

# NEIGHBOURHOOD SERVICES COMMITTEE AGENDA



**Tuesday 25 October, 2016**

**at 10.00 am**

**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 20 September, 2016 (*previously circulated*).
  - 3.2 To receive the Minutes and Decision Record of the meeting of the Emergency Planning Joint Committee held on 20 July, 2016.
4. **BUDGET AND POLICY FRAMEWORK**
  - 4.1 Draft Clean and Green Strategy – *Director of Regeneration and Neighbourhoods*
5. **KEY DECISIONS**
  - 5.1 Hartlepool Cycling Development Plan – *Director of Regeneration and Neighbourhoods*
  - 5.2 Local Growth Fund Cycling Schemes – *Director of Regeneration and Neighbourhoods*



**6. OTHER ITEMS REQUIRING DECISION**

6.1 Greatham Bus Shelter – *Director of Regeneration and Neighbourhoods*

**7. ITEMS FOR INFORMATION**

None.

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

FOR INFORMATION

Date of next meeting – Tuesday 22 November, 2016 at 10.00 am at the Civic Centre, Hartlepool.



# **EMERGENCY PLANNING JOINT COMMITTEE**

## **MINUTES AND DECISION RECORD**

20<sup>th</sup> July 2016

The meeting commenced at 1.00pm in the Civic Centre, Hartlepool

### **Present:**

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

Councillors: Alec Brown (Redcar and Cleveland Borough Council)  
Mick Thompson (Middlesbrough Borough Council)

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

### **1. Apologies for Absence**

Apologies were submitted by Councillor Mike Smith (Stockton Borough Council)

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

None

### **3. Minutes of the meeting held on 24<sup>th</sup> February 2016**

Minutes received.

### **4. Financial Management Outturn Report 2015/16** *(Chief Finance Officer and Chief Emergency Planning Officer)*

#### **Purpose of report**

To provide details of the revenue outturn for the Cleveland Emergency Planning Joint Committee for the year 2015/16.

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

The Group Accountant provided background information, noting that there was now no requirement for an annual return to be completed and formally approved by committee for external audit as this now formed part of the Hartlepool Borough Council's main accounts. A summary of the outturn position was provided as set out in the report. A favourable variance of £51,000 on the main Emergency Planning Unit (EPU) budget had been achieved due to staffing savings and reductions in general running costs. The Local Levy Fund was also under spent by £15,000 due to a vacant post while savings of £2,000 had been made on the Local Resilience Forum budget. It was recommended that these savings be transferred to the main Emergency Planning Reserve, the Local Levy Fund reserve and the LRF reserve.

### **Decision**

That the report be noted and the following reserve transfers be approved:

- A net contribution to the main Emergency Planning Reserve of £35,000
- A transfer to the Local Levy Fund reserve of £15,000
- A transfer of £2,000 to the LRF reserve

## **5. CEPU Proposed Action Plan 2016-2017** (*Chief Emergency Planning Officer*)

### **Purpose of report**

To provide the action plan of the Emergency Planning Unit and assist members in overseeing the performance and effectiveness of the Unit and its value to the four unitary authorities.

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

The proposed plan contained 100 actions/objectives and their associated indicators which would be progressed through the year. A summary overview of the areas which the actions fell under was also provided. The Chief Emergency Planning Officer asked members to contact him with any specific concerns relating to the plan, including the format. A member queried whether the functions of the unit were subject to audit by an external body. The Chief Emergency Planning Officer advised that there was no specific audit in place although the unit were often asked to provide returns to Central Government on specific areas. The Unit also supports the returns by Category 1 responders National Capability Survey which are conducted every 2-3 years. The Chair noted that the format of the plan had

been amended in order to provide members with all the information they would need in order to be fully involved.

### **Decision**

- a. That the Action Plan be approved
- b. That members seek involvement and clarification on the Action Plan where appropriate
- c. That the Chief Emergency Planning Officer continues to develop the Action Plan and that a standard report be submitted to the quarterly committee meetings to provide assurance to members that the key considerations continue to be met.

## **6. CEPU progress against the Action Plan 2015-2016** (Chief Emergency Planning Officer)

### **Purpose of report**

To report on the progress of the CEPU action plan 2015-16 and assist members in overseeing the performance and effectiveness of the EPU and its value to the four unitary authorities

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

The Chief Emergency Planning Officer reported that the majority of actions contained within the Action Plan had been delivered. There were some areas of work to be carried forward into 2016/17 and these were detailed in the report. The following issues were then discussed by members:

#### Training for Independent Safety Advisory Groups

It was noted that there had been no uptake on this training by local authorities in the year, the training had previously been provided in a number of boroughs to both staff and event organisers. The Chair queried whether this should be standalone training or could be done as part of an overall training package to be provided to members on a future date. Basic information should be shared with members to enable them to inform community groups on health and safety matters at events as the Council would ultimately be liable if there was an incident.

