the Macaulay Road area, which also includes Drayton Road, Dryden Road, Garrick Grove, Homer Grove, Nash Grove and Swinburne Road.

## 3. BACKGROUND

3.1 Following requests from residents, via Ward Councillors, a consultation was undertaken with businesses and local residents, within the area shown in **Appendix 1**, to determine the level of support for the potential introduction of 20 mph speed restrictions.

## 4. PROPOSALS

4.1 To install the appropriate 20mph signage within the area. The main signage would be positioned at the following junctions – Marlowe Rd / Dryden Rd, Marlowe Rd / Swinburne Rd, Macaulay Rd / Sinclair Rd, and Macaulay Rd / Catcote Rd. Smaller 20mph repeater signs would be positioned at appropriate intervals throughout the remainder of the area.

4.2 The 20mph limit would be identified by signage only – there will be no additional traffic calming measures installed, such as speed cushions etc.



## **5. CONSULTATION**

- 5.1 Letters were hand delivered, to residents throughout the area, during the third week of February 2016, and also to the three Ward Councillors. A total of 310 letters and plans were delivered to residential properties. The number of replies received was 93 (30% of the 310 letters which were delivered), with 85 in favour of the proposed scheme (91% of the replies), and 8 were against (9% of those who replied).

## **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 £1,500.

## **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 & family poverty implications attached to this report.

## **10. EQUALITY AND DIVERSITY CONSIDERATIONS**

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

## **11. SECTION 17 OF THE CRIME & 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 scheme, as shown in **Appendix 1**.

**15. REASONS FOR RECOMMENDATIONS**

15.1 A 20mph speed limit would improve road safety, and encourage slower vehicle speeds within the area.

**16. BACKGROUND PAPERS**

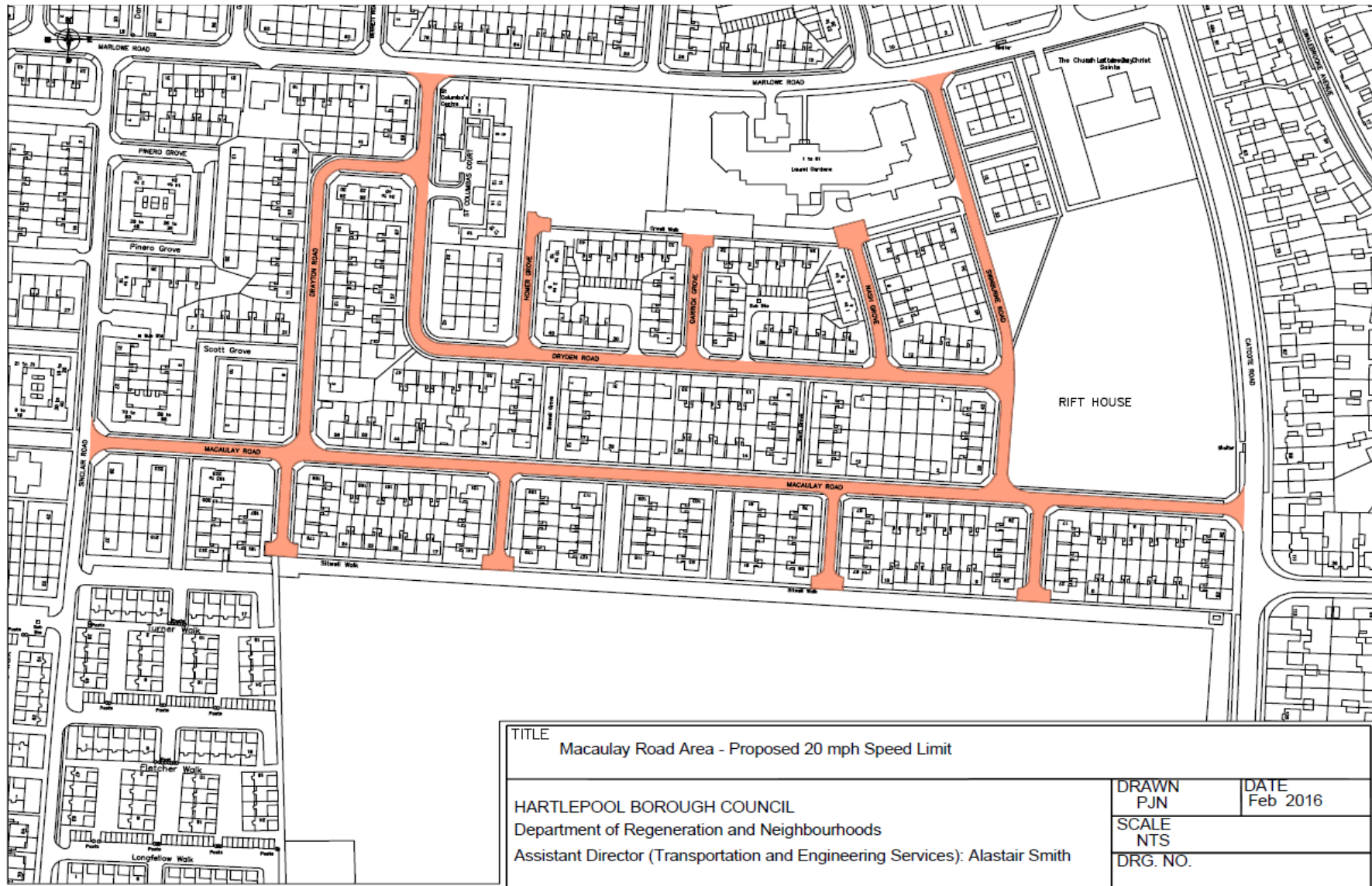
16.1 None.

**17. CONTACT OFFICER**

Denise Ogden  
Director of Regeneration and Neighbourhoods  
Civic Centre  
Victoria Road  
Hartlepool  
TS24 8AY  
Email [denise.ogden@hartlepool.gov.uk](mailto:denise.ogden@hartlepool.gov.uk)  
Tel: 01429 523301

Peter Frost  
Highways, Traffic and Transport Team Leader  
Level 4  
Civic Centre  
Hartlepool  
TS24 8AY

Tel: (01429) 523200  
E-mail: [peter.frost@hartlepool.gov.uk](mailto:peter.frost@hartlepool.gov.uk)



5.2 Neighbourhoods 21.06.16 Proposed speed restrictions Rift House Macaulay Road area

# NEIGHBOURHOOD SERVICES COMMITTEE

21<sup>st</sup> June 2016



**Report of:** Director of Regeneration and Neighbourhoods

**Subject:** BRENDA ROAD SPEED LIMIT OBJECTION

---

## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

## 2. PURPOSE OF REPORT

2.1 To consider an objection to the proposed speed limit changes on Brenda Road.

## 3. BACKGROUND

3.1 Members considered a report 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 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 In February 2016 a 30mph limit was subsequently approved by Members for both sections of Brenda Road, and a Traffic Regulation Order advertised to facilitate the changes. As a result, a formal objection has been received from Cleveland Police, **see Appendix 1**. It should be noted that the Police objection is against the 30mph proposal for the section of Brenda Road from B&Q roundabout to Seaton Lane roundabout. They are in support of the proposed reduction to 30mph between the A689 and B&Q roundabouts.

#### 4. CONSIDERATION OF ISSUES

- 4.1 Following the October 2015 Committee meeting, a speed survey was undertaken to assess the actual speeds being recorded on the section of road from B&Q roundabout to Seaton Lane roundabout.
- 4.2 This showed that the 24 hour 85<sup>th</sup> percentile speed for the road was 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 however mean a significant number of motorists being well in excess of the speed limit, and at a speed which the Police would be expected to 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 The main element of the Police's objection relates to enforcement and the low level of compliance that would ensue with a 30mph limit in force. Their objection states - *"Of 12,495 vehicles checked per day (from the survey), 12,320 (98.6%) complied with the speed limit. The enforcement threshold for a 30mph road is 35mph.*
- 4.5 *Based upon the survey data, it would appear that if values remained the same, there is potential for in excess of **6600 vehicles per day** exceeding the speed limit. This could clearly seriously affect road users be they pedestrian or vehicular and result in calls to Hartlepool Council to redesign the road between these points to ensure compliance. This could be a costly and disruptive exercise as well as raising antagonism towards the Council for changing the speed limit to a speed not supported by the data available."*
- 4.6 Stagecoach have also expressed concerns that a reduction in speed limit by 20mph could affect journey times on their Service 1 (10 minute service), but have not formally objected to the Traffic Regulation Order.
- 4.7 The Department for Transport guidance on setting speed limits is shown below in Table 1 which indicates that either a 40mph or 50mph limit would be more appropriate. The road is industrial in nature, without direct frontage access to properties, buildings are set back from the road, and it is a long straight road with acceleration and deceleration lanes in place at junctions.

**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.

4.8 Accident records show that in the last 5 years, there has only been one accident on the section between B&Q and Seaton Lane roundabouts, and this was as a result of one of the drivers suffering a medical episode.

4.9 At the February Committee, officers were asked to consider the implementation of a pedestrian crossing in the area. Design work is ongoing in this regard, and the proposals will be tabled in a separate report to a future Committee meeting.

## **5. RISK IMPLICATIONS**

5.1 There are no risk implications attached to this report.

## **6. FINANCIAL CONSIDERATIONS**

6.1 The scheme would be funded via the Local Transport Plan budget (Integrated Transport Block) allocation, and the estimated cost will be approximately £2,000 and will be met from existing budgets.

**7. LEGAL CONSIDERATIONS**

- 7.1 A Traffic Regulation Order will need to be advertised for the change in speed limits.

**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 and diversity considerations attached to this report.

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

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

**11. STAFF CONSIDERATIONS**

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

**12. ASSET MANAGEMENT CONSIDERATIONS**

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

**13. RECOMMENDATIONS**

- 13.1 The Neighbourhood Services Committee approves the reduction in speed limit on Brenda Road (from Seaton Lane – B&Q roundabout) from 50mph to 40mph.
- 13.2 That a further report be submitted at a future date in respect of proposals for a controlled crossing on Brenda Road.

**14. REASONS FOR RECOMMENDATIONS**

- 14.1 Department for Transport guidance, the speeds recorded during the survey, the accident record for the road, and the high level of non-compliance with a 30mph limit which would ensue, all point to this being a road which lends itself to a higher limit than 30mph.

**15. BACKGROUND PAPERS**

15.1 None.

**16. CONTACT OFFICER**

16.1 Denise Ogden  
Director of Regeneration and Neighbourhoods  
Civic Centre  
Victoria Road  
Hartlepool  
TS24 8AY  
Email [denise.ogden@hartlepool.gov.uk](mailto:denise.ogden@hartlepool.gov.uk)  
Tel: 01429 523301

Peter Frost  
Highways, Traffic and Transport Team Leader  
Level 4  
Civic Centre  
Hartlepool  
TS24 8AY

Tel: (01429) 523200  
E-mail: [peter.frost@hartlepool.gov.uk](mailto:peter.frost@hartlepool.gov.uk)



**HARTLEPOOL BOROUGH COUNCIL  
(BRENDA ROAD)(30MPH SPEED LIMIT)ORDER 2016**

**In response to Hartlepool Borough Council's advertised proposal to reduce the speed limit of Brenda Road between the A689 to Seaton Lane, we would like to register our objection to that proposal.**

The grounds of our objection and reasoning are outlined below:

**The length of Brenda Road between the A689 and Usworth Road roundabout** was subject to a review in 2014, following a fatal pedestrian incident, whereby the pedestrian was killed by a car whilst crossing the carriageway at a mid-point.

Brenda Road between these points has a 40mph speed limit, it having been then recently reduced from 50mph due to the building of the 'Stag & Monkey' public house and an anticipated increase in vehicle and pedestrian movements.

The review found:

- Of 78,242 vehicles checked, 77,308 (98.8%) complied with the speed limit.
- The 85%ile was found to be 31-33mph.
- The mean average speed was 26-27mph with a standard deviation of 5-6mph.

Although there were no changes suggested as a result of the review, calls were made for a speed reduction to 30mph for this section of road.

It is incumbent upon Hartlepool Borough Council as the appropriate highway authority to set speed limits that achieve high levels of compliance by design. Although the level of compliance at 40mph is commendably high, it can be seen that the 85%ile value of 31-33mph could also achieve a similarly high compliance level. In view of this:

- **The police support a speed reduction for Brenda Road between the A689 and Usworth Road roundabout from 40mph to 30mph.**
- Due to the nature of the road, its layout, abutting properties and distance between the roundabouts, it is likely that drivers not familiar with the area would be likely to comply with a 30mph speed limit.

**The length of Brenda Road between Usworth Road and Seaton Lane** is currently subject to a 50mph maximum speed limit.

This area of Brenda Road serves industrial premises and retail garages. It is our understanding that the proposed speed reduction is by a change of signs only.

A speed survey was carried out and 'average' daily values were obtained. It was found that:

- Of 12,495 vehicles checked per day, 12,320 (98.6%) complied with the speed limit.
- The 85%ile was found to be 41mph.
- The mean speed was found to be 36mph with a standard deviation of 5mph.

The enforcement threshold for a 30mph road is 35mph. Based upon the survey data, it would appear that if values remained the same, there is potential for in excess of **6600 vehicles per day** exceeding the speed limit. This could clearly seriously affect road users be they pedestrian or vehicular and result in calls to Hartlepool Council to redesign the road between these points to ensure compliance. This could be a costly and disruptive exercise as well as raising antagonism towards the council for changing the speed limit to a speed not supported by the data available.