#### COMAH

A site which was officially designated as an upper tier COMAH site was overdue its 3 year statutory testing period as a result of transfer of ownership. The Chief Emergency Planning Officer outlined that whilst still

designated as an upper tier site, the operator had advised that products had been removed therefore there was no longer the potential for an offsite emergency impacting on the public. Discussions had been ongoing with the operator and the Health and Safety Executive and Environment Agency and the intent was to carry out the minimum testing required in order to complete all statutory requirements.

#### Development of a sustainable community resilience model

The Chair made specific reference to the position of the LRF in relation to this, noting that despite all local authorities contributing to their budget there was no elected member representation on the Forum and they had never been provided with the minutes of their meetings, although retrospective reporting of the LRF's key activities to the EPJC was now undertaken. She was concerned that while elected members would be ultimately accountable they had no say in how the funding was spent. The Chief Emergency Planning Officer indicated that he could provide members with a projection of routine costs at the start of the year and a financial report at year end. He would also highlight the concerns of the members with the Chair of the LRF, with a view to meeting and resolving the concerns. The Chair clarified that the Committee would not necessarily want oversight of the LRF but in order to make that decision there needed to be more awareness of their role.

#### Elected members seminar

This had been delayed due to the local elections and the volume of work being undertaken by the Unit. The Chair advised she wished training to be offered to all elected members of the contributing authorities. She suggested that it be provided in one venue to members for all 4 authorities in order to avoid any localisation of issues. This needed to be a priority for the coming year. Following this it could be part of the induction process for all new Councillors.

### **Decision**

- a. That the completion of a significant number of actions in the 2015/16 Action Plan be noted
- b. That those actions not completed be carried forward to the 2016/17 Action Plan
- c. That a meeting take place between the Chair of the Emergency Planning Joint Committee and the Chair of the LRF and details of this discussion be reported back to the next Committee meeting
- d. That a member's seminar on the work of the EPU involving elected members from the four local authorities be scheduled as a priority.

## **7. LGA Guidance for Councillors** *(Chief Emergency Planning Officer)*

### **Purpose of report**

To bring to members' attention the recently published guidance for Councillors 'A Councillor's guide to civil emergencies' and its benefit in seeking assurance on the role of the Local Authority in Civil Emergencies.

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

A copy of the guidance, issued in May 2016, was provided to members. It contained a number of case studies. The Chair suggested it might be used as part of elected member training, albeit utilising more local examples.

### **Decision**

- a. That members familiarise themselves with the document and ensure fellow Councillors are aware of the guidance
- b. That members use the guidance to seek assurance and enter dialogue with the Chief Emergency Planning Officer and their respective authorities senior staff
- c. That the Chief Emergency Planning Officer continues to develop the CEPU annual action plan and associated report to provide assurance to elected members that the key considerations continue to be met

## **8. Activity and Incident Report** *(Chief Emergency Planning Officer)*

### **Purpose of report**

1. To assist members in overseeing the performance and effectiveness of the Emergency Planning Unit and its value to the four unitary authorities.
2. To inform members of the activities and incidents reported and warning communications received and dealt with by the Unit between 6<sup>th</sup> January and 24<sup>th</sup> July 2016.
3. To provide oversight to members of the actions undertaken under the community resilience project hosted at the unit and the actions

associated with the Cleveland Local Resilience Forum

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

Between 6<sup>th</sup> January and 24<sup>th</sup> July 2016 –

32 warning communications had been received

9 incidents of note had taken place

11 training events had been held

10 training exercises had been held

Information was also given regarding community resilience activities and LRF activities.

The Chair referred to the regular activity updates sent to members of the Cleveland Fire Authority. She suggested that members of the Committee contact the Cleveland Fire Authority and ask that they be included on the distribution list for this email.

### **Decision**

That members note the report and seek further clarification as appropriate.

The meeting concluded at 2:40pm.

**P J DEVLIN**

**CHIEF SOLICITOR**

**PUBLICATION DATE: 27 July 2016**



# NEIGHBOURHOOD SERVICES COMMITTEE

25<sup>th</sup> October 2016



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

**Subject:** DRAFT CLEAN AND GREEN STRATEGY

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Budget and Policy Framework.