**Based upon the data and information available:**

- **Cleveland Police object to the speed reduction of Brenda Road between Usworth Road roundabout and Seaton Lane roundabout from 50mph to 30mph.**
- **Based upon the same information, we could support a reduction from 50mph to 40mph.**

A search of injury collision data for Brenda Road between the A689 and Seaton Lane over a ten year period to January 2015 revealed the following:

- **SEVEN** front to rear shunts at roundabouts and vehicles waiting to make right turns.
- **TWO** collisions whilst vehicles were making 'U' turns.
- **ONE** mechanical failure.
- **ONE** Fail to Give Way.
- **ONE** child pedestrian walking into carriageway into a vehicle making a left turn from A689 onto Brenda Road.
- **ONE** child pedal cyclist riding off the footpath into the path of a motor vehicle at Brenda Road, turning left onto A689.
- **ONE** Fatal pedestrian incident on Brenda Road between Usworth Road roundabout and the A689.

I submit this for your information and attention.

Phil Grieve

***A/Inspector 1084 Grieve  
Strategic Road Policing Inspector  
Cleveland and Durham Specialist Operations Unit  
Chapell Lane North  
Wynyard Park  
Billingham  
TS22 5TH  
Tel No –0191 3752159  
Internal No - 752159  
Mobile No - 07525988974  
Email - [philip.grieve@durham.pnn.police.uk](mailto:philip.grieve@durham.pnn.police.uk)  
Email - [philip.grieve@cleveland.pnn.police.uk](mailto:philip.grieve@cleveland.pnn.police.uk)  
FIN Number - 1895***



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[https://www.durham.police.uk/Pages/E-  
Mail%20and%20SMS%20Text%20Disclaimer.aspx](https://www.durham.police.uk/Pages/E-Mail%20and%20SMS%20Text%20Disclaimer.aspx)

# NEIGHBOURHOOD SERVICES COMMITTEE

21<sup>st</sup> June 2016



**Report of:** Director of Regeneration and Neighbourhoods

**Subject:** HART PRIMARY SCHOOL PARKING

---

## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

## 2. PURPOSE OF REPORT

2.1 To advise of consultation responses to proposed school parking controls at Hart Village, and seek approval on the way forward.

## 3. BACKGROUND

3.1 Concerns have been expressed by Hart Primary School over indiscriminate parent parking on Magdalene Drive, and the danger it can pose to school children. A petition (**See Appendix 1**) has also been received from residents/ carers, asking for road safety measures to be implemented due to the danger to pedestrians.

3.2 There is a car park next to the school associated with the church, which the school feels is large enough to accommodate parents wishing to park, however vehicles still park on the road adjacent to the school entrance. The south side of the road is residential, and therefore consultation was required with those residents.

## 4. PROPOSALS

4.1 The proposal comprise school time parking restrictions (No Waiting, Loading or Unloading Monday – Friday, 8am-9.30am & 2.30pm-4.00pm) covering the area of Magdalene Drive nearest the school entrance. (**See Appendix 2**).

## **5. CONSULTATION**

- 5.1 Consultation letters were sent to all 13 properties on Magdalene Drive, the School, the Church, Parish Council and Ward Councillors.
- 5.2 The results showed 5 residents in favour plus the School, 3 against, and 1 undecided.
- 5.3 Reasons given against the proposals were that the restrictions were unnecessary, there will be a lack of enforcement, parked vehicles will be displaced elsewhere, and the school should create additional parking within their grounds for staff.
- 5.4 It is acknowledged that these proposals will not provide a perfect solution, but this is very difficult to achieve given the geographical constraints of the area. If observed, however, even partially, they will provide a safer environment for pedestrians than exists at present.

## **6. RISK IMPLICATIONS**

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

## **7. FINANCIAL CONSIDERATIONS**

- 7.1 The scheme would be estimated to cost approximately £750 and will be met from existing budgets.

## **8. LEGAL CONSIDERATIONS**

- 8.1 Should the scheme be approved, a traffic regulation order will be confirmed by the Council's Legal Services Section.

## **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 proposed traffic regulation order.

**15. REASONS FOR RECOMMENDATIONS**

15.1 The scheme would improve road safety and reduce school time parking in the area.

**16. BACKGROUND PAPERS**

16.1 None.

**17. CONTACT OFFICER**

17.1 Denise Ogden  
Director of Regeneration and Neighbourhoods  
Civic Centre  
Victoria Road  
Hartlepool  
TS24 8AY  
Email [denise.ogden@hartlepool.gov.uk](mailto:denise.ogden@hartlepool.gov.uk)  
Tel: 01429 523301

Peter Frost  
Highways, Traffic and Transport Team Leader  
Level 4  
Civic Centre  
Hartlepool  
TS24 8AY  
Tel: (01429) 523200  
E-mail: [peter.frost@hartlepool.gov.uk](mailto:peter.frost@hartlepool.gov.uk)

Hart Village

Hartlepool

TS27 3AY

18<sup>th</sup> November 2015

Dear Sir,

We the undersigned are writing to you today to express our grave concerns about the safety of children who are being put at risk on a daily basis by people who park their cars inconsiderately if not dangerously outside Hart Primary School.

As a grandmother and childminder living in Hart Village I, along with other mums, dad's grandparents and carers walk to the school each day.

The problem arises every morning when some people bringing their children to school park on the footpath on Magdeline Drive making it impossible for a parent pushing a buggy or pram to pass without being forced out into the road. This as I am sure you will realise is a dangerous thing to do at peak periods in the morning and afternoon but parents taking their children to school at these times are faced with no other choice due to the inconsiderate actions of these drivers.

Parking on the footpath also restricts the flow of traffic in both directions on Magdeline Drive in essence turning a two lane road into a single lane road causing both congestion and delays and therefore increasing the dangers to the pedestrians. The problem is also exacerbated on Fridays when refuse bins are placed on the footpath for collection.

The car park adjacent to the school is adequate for drivers to park their cars and escort their children into the school but every morning we the mums dads and grandparents have to watch as an admittedly minority of lazy and inconsiderate drivers who are either late or just too lazy to use the proper facilities park their vehicles with no thought to the safety of pedestrians or other road users.



There was an incident recently where a young girl was almost struck by a vehicle reversing and the driver not watching where they were going. This was not an isolated incident by any means and we feel very strongly that it is only a matter of time before someone is hurt or worse.

Should an incident of any description occur during these times at the school or adjacent houses emergency vehicles would find it difficult to attend quickly thereby placing any casualties in further danger.

There is alternative parking available on Butts Lane and Burn Road but it appears drivers are either unaware or too lazy to take advantage of this.

I strongly urge you to please look into ways implementing some sort of road safety measures in order to make the walk to school and back a safe one and before a child is seriously injured or worse.

Yours sincerely

Janet Ord

J.T. Ord

V. Hill

J. Myers

K. Kemmer

P.H. Jones

R. Jones

H. Wheatley S. Pearson

C. Good

~~S. Jones~~ A. Cook

C. Clarke

B. Jones

P. Jones



# NEIGHBOURHOOD SERVICES COMMITTEE

21st June 2016



**Report of:** Director of Regeneration and Neighbourhoods

**Subject:** **PROPOSED 20 MPH SPEED RESTRICTIONS  
BURBANK STREET AREA**

---

## 1. TYPE OF DECISION / APPLICABLE CATEGORY

1.1 Non-key.

## 2. PURPOSE OF REPORT

2.1 To seek approval, from the Neighbourhood Services Committee, for the implementation of a 20 mph speed restriction throughout the Burbank Street area, as highlighted in **Appendix 1**.

## 3. BACKGROUND

3.1 Following requests from residents, via Ward Councillors, a consultation was undertaken with businesses and local residents, within the area shown in **Appendix 1**, to determine the level of support for the potential introduction of 20 mph speed restrictions.

## 4. PROPOSALS

4.1 To install the appropriate 20mph signage within the area indicated.

4.2 The main signage would be installed at the entry access points, into the 20 mph zone, at the following junctions.

- Burn Road / Green Street
- Clark Street / south side of Burbank Street
- Mainsforth Terrace / Burbank Street
- Redworth Street / Burbank Street
- Whitby Street South / Burbank Street
- Lynn Street South / Burbank Street

- 4.3 Smaller 20mph repeater signage, would be installed at appropriate intervals throughout the proposed area.
- 4.4 The section of Clark Street / Warwick Place, between Huckelhoven Way and Burbank Street, is already restricted to a 20mph speed limit.
- 4.5 The 20mph speed restriction would be identified by signage only, and would not include any additional traffic calming measures, as a limited number of features are already in place, on some sections of Burbank Street (pinch points and speed cushions).

## 5. CONSULTATION

- 5.1 The consultation was undertaken during April 2016, with letters and plans being hand delivered, to residents & businesses, at the following locations.

- Burbank Court
- Burbank Mews
- Burbank Street
- Goodwin Walk
- Green Street
- Havelock Centre
- Hilda Walk
- James Street
- Lizard Walk
- Longscar Walk
- Mainsforth Terrace (flats 25 to 51)
- Spurn Walk
- Staindrop Street

A total of 340 letters & plans were delivered, and 73 replies were received (21.50% of letters sent).

Copies of the letter and plan were also sent to the 3 local Ward Councillors.

Of the 73 responses, 68 are in favour of the proposed scheme (93% of those who replied), and 5 are against (7% of those who replied).

## 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 £1,500.

## **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 & family poverty implications attached to this report.

## **10. EQUALITY AND DIVERSITY CONSIDERATIONS**

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

## **11. SECTION 17 OF THE CRIME & 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 scheme, as shown in **Appendix 1**.

## **15. REASONS FOR RECOMMENDATIONS**

- 15.1 A 20mph speed limit would improve road safety, and encourage slower vehicle speeds within the area.

**16. BACKGROUND PAPERS**

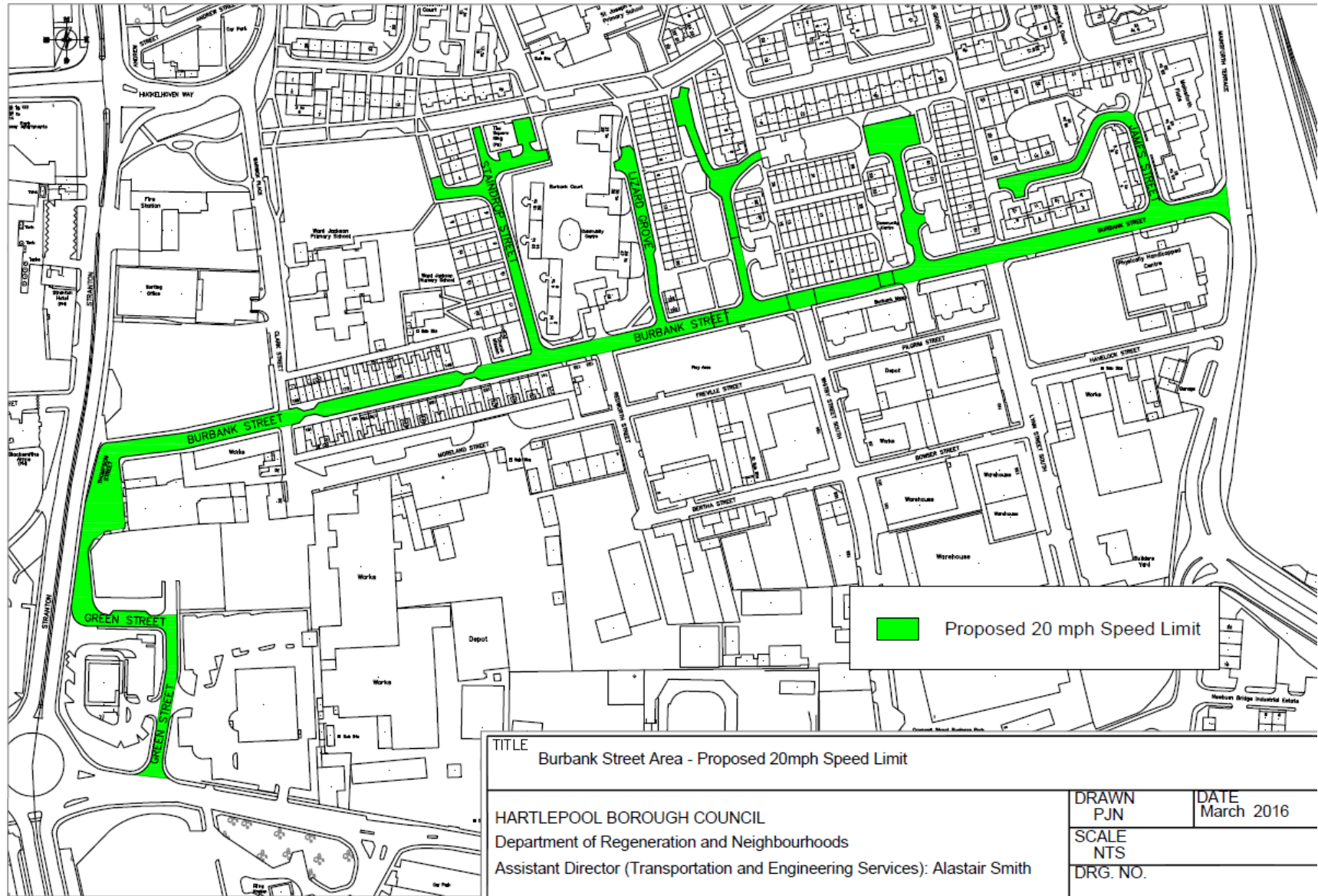
16.1 None.

**17. CONTACT OFFICER**

Denise Ogden  
Director of Regeneration and Neighbourhoods  
Civic Centre  
Victoria Road  
Hartlepool  
TS24 8AY  
Email [denise.ogden@hartlepool.gov.uk](mailto:denise.ogden@hartlepool.gov.uk)  
Tel: 01429 523301

Peter Frost  
Highways, Traffic and Transport Team Leader  
Level 4  
Civic Centre  
Hartlepool  
TS24 8AY

Tel: (01429) 523200  
E-mail: [peter.frost@hartlepool.gov.uk](mailto:peter.frost@hartlepool.gov.uk)



# NEIGHBOURHOOD SERVICES COMMITTEE

21<sup>st</sup> June 2016



**Report of:** Director of Regeneration and Neighbourhoods

**Subject:** **WELLDECK ROAD TRAFFIC REGULATION  
ORDER OBJECTIONS**

---

## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

## 2. PURPOSE OF REPORT

2.1 To report two objections received to proposed double yellow lines on Welldeck Road, and seek approval for a way forward.