## 2. PURPOSE OF REPORT

2.1 To agree a draft Clean and Green Strategy for formal consultation.

## 3. BACKGROUND

3.1 Cleanliness and quality of the environment are recognised as factors which have a direct impact on how residents' feel about their local area. Well maintained streets and pleasant green and open spaces are also attractive to visitors, business investors and potential new residents and therefore make an important contribution to the overall prosperity of a town.

3.2 The Council's recent 'Your Say, Our Future' consultation has reaffirmed the importance of the local environment to residents and highlighted the need for the community and Council to work together to improve the area and also reduce demand on services.

3.3 In an effort to meet aspirations of members and residents in improving the town's environment the development of a Clean and Green Strategy has been identified as a key priority within the Council's work programme for this year.

## 4. PROPOSALS

4.1 Plans for the development of the strategy were reported to the Neighbourhood Services Committee on 20<sup>th</sup> September 2016 and comments were received from members regarding the process to be followed. As part

of the discussion, some initial views were expressed by the committee on areas they wished to see included within the strategy.

- 4.2 The first draft of the strategy is attached at **Appendix A**. The document has been developed using contextual information such as local demographics, community consultation and an analysis of current demand on those services that are involved in managing and maintaining a cleaner, greener Hartlepool. Data from the recent 'Your Say, Our Future' public consultation is included as well as details of service requests logged by the contact centre and national benchmarking information. Key challenges and opportunities facing these services are also highlighted along with the role that the local community can play in reducing demand on Council services given the backdrop of continuing reductions in public expenditure.
- 4.3 The strategy covers a three year period. It will be supported by an action plan that will be refreshed and reported to the Neighbourhood Services Committee on an annual basis. The strategy will also be underpinned by a performance framework enabling success to be measured. It is proposed that this action plan and the associated performance measures are developed during the consultation stage and considered by committee at second draft stage.
- 4.4 The committee's views are requested in order to further shape the Clean and Green Strategy prior to it being put forward for consultation. Once approved, the draft document will then be subject to an eight week formal consultation period. It is proposed that the consultation exercise will include the following:
- An online consultation – with links published on the Hartlepool Borough Council website, Facebook and Twitter pages
  - The use of local media mechanisms
  - Presentations to the Council's Neighbourhood Forums and Hartlepool Youth Council.
- 4.5 Members are also requested to consider whether there are any clean and green themes they would particularly wish to see highlighted during the consultation process or any specific questions they feel would help provide useful information for incorporation into the final strategy and action plan.
- 4.6 It is anticipated that a second draft of the strategy which will include comments received during the consultation period will be presented to the Neighbourhood Services Committee in January 2017 for further consideration and approval. Following consultation on the second draft, the final strategy will be presented to the Neighbourhood Services Committee in March 2017 prior to it being considered by Council in April 2017.

## 5. RISK IMPLICATIONS

- 5.1 There are no risks associated with the proposals outlined in this report.

**6. FINANCIAL CONSIDERATIONS**

6.1 There are no financial considerations associated with this report.

**7. LEGAL CONSIDERATIONS**

7.1 There are no legal considerations associated with this report.

**8. CHILD AND FAMILY POVERTY**

8.1 There are no child and poverty implications associated with this report.

**9. EQUALITY AND DIVERSITY CONSIDERATIONS**

9.1 There are no equality and diversity implications associated with this report.

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

10.1 There are no Section 17 considerations associated with this report.

**11. STAFF CONSIDERATIONS**

11.1 There are no staff considerations associated with this report.

**12. ASSET MANAGEMENT CONSIDERATIONS**

12.1 There are no asset management considerations associated with this report.

**13. RECOMMENDATIONS**

13.1 That the Neighbourhood Services Committee approves the draft strategy for consultation, subject to any further additions or amendments it wishes to see incorporated.

13.2 That members determine whether they wish to see any specific questions raised or issues highlighted as part of the forthcoming consultation process.

#### **14. REASONS FOR RECOMMENDATIONS**

- 14.1 It is important that the Clean and Green Strategy reflects the aspirations and priorities of both members and residents. The final strategy document will help focus efforts towards creating and maintaining a local environment that is attractive to current residents and visitors as well as potential business investors and new residents.

#### **15. BACKGROUND PAPERS**

- 15.1 There are no background papers associated with this report.