## 3. BACKGROUND

3.1 School time parking issues in the area around Sacred Heart School have caused difficulties for a number of years. Parked cars on both sides of the surrounding roads can make it difficult for vehicles to pass oncoming traffic, and cause congestion at school start and finish times.

3.2 This was eased last year with the introduction of the bus network improvement scheme on Hart Lane, which saw parking provision to the rear for north side residents, enabling yellow lines to be placed on Hart Lane itself. Problems however have continued on Welldeck Road, and the local residents' group (Hartwell Residents' Association) have campaigned for a solution to the issue.

## 4. PROPOSALS

4.1 Following discussions and site risks with the residents group to assess the extent of the problem, short section of double yellow lines were proposed to provide 'passing places' where vehicles would be able to pull in amongst the parked cars and allow oncoming traffic to pass. **See Appendix 1.**



- 4.2 The proposals comprise double yellow lines around the 4 corners of Stephen Street and Suggitt Street, to improve visibility for emerging vehicles whilst also allowing space for vehicles to pull in and enable oncoming traffic to pass.
- 4.3 Similarly, lines are proposed for the west side of Weldeck Road to cover the back street entrance and the side of the garages, again to provide space for vehicles to allow others to pass.
- 4.4 The lines intentionally do not cover the area in front of any properties on the west side, and similarly the lines around the corner properties on the opposite side of the road cover the front of the houses to improve visibility, but don't extend into the side streets, so residents are still able to park outside of their own houses. It is fully accepted that in terraced streets people need to be able to park outside of their homes wherever possible.

## **5. CONSULTATION**

- 5.1 Residents directly affected have been notified, with notices of the traffic regulation order being posted to each house. Notices were also posted on the alleygates and lamp posts in the immediate area.
- 5.2 As a result, two objections were received. The objections stated the lines were not necessary, there was a lack of consultation and that there would be a lack of enforcement. In addition one of the objectors has a disabled mother with limited mobility. Whilst this is appreciated, the yellow lines would not prevent vehicles parking to pick up and drop off or blue badge holder parking for up to three hours.

## **6. RISK IMPLICATIONS**

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

## **7. FINANCIAL CONSIDERATIONS**

- 7.1 The scheme would be estimated to cost approximately £200 and will be met from existing budgets.

## **8. LEGAL CONSIDERATIONS**

- 8.1 Should the scheme be approved, the Traffic Regulation Order will be confirmed by the Council's Legal Services Section.

**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 proposed traffic regulation order.

**15. REASONS FOR RECOMMENDATIONS**

15.1 The scheme would improve road safety and reduce school time congestion in the area.

**16. BACKGROUND PAPERS**

16.1 None.

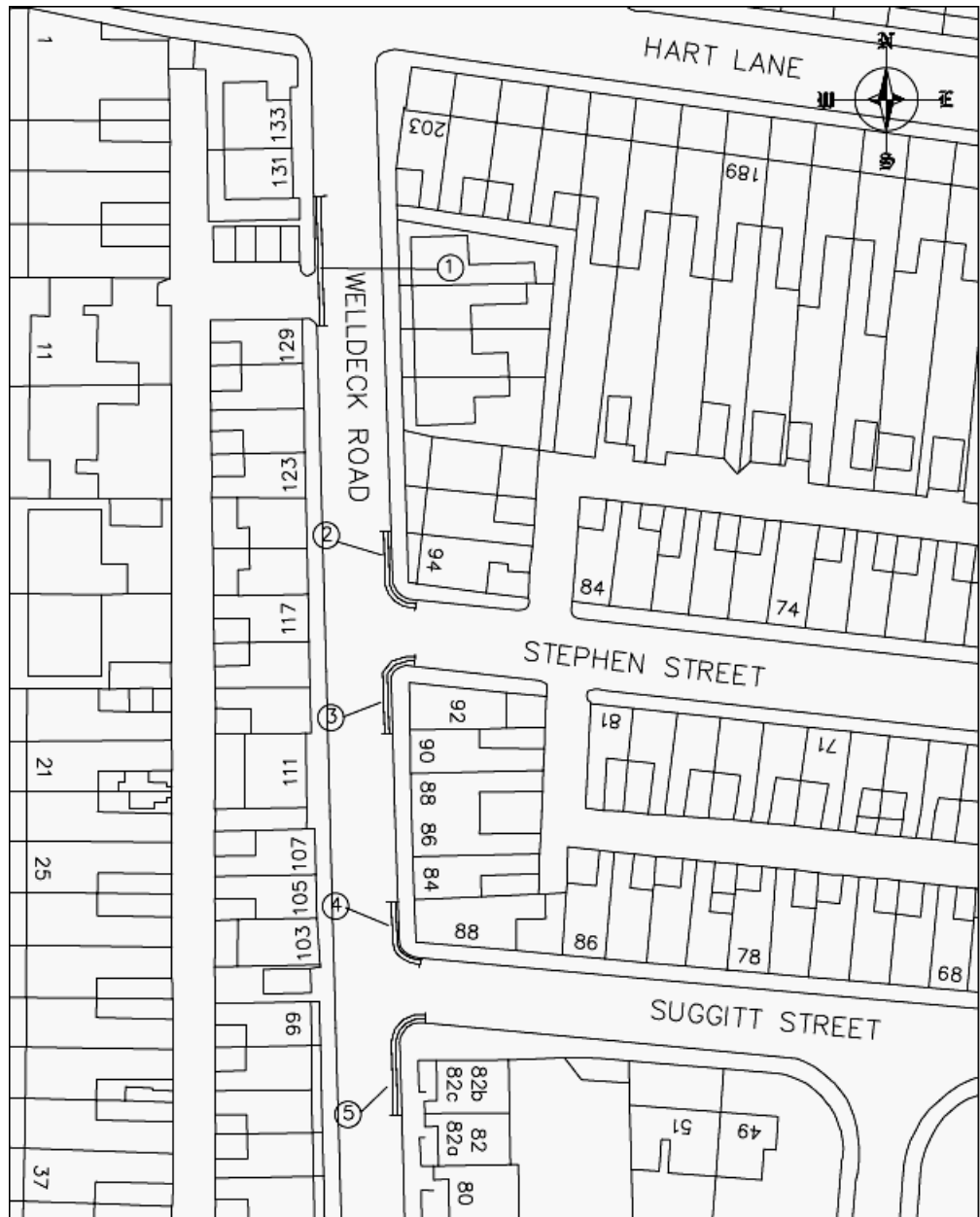
**17. CONTACT OFFICER**

17.1 Denise Ogden  
Director of Regeneration and Neighbourhoods  
Civic Centre  
Victoria Road  
Hartlepool  
TS24 8AY  
Email [denise.ogden@hartlepool.gov.uk](mailto:denise.ogden@hartlepool.gov.uk)  
Tel: 01429 523301

Peter Frost  
Highways, Traffic and Transport Team Leader  
Level 4  
Civic Centre  
Hartlepool  
TS24 8AY

Tel: (01429) 523200  
E-mail: [peter.frost@hartlepool.gov.uk](mailto:peter.frost@hartlepool.gov.uk)

# APPENDIX 1



TITLE		
Hartlepool Borough Council (Welldeck Road) ( Prohibition of Waiting) Order 2016		
HARTLEPOOL BOROUGH COUNCIL DEPARTMENT OF REGENERATION AND NEIGHBOURHOODS A. SMITH: ASSISTANT DIRECTOR NEIGHBOURHOODS	DRAWN PJN	CHECKED .
	SCALE NTS	DATE Feb 2016
	DRG. NO.	REV.

# NEIGHBOURHOOD SERVICES COMMITTEE

21<sup>st</sup> June 2016



**Report of:** Director of Regeneration and Neighbourhoods

**Subject:** HARTLEPOOL MARINA INFRASTRUCTURE

---

## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

## 2. PURPOSE OF REPORT

2.1 To advise Members of the current situation with regard to the maintenance of the roads and highway infrastructure on Hartlepool Marina and seek approval to adopt the highway known as Harbour Walk (including lighting, footways and drainage) from its junction with Navigation Point to The Highlight as part of the Council's Regeneration Masterplan.

## 3. BACKGROUND

- 3.1 For several years Council Officers have undertaken negotiations with the owners of the Marina, Mandale Investments Ltd, in an attempt to adopt the highway.
- 3.2 When work commenced on the development of Hartlepool Marina the Developer had reached agreement with the Local Authority that the internal roads would remain privately owned and maintained.
- 3.3 However it soon became clear that the maintenance and cleaning of the area was not of an acceptable standard to the public or businesses located on the Marina. There were many complaints to the Council, all of which were passed onto the landowner to resolve.
- 3.4 In 2002 initial approaches were made by the landowner with a view to the roads becoming an adopted highway and thus maintained by the Council.

- 3.5 Since that time there had been several meetings between the Council, Mandale Investments and stakeholders resulting in an agreed way forward enabling the adoption of the roads, footways and car park at Navigation Point.
- 3.6 Having set a date of 24<sup>th</sup> July 2009 for the adoption to be completed, the Mandale Investments decided that they would only complete the adoption process if the Council took responsibility for the sewers as well as the roads and footpaths. Due to the associated financial risk at that time the Council were unable to take responsibility for the sewers and hence negotiations in respect of adoption broke down. It was intended that the sewers would remain the responsibility of the landowner at that time, however these have now been adopted by Northumbrian Water and are thus no longer an issue in respect of the adoption of the roads, etc.
- 3.7 It was at this time that pay and display car parking charges at Navigation Point were introduced, however cleaning the area to a reasonable standard had not improved.
- 3.8 Due to the strategic nature of the roads and footways in the Marina area, specifically as a way of accessing leisure and employment facilities, it was deemed important that proper maintenance and cleansing operations were carried out.
- 3.9 The Marina and its facilities attract visitors from across the Tees Valley area and further afield and it is important for the reputation of the town that they leave with a good impression and would wish to visit again. In this respect it was proposed, at the meeting of the Transport and Neighbourhoods Portfolio on 21<sup>st</sup> June 2010, that the Council, as the Highway Authority, make application to the Magistrates Court, under Section 53 of the Highways Act 1980, to adopt the highways on the Marina. This section of the Act enables a Magistrates Court to extinguish liability to maintain a private highway and make it the responsibility of the Highway Authority to maintain. Approval was granted by the then Portfolio Holder to pursue the adoption of the roads and footways of the Marina.
- 3.10 Unfortunately, before the process was completed, it transpired that some of the gullies in the highway discharged directly into the dock, with the potential of intervention by the Environment Agency and possible legal action against the Council at some future date and thus the adoption negotiations broke down again.
- 3.11 It is understood that around this time the land was split into two distinct parts. Navigation Point where the majority of businesses and the pay and display car park remained in the ownership of Mandale whilst Harbour Walk, as indicated in **Appendix 1**, was transferred to a company called Hartlepool Marina Estate Road Company limited.
- 3.12 Hartlepool Marina Estate Road Company Limited has subsequently gone into liquidation with the implication that the highway infrastructure is not being maintained and is thus deteriorating rapidly.

- 3.13 The liquidator has disclaimed the land as onerous property (unsaleable or not readily saleable land) and the freehold interest in the road will pass to the Crown as bona vacantia (good found without any apparent owner). If the road is in a state of disrepair the Treasury Solicitor is likely to disclaim the Crown's interest if pressed to take action, the interest would then be subject to escheat. This is a common law doctrine which transfers the property of a person who dies without heirs back to the crown or state. It serves to ensure that property is not left in "limbo" without recognised ownership.
- 3.14 Any disclaimer or escheat situation will not impact on the rights of way already in existence over the road. As far as the practical position is concerned, the owners and occupiers of the commercial premises adjacent to the road and/or Mandale Properties would need to consider setting up a management company and buying the freehold from the Treasury (if it is before they disclaim the Crown's interest) or a new freehold (if it is after the Crown have disclaimed). To leave the issue in a state of flux as it is now means the road will continue to deteriorate until such time as it is unusable which will then of course devalue the commercial businesses and possibly those on the Marina plaza etc.
- 3.15 Any third party insurance claims for damage to vehicles or personal accidents will need to borne by the vehicle owners themselves and persons having accidents would have nowhere to turn in respect of potential third party claims.
- 3.16 Harbour Walk forms a key route into Navigation Point which is one of the key visitor destinations within the Masterplan area. The Masterplan recommends upgrading the visual appearance of key routes to enhance the visitor experience and connectivity throughout the area. This will also help improve the sustainability of the commercial facilities.

#### **4. PROPOSALS**

- 4.1 It is proposed that the Council adopt the highway infrastructure on Harbour Walk and maintain it as part of the overall programme in future years. This increases financial liability for the Council both in respect of future maintenance costs of what is a substandard road and potential third party liability claims for accidents resulting from a lack of maintenance. In 2008 it was estimated that all of the roads on the Marina would require around £500k of investment to bring them up to adoptable standard. It is proposed however to take them over in the current condition and introduce an inspection regime to monitor the condition. The substandard condition is likely to result in the need for repairs at much higher frequencies than roads built to the correct standards, and this will put additional pressure on an already stretched highway maintenance budget. The other area of major concern is the fact that some of the road gullies

discharge directly into the dock, without passing through an oil interceptor, which is contrary to Environment Agency rules and could lead to financial implications in terms of potential fines and works to put the situation right should the need ever arise. If the roads are adopted this cost will fall on the Highway Authority and is likely to be substantial.