#### **16. CONTACT OFFICER**

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# Clean & Green Strategy for Hartlepool

## 2017 - 2020

# DRAFT



# Foreword

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Foreword from Chair of Neighbourhood Services Committee to be added

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# Introduction

We all use public spaces every time we leave home. These include the footpaths and streets we walk or drive along each day, the parks where our children play and the outdoor areas we go to exercise or relax in.

Many of our daily decisions and activities are influenced by our perceptions of the quality and cleanliness of the public areas we encounter. The Council's Household Survey undertaken in 2013, shows that resident satisfaction with our front line services, such as refuse collection, recycling facilities, street cleansing, parks and open spaces, is generally high and that residents value the clean and green spaces of Hartlepool. However, residents indicated that they still feel improvements could be made to their local areas, and highlighted that the condition of roads, street cleanliness including dog fouling and litter/rubbish collection as being the highest priorities. Hartlepool Borough Council is committed to addressing these issues and creating a better environment for people to enjoy. As part of this commitment we have produced this Clean and Green Strategy.

The strategy sets out how we will achieve our vision for cleaner streets and well designed and maintained parks, green spaces and highways. It recognises that in order to be successful in creating a more attractive environment and delivering the aims of this strategy, we will not only have to work with our existing volunteers and other committed partners but will also need the support and active citizenship of the local community. With this in mind, this strategy also includes proposals to develop a new charter that outlines a voluntary partnership between the community, Council and other stakeholders. The charter will outline how we need to work together to achieve the cleaner, greener and more pleasant environment we wish to see.

The Borough is in a fortunate position of being well supplied with green and open spaces. From the long

expanse of attractive beach and coastline to the open countryside on the fringes of the town and the parks, recreation grounds and green spaces within, Hartlepool can boast a pleasant environment. The challenge is to keep the streets and areas of open space clean, uncluttered and well maintained whilst resources to fund such work become increasingly scarce.

The importance of clean and green spaces cannot be underestimated. Many benefits derive from a pleasant environment. The following are seen as particularly valuable and complement some of the wider aims of the Council and link to some of our other strategies.

Good quality parks and attractive areas of open space contribute an economic benefit to the town. As Hartlepool competes with others to attract growth, tourism and inward investment a clean, green and pleasant environment plays an important role in marketing the town as a place to live in, move to and visit. Businesses are drawn to places with good quality





environment as this in turn attracts customers, employees, and services into the town. In addition, a well maintained town has a positive impact on commercial and domestic property values and people are willing to pay to live in clean and well kept neighbourhoods.

The coastal area is an important tourist attraction that brings visitors and their money into the town. Hartlepool's waterfront is seen as a major asset and strategic master plans covering Seaton Carew and the Marina areas are well developed with some elements already at implementation stage. It is important to ensure routes into these and other key areas of the town are clean and tidy and do not leave a negative impression which could ultimately damage the visitor economy.

In Hartlepool some 41% percent of children aged 10-11 are overweight or obese and around 73% percent of adults. Both these figures are higher than the national average. The increase in obesity is linked to more sedentary lifestyles including low levels of outdoor activity. Patterns of exercise in adults are set early in life, so obesity and inactivity in childhood can lead to poor health in later years. Good quality public open space is required to encourage healthier lifestyles by providing opportunities for walking, cycling and other outdoor pursuits. The benefits of open spaces to mental health and well being are also important. Accessible areas of countryside, green spaces with natural views and other pleasant places to get away from stresses of urban living are recognised as being essential.

As well as providing exercise, play is vital for children's emotional and social development. Clean and well maintained play areas along with welcoming parks and open space will provide important beneficial opportunities for children to learn and develop as well as to stay healthy.

The Council currently delivers a variety of services aimed at ensuring the town is clean, green and well kept. Figure 1 on page 6 illustrates the key services involved. Some work is carried out with the help of dedicated volunteers and community groups. Other times we work closely in partnership with a range of organisations such as the Environment Agency, EDF Energy, Natural England, Teesmouth Field Centre and Northumbrian Water.



# Figure I



# Current Position

Data has been obtained from a number of different sources to obtain an overview of the current position in respect of our clean and green service areas and to better understand the present climate in which we are operating.