## **5. RISK IMPLICATIONS**

- 5.1 There are two main risks associated with the proposal the first being financial (as covered in the Financial Section of this report) and the second is reputational in respect of the negative affect that this area falling into disrepair will have on the Masterplan proposals for the area and the town in general.
- 5.2 In the short term the current condition of the highway and footways is not a major concern. Although not built to a standard that would normally be required for an adopted highway they are in reasonable condition and will not need substantial works to make them safe. In the longer term however, the fact that they are not built to required standards, will result in a significant risk in respect of the potential deterioration and subsequent need to invest in their improvement. If adopted this work will be included in the Highways five year planned maintenance programme and this will reduce the amount available to support other schemes in the town.
- 5.3 The major area of immediate concern is the fact that a number of highway gullies currently discharge directly into the marina itself, without passing through an oil interceptor. As stated elsewhere in this report this is contrary to Environment Agency rules and could result in their intervention at some future date if the problem is not addressed at this stage. The problem can be resolved by redirecting the gully outlets so that they discharge into the Northumbrian Water sewers that are located under the road. This will cost in the region of £50-60k but will have the added risk of having to excavate in the road hence disturbing the block paviers and increasing the risk of potential premature failure of the road, with the implications as previously detailed.
- 5.4 The street lights, although not all working in their entirety at this time, are in good condition but would benefit from being upgraded to energy efficient LED units, as the Council will be expected to pay the energy charges once they have been adopted. The cost of this upgrade could be met from the current LED programme and will cost in the region of £47k.



## 6. FINANCIAL CONSIDERATIONS

- 6.1 The financial risks associated with adopting Harbour Walk are considerable. In order to bring the road and footways up to a required standard will cost in the region of £500k due to the poor standards to which it was built when it was intended by the developer to remain private.
- 6.2 The proposal is to accept the road in its current condition and introduce an inspection regime to monitor the condition. The necessary future work will be included in the Highways five year planned maintenance programme and this will reduce the amount available to support other schemes within the town.
- 6.3 There will be an increased risk of insurance claims against the authority if highway infrastructure is not maintained to the standards contained within the Council's Highway Maintenance Plan and the inspection regime will highlight any potential issues and inform the timescales for future repairs.
- 6.4 If the Council adopt the roads with some of the road gullies draining directly into the Marina there is a risk that intervention by the Environment Agency could result in significant costs to rectify the situation. It is proposed therefore to carry out these repairs at a cost of approx. £60k and to fund this from the current unallocated Integrated Transport Block element of the Local Transport Plan (LTP) Grant.
- 6.5 The street lights will be upgraded to energy efficient LED units, as the part of the Council's current LED replacement programme and the cost of £47k will be met from the current LED programme Budget.
- 6.6 In considering the issues outlined in this report Members are reminded that significant additional Government Grant cuts will be made over the period 2017/18 to 2019/20. As a result the Council will face a significant budget deficit for the next three years the extent of which will depend on the level of Council Tax increases approved by Members over this period. Detailed proposals for achieving 2017/18, 2018/19 and 2019/20 budget reductions will need to be developed. Any additional budget pressures will increase the level of budget cuts which will need to be made and will need to be referred to the Finance and Policy Committee for consideration.

## 7. LEGAL CONSIDERATIONS

- 7.1 The liquidator has disclaimed the land as onerous property (unsaleable or not readily saleable land) and the freehold interest in the road will pass to the Crown as bona vacantia (good found without any apparent owner). If the road is in a state of disrepair the Treasury Solicitor is likely to disclaim the Crown's interest if pressed to take action, the interest would then be subject to escheat. This is a common law doctrine which transfers the property of a person who dies without heirs back to the crown or state. It

serves to ensure that property is not left in "limbo" without recognised ownership.

- 7.2 Any disclaimer or escheat situation will not impact on the rights of way already in existence over the road. As far as the practical position is concerned, the owners and occupiers of the commercial premises adjacent to the road and/or Mandale Properties would need to consider setting up a management company and buying the freehold from the Treasury (if it is before they disclaim the Crown's interest) or a new freehold (if it is after the Crown have disclaimed). To leave the issue in a state of flux as it is now means the road will continue to deteriorate until such time as it is unusable which will then of course devalue the commercial businesses and possibly those on the Marina plaza etc.
- 7.3 Any third party insurance claims for damage to vehicles or personal accidents will need to borne by the vehicle owners themselves and persons having accidents would have nowhere to turn in respect of potential third party claims.
- 7.4 To enable the adoption the Legal Department will need to make contact with the Treasury Solicitors and request that they transfer the road land to HBC. As there is no value in the land they would probably transfer for nil consideration although a small cost and legal fees cannot be ruled out. Once the transfer is complete HBC are able to make good any defects and bring the road up to an adoptable standard.

## **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 and diversity considerations attached to this report.

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

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

## **11. STAFF CONSIDERATIONS**

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

## **12. ASSET MANAGEMENT CONSIDERATIONS**

- 12.1 Taking over Harbour Walk as adopted highway would add this section of infrastructure to the adopted road network. The future maintenance of the highway infrastructure will be incorporated into the Council's five year Highways Maintenance Programme and costs will be funded by current revenue and capital budgets.

## **13. RECOMMENDATIONS**

- 13.1 It is recommended that the Council instigate the legal procedures necessary to adopt the highway (including footways, lighting and drainage) on Harbour Walk from Navigation Point to The Highlight as part of its Masterplan proposals.
- 13.2 That the necessary works required to the street lighting (£47k) and drainage (£60k) are undertaken to bring them up to adoptable standards.

## **14. REASONS FOR RECOMMENDATIONS**

- 14.1 To ensure that the Masterplan proposals are not adversely affected by neglect to the maintenance of the highway infrastructure on this section of Hartlepool Marina and that, by undertaking the works required to the drainage system, the Council are not left with the risk of future possible intervention by the Environment Agency due to the fact that road gullies currently discharge directly into the dock.

## **15. BACKGROUND PAPERS**

- 15.1 There are no background papers

## **16. CONTACT OFFICER**

- 16.1 Denise Ogden  
Director of Regeneration and Neighbourhoods  
Level 3  
Civic Centre  
Hartlepool  
TS24 8AY