## a) Public Consultation Responses

The Council's recent 'Your Say, Our Future' consultation has reaffirmed the importance of the local environment to residents as a key factor in making Hartlepool a better place to live, together with a willingness to work with the Council to improve the local area and reduce demand on services. Key themes emerging from the consultation include:

- Enhancing enforcement capabilities to tackle dog fouling
- Developing a campaign to highlight how addressing the issue of litter is everyone's responsibility
- Increased education around environmental issues including the education and involvement of schools
- Ensuring key messages are delivered to the community in relation to the level of waste dealt with by the Council and the costs of disposing of waste and street litter

The Council's Household Survey of 2013 indicated residents were generally satisfied with the Council's front line services that impact on environmental quality. However similar messages were received to the 'Your Say, Our Future' consultation in that survey respondents also felt that improvements could be made to their local areas. When asked what could be improved more than one third of respondents (39%) said the conditions of roads and street cleanliness including dog fouling. In addition, 28% of respondents indicated litter/rubbish removal was an issue and an area where they would like to see more action taken.

The National Highways and Transport Network Survey 2015 provided further evidence that the residents of Hartlepool place a high level of importance on the condition of highways and yet only 36% of respondents were satisfied with their current state. It should be noted that this figure was in line with the national average and reflects the lack of resources available across the country for works to address the maintenance backlog that has built up over a number of years.





b) Customer Contact Data

With a population of over 92,000 it is evident that the majority of Hartlepool residents respect and care for their environment and recognise the impact that their own behaviour can have on their neighbours' health, well being and quality of life. Customers who contact the Council with queries and service requests in relation to clean and green services are mostly directed through Hartlepool Connect, the Council's Contact Centre. The Customer Relationship Management (CRM) system records information from all contacts and this provides a useful indication of the high demands placed on services. Records show that over 23,000 contacts were received by the Council in relation to clean and green services in 2015/16. An analysis of these contacts reveals that the greatest number of requests, and therefore demand for services, were in relation to:

- Removal of Bulky Household Waste
- Damaged Bins
- Requests to remove fly tipped materials (including side waste)
- Missed Collections due to incorrect presentation of bins
- Street Cleansing

These figures demonstrate that with just a little more care and attention taken by residents in relation to correctly recycling, ensuring bins are not overflowing and refraining from throwing out excess waste and placing it next to bins the demand on Council Clean and Green Services and therefore expenditure could be significantly reduced. Lifting loose bags of excess waste can also pose a risk to the health and safety of our operatives.

The Council has also worked hard in recent years to improve education and awareness within communities about the impact of their actions on the environment and others, but we continue to receive reports from the public about environmental offences. For example during 2015/16 there were:

- 124 abandoned vehicles reported and uplifted
- 138 dog fouling reports investigated with 14 fixed penalty fines issued
- 73 graffiti reports investigated and removed
- 110 reports of drug related litter investigated and removed
- 96 fixed penalty notices issued for littering

Continuing to address these matters through education and enforcement action including targeted operations, as well as encouraging greater resident involvement in caring for the environment are important elements of this strategy.





- Ranked 9th best out of 15 authorities in terms of tonnes of domestic waste recycled.

Analysing cost and performance indicators helps us gain a greater understanding of how Hartlepool's approach to service delivery compares and contrasts with that of the best performing authorities. It is anticipated that this benchmarking will help shape our action plans over the life of this strategy with the aim of enhancing performance and identifying further efficiency saving opportunities.

Research on cost and performance was also undertaken for the 'Your Say, Our Future' exercise. Several interesting statistics from the data collated were noted:

- In total the Council spends eleven times more collecting and disposing of waste than it does in recycling it (£3.3m pa against £300k.)
- 1,832 tonnes of rubbish was collected by our litter picking and fly tipping squads in 2015/16, a weight equivalent to 145 double decker buses.
- There were 96 fixed penalty notices were issued for littering offences in 2015/16 and a further 14 notices for dog fouling offences.

These findings further illustrate the impact that the behaviours of a minority of residents have on Council services and how such actions result in increased pressure on Council resources and expenditure.

### c) Cost and Performance Data

Comparative cost and performance data is available from several sources. The most relevant for clean and green services is that provided through our membership of the Association for Public Service Excellence (APSE). APSE data is available which compares the Council's recent performance against around 12 to 16 other local authorities with similar characteristics and size known as a 'family group'. It is generally accepted that there will be inconsistencies in the way different Councils record and present their data however despite this, APSE data can provide some useful pointers as to how our services compare against others.

The following are headline findings from the latest APSE reports (2014/15). Compared to other local authorities in the APSE family group Hartlepool Borough Council:-

- Maintains the largest area of public open space per head of population.
- Has the highest cost per household for street cleansing.
- Is best performing in making high priority road and footpath defects safe.
- Has 3rd lowest number of local authority playgrounds per 1,000 children.

### d) Links to the Council's Corporate Plan and Other Strategic Documents

The Finance and Policy Committee on 25<sup>th</sup> July 2016 agreed a new service planning framework that reflects the Council's priorities and clearly sets out our approach to realising our vision of what we want Hartlepool of the future to be. As part of this ambition we want Hartlepool to be a place people want to live, study, work, visit and play and also a place where people feel included and safe, able to live active, healthy and happy lives. A clean, green and pleasant environment is an essential contributor to achieving these priorities.



The Hartlepool Local Plan preferred options consultation document contains a whole section relating to the protection, management and enhancement of the natural environment. Sites designated for nature conservation are defined on the Proposals Map. An undertaking is set out in this document that as well as safeguarding from inappropriate development, the Council will work with others to improve the quantity, quality and management and accessibility of green infrastructure. The Clean and Green Strategy will help guide this improvement work.

This strategy will also have links to a number of other key Council strategies including some within the Budget and Policy Framework. The most relevant of these are:-

- Local Transport Plan
- Community Safety Plan
- Community Engagement and Cohesion Strategy
- Economic Regeneration Strategy
- Health and Well being Strategy



# Managing Budgets and Demand

Recent spending reviews and Government policy announcements confirm that significant cuts in funding for Councils will continue until at least the end of the current parliament. Significant reforms will also continue to be made to the system for funding councils and these are anticipated to increase financial risks for Hartlepool. In 2016/17 the Council will receive nearly £35 million (55%) less Government funding than it did in 2010/11.

The Council has so far been effective in managing very difficult financial circumstances but we recognise that we cannot do everything we would like to including maintaining and improving the town's environment. For example, budget reductions have meant that the core Street Cleansing service has seen its workforce cut by 40% (19 staff) over the past three years whilst it is estimated that it would take around £30 million to bring the town's highways infrastructure up to desired quality standards. Further reductions to budgets which support clean and green services are inevitable. In light of these diminishing resources, it is clear that the Council will need to find innovative and more efficient ways of delivering environmental services as well as developing new partnering arrangements.

We are very much aware that many of our clean and green services are demand led. Whilst much of this demand is inevitable it is also clear some of it is avoidable. This is perhaps best illustrated in the cleansing service where negative and irresponsible behaviour such as dropping litter in the street or allowing a dog to foul in a public area without cleaning up the mess has significant cost implications for the Council.



Demand management is a recognised approach to delivering improvements and managing down costs of local services by preventing negative, costly behaviour whilst at the same time encouraging and supporting positive action. The Local Government Association cites Southampton City Council as one authority that has had success in addressing demand in its clean and green services and in influencing behavioural change amongst residents. The published case study report highlights how the City Council embarked on a customer led transformation programme gaining insight into residents' preferences, needs and behaviours and using the information gained to facilitate collaborative working and



redesign services. The report states that the authority has saved over £1 million collectively on the cost of waste disposal over two years and fifty long term volunteers and community champions have been recruited.



Demand management will be a key element of our Clean and Green Strategy. Reshaping demand is however an extremely challenging process. It requires the root causes of demand on a service to be fully investigated and understood through in-depth research and analysis. The Council needs to be prepared to change its own behaviour where necessary and work to build relationships of trust with key stakeholders. Taking such steps will provide the best possible opportunity of reducing service demand and establishing a collaborative approach to tackling environmental issues with partners and residents.

Linked to this and to encourage and support active citizenship a new Resident Charter will be developed. Where negative behaviour does persist however, this will need to be addressed through an appropriate mix of education programmes and enforcement action.





# Our Vision

Our vision is ‘**To create a cleaner, greener, town with everyone taking part and which everyone can take pride in**’.

The Clean and Green Strategy is an opportunity for the Council, partners and communities, to work together to deliver improvements to our streets, open spaces and the environment; helping maintain and develop the Borough of Hartlepool as a place of choice for residents and business.

With the help of individual citizens, communities, voluntary bodies, local businesses, and landowners we will commit to contribute our resources to support the following aims:

- **Fostering partnership and a sense of shared responsibility**, a keystone to achieving the ambitions within the strategy whilst recognising the increasing constraints on services.
- **Facilitating change** within the context of finite resources; the council will champion its role supporting the combined efforts of partners and communities in which it operates.
- **Support citizens as active participants** in caring for their environment, and helping us address the increasing financial challenge and environmental impact of street litter, vandalism, graffiti and household waste disposal.