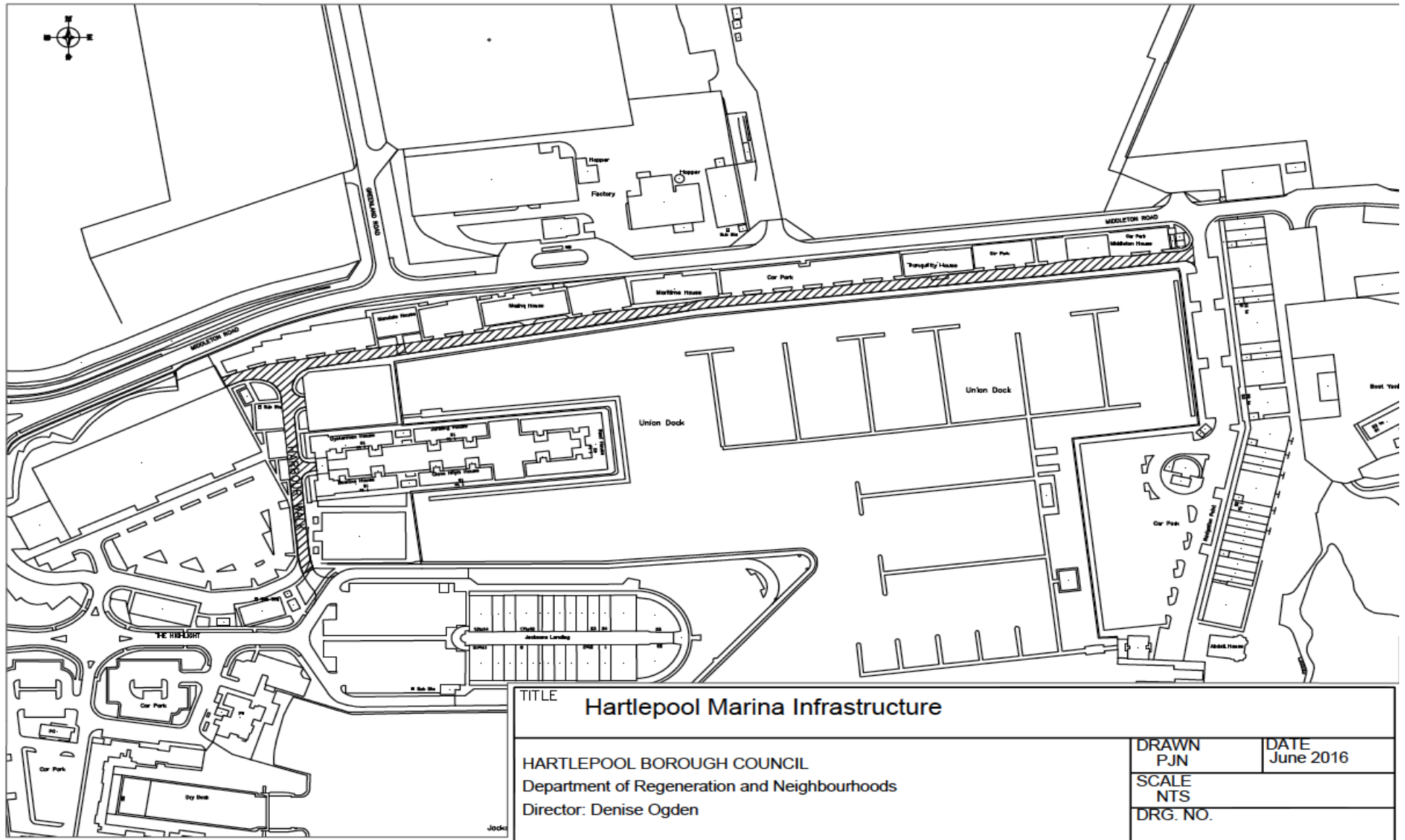
Tel: (01429) 523300

E-mail: [denise.ogden@hartlepool.gov.uk](mailto:denise.ogden@hartlepool.gov.uk)

Mike Blair  
Technical Services Manager  
Level 4  
Civic Centre  
Hartlepool  
TS24 8AY

Tel: (01429) 523252

E-mail [mike.blair@hartlepool.gov.uk](mailto:mike.blair@hartlepool.gov.uk)



# NEIGHBOURHOOD SERVICES COMMITTEE

21<sup>st</sup> June 2016



**Report of:** Director of Regeneration and Neighbourhoods

**Subject:** HARTLEPOOL CAR CLUB

---

## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non Key.

## 2. PURPOSE OF REPORT

2.1 To seek approval for the Council to support the instigation of a social enterprise car club in the town by way of the provision of discounted parking spaces in the town centre and at Hartlepool Interchange.

## 3. BACKGROUND

3.1 Co-wheels is the only independently-owned national car club, providing low emission, hybrid and electric cars on a pay-as-you-go basis for organisations and communities across the UK.

3.2 Trading as a social enterprise comes with a commitment to improve society and the environment. The Club's primary focus is to help their members to save money, reduce car ownership and create a cleaner environment by making lower impact transport options available to everyone. Co-wheels is a **Community Interest Company**, and as such reinvests profit into operations to expand and improve the service.

3.3 Co-wheels delivers car clubs in over 60 locations across the UK. It has a diverse range of operations, from city centres to villages. Some of their car clubs are used by Local Authorities and Universities as pool cars for staff, whilst others focus entirely on being shared cars for local residents. The company encourage local ownership of their operations which are sometimes run as community car clubs or as a social franchise.

#### **4. PROPOSALS**

- 4.1 A new social enterprise Club is being set up in the town consisting of, initially, two vehicles that will be located in the car park to the rear of Stagecoach's Office in Avenue Road and at the town's Interchange.
- 4.2 The enterprise is being privately funded and the operators have approached the Council to seek support by way of a potential discount on the two parking spaces required to locate the vehicles.
- 4.3 It is proposed that, by way of support for this community enterprise, the Council provide the two business spaces for the price of one. This will show commitment to a sustainable project bringing transport opportunities to residents of the town who may not have their own means of transport.
- 4.4 The Council, in acknowledgement of their, support will be able to display this fact on the vehicles.

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

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

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

- 6.1 The two spaces that will be utilised for the project have been created specifically for this purpose and are hence new business bays, which would generally cost £350 per annum each. Being new bays there is no loss of income by providing one for free, other than the pay and display income that would have been generated from the bays as general spaces in each park.
- 6.2 In considering the issues outlined in this report Members are reminded that significant additional Government Grant cuts will be made over the period 2017/18 to 2019/20. As a result the Council will face a significant budget deficit for the next three years the extent of which will depend on the level of Council Tax increases approved by Members over this period. Detailed proposals for achieving 2017/18, 2018/19 and 2019/20 budget reductions will need to be developed. Any additional budget pressures will increase the level of budget cuts which will need to be made and will need to be referred to the Finance and Policy Committee for consideration.

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

- 7.1 There are no legal considerations 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 and diversity considerations attached to this report.

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

10.1 There are no Section 17 considerations attached to this report.

**11. STAFF CONSIDERATIONS**

11.1 There are no staff considerations attached to this report.

**12. ASSET MANAGEMENT CONSIDERATIONS**

12.1 There are no asset management considerations attached to this report.

**13. RECOMMENDATIONS**

13.1 That Members agree to the Council providing two business bays to the Hartlepool social enterprise Car Club for the cost of one on the provision that this support will be advertised on the vehicles.

**14. REASONS FOR RECOMMENDATIONS**

14.1 To show the Council's support for sustainable transport measures and for a social enterprise that will have benefits for residents of the town by way of providing another affordable transport offer.

**15. BACKGROUND PAPERS**

15.1 There are no background papers.



**16. CONTACT OFFICER**

16.1 Denise Ogden  
Director of Regeneration and Neighbourhoods  
Civic Centre  
Victoria Road  
Hartlepool  
TS24 8AY  
Email [denise.ogden@hartlepool.gov.uk](mailto:denise.ogden@hartlepool.gov.uk)  
Tel: 01429 523301

Mike Blair  
Technical Services Manager  
Level 4  
Civic Centre  
Hartlepool  
TS24 8AY

Tel: (01429) 523252  
E-mail: mike [blair@hartlepool.gov.uk](mailto:blair@hartlepool.gov.uk)