Underpinned by the active participation of our partners and the community our objectives are to create:

**A CLEAN TOWN** where our streets and public spaces are free from:-

- Litter.
- Fly-tipped materials.
- Clinical waste.
- Graffiti.
- Fly-posting, illegal signage and street clutter.
- Dog foul.
- Stray dogs.
- Vandalised and damaged street furniture and signs.
- Abandoned vehicles.
- Illegally tethered horses.

**A GREEN TOWN** that has:-

- Well kept parks and cemeteries.
- Trimmed and tidy residential grass verges and formal green spaces.
- Sports pitches and bowling greens that are sufficient to meet demand.
- Pleasant public horticultural displays like the wildflower planting scheme.
- Good public rights of way to the countryside.
- Places for nature.
- Good quality beaches.
- Policies which ensure the protection and management of the natural environment



### **A WELL MAINTAINED TOWN** in which:-

- Reported highways and footpath defects falling within the defined intervention criteria are addressed without undue delay.
- Available resources are used efficiently for upgrading and maintaining the road network.
- Litter bins are maintained and where necessary replaced with suitably designed receptacles
- A Household Waste Recycling Centre remains available for public use.
- Household waste and recycling material is collected efficiently.
- Chargeable waste collection services are offered including tailored trade waste services to businesses and a bulky waste service for households to remove large unwanted items.
- An effective approach to managing and maintaining trees is in place.
- Children's outdoor play equipment is inspected and maintained in a safe condition.
- New build infrastructure is well planned and its design supports the vision of a cleaner and greener town.
- Citizens actively participate with the Council and its partners in taking care of their environment.





# Resident Charter and Service Standards



As indicated elsewhere in this document, on its own the Council cannot deliver a cleaner and greener environment for residents. Through active citizenship we hope to see reduced demands on our services and more residents taking greater pride in, and ownership of their local environment. This is more necessary now than ever as public sector expenditure reduces at an unprecedented rate.

Collaboration between the Council and local community is essential. We propose to develop a resident charter to clearly set out the rights, responsibilities and expectations the Council and residents should have of one another. As well as referring to the Council's service standards the charter will also call on residents themselves to make a positive contribution to the cleaner and greener vision for the town. The Council will formulate the charter as part of its first year action plan linked to this strategy.

The Council already invests a significant resource towards achieving a clean, green and well maintained town, and to address those issues that can have a negative impact on our environment. But we want to be clear about our service promises, standards, and the response times we aim to achieve to ensure our communities understand what levels of service they can expect.

As part of our first year action plan we will also publicise our services and standards. This will ensure residents, and our public sector, private and voluntary sector partners know what to expect in relation to those Council services that impact on the environment from littering and fly-tipped materials to highways and footpaths; stray dogs; parks, playgrounds and open spaces.

# Partnership Working

## Neighbourhood Action Days

A key feature of partnership working to improve the quality of the environment since 2013 has been the roll out of Neighbourhood Action Days to tackle environmental crime. Endorsed by the Safer Hartlepool Partnership, these multi-agency 'Days of Action' are organised by the Council. Action days are primarily enforcement orientated, but also include measures to improve neighbourhood safety and resolve quality of life issues.

Neighbourhood Action Days are underpinned by a problem solving approach involving the analysis of community concerns, visual audits and partnership data. They operate one day per month, with all eleven wards within Hartlepool benefiting from the initiative on a rotational basis. From January to June this year a total of four Neighbourhood Action Days took place resulting in the following:

- 18 PCNs and 3 FPNs issued
- 5 untaxed vehicles removed
- 20 locations benefiting from dog foul signage
- 8 informal letters issued regarding rubbish at the front of properties
- 2 incidents of offensive graffiti removal
- 11 fire safety audits undertaken
- 1 dog foul bin installed

Other activities undertaken during Neighbourhood Action Days included street cleansing; litter picks; weed spraying and strimming, footpath edging, fly-tipping investigations and bulky waste removal.

Whilst Neighbourhood Action Days have been successful in targeting areas requiring additional attention and in providing a visible presence in those areas to reassure communities that agencies continue to work together on their behalf, perceived weaknesses in the adopted approach are the intensive planning and organisation of Action Day. Part of this strategy will therefore be to investigate an alternative to Neighbourhood Action Days that is less resource intensive in relation to planning and co-ordination but more effective in delivering clean streets to improve performance levels on the ground.





## Voluntary Sector

Hartlepool Borough Council has a long history of supporting and working with the voluntary sector to achieve its ambition of making the town a place where people want to live, study, work, visit and play and also a place where people feel included and safe, able to live active, healthy and happy lives. A clean, green and pleasant environment is an essential contributor to achieving these priorities. Through this strategy we will continue to support and encourage volunteers who wish to take a more active role in looking after the environment. We currently work closely with existing 'Friends Groups' who are involved in taking care of parks, cemeteries, green spaces and railway stations. We also support individual volunteers along with those from schools, resident groups and corporate businesses who offer to help with conservation activities, green space maintenance or litter picking at one of our regular events. These dedicated volunteers make a real difference and we want to build on the excellent work they do. We intend to explore further the opportunities for increasing community participation in clean and green activity and look to introduce an awards scheme that recognises and rewards voluntary work undertaken in relation to the environment.

## Environmental Apprentices

The Council works in partnership with the College of Further Education to deliver successful apprenticeship programmes which provide workplace training and experience to participants whilst delivering additional resources into frontline services. The Waste & Environmental Services section currently has three apprentices, two within Street Cleansing and one within Grounds Maintenance. For the September 2016 intake however there was funding for 10 apprentices but the scheme only attracted three suitable candidates. Issues with retaining apprentices have also occurred in the past. Ways to enhance and revitalise this programme are currently being explored.



# Making it Happen

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Action Plan to be included here.

# Measuring Success

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Performance Measures to be included here.





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# NEIGHBOURHOOD SERVICES COMMITTEE

25<sup>th</sup> October 2016



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

**Subject:** HARTLEPOOL CYCLING DEVELOPMENT PLAN

## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Key Decision (test (i)/(ii)) Forward Plan Reference No: RN05/16

## 2. PURPOSE OF REPORT

2.1 To seek approval for an over-arching Cycling Development Plan for Hartlepool, to include the development of cycle tracks to link employment, housing and leisure sites, and the investigation of works to support cycling generally including cycle hubs, cycle parking, cycling information and volunteer development. Hartlepool's Plan will link to the Tees Valley Combined Authority Local Growth Fund/Access to Employment programme.

## 3. BACKGROUND

3.1 The Hartlepool Cycling Development Plan has been produced as part of the work programme of the Hartlepool Active Travel Hub, an initiative that is part of the wider 'Connect Tees Valley' programme overseen by Tees Valley Combined Authority. The Active Travel Hub aims to promote and develop sustainable and Active Travel supported by the Government's Local Sustainable Transport Fund (2015/16) and Sustainable Transport Transition Year fund (2016/17). The intention of the Hartlepool Cycling Development Plan has been to bring together all ideas and aspirations for the development of cycling in Hartlepool with the simple aim of getting 'more people cycling more often and more safely'.

3.2 During 2015/16 a team of Council Officers and Members had a series of scoping meetings in relation to the Plan. This led to the production of a draft document for public consultation. Consultation was subsequently carried out over August and September 2016 the results of which have helped shape the final document.

***The Cycling Plan structure***

- 3.3 In an attempt to cover all aspects of cycling the Plan is a very broad document comprising of a main plan and 15 appendices. There are 4 key sections. Section 1 is an introduction and context background, summarising the current cycling network in Hartlepool, relevant national, regional and local policies, the results of recent workplace travel surveys carried out in Hartlepool and a background about the health case for cycling. Section 2 details the aims and objectives of the Plan. Sections 3 and 4 consider achieve the aims and objectives. Section 3 concentrates on the development of the physical cycling network whilst section 4 looks at other aspects of development including signage, training, cycle parking, cycle hub development, partnerships and monitoring.

***Consultation***

- 3.4 Public consultation on the Plan took place over late August and September. This involves the Council's webpage providing links to the Plan and all associated appendices. In order to record views people were invited to either contact the Council's Sustainable Travel Officer or complete a specially set up 'survey-monkey' questionnaire. To help publicise the consultation the Council's Public Relations team were engaged, who used various social media outlets such as Twitter and Facebook to further publicise the consultation. Members of the Hartlepool Online Panel forum were invited to comment. In addition fliers were distributed as part of the work of the Active Travel Hub. Finally a team of Personalised Travel Planners from Darlington's 'Local Motion' initiative were able to distribute fliers as part of their work programme in Hartlepool including a large scale distribution to local residents.

***Feedback from the consultation***

- 3.5 Overall the response was extremely encouraging with 266 people completing the on-line survey and a further three getting in contact by phone or letter. In addition the on-line survey invited respondents to leave contact details if they wanted to be involved in helping develop the Cycling Plan in the future and 38 respondents responded positively.
- 3.6 The on-line survey comprised of 11 questions requiring either specific answers or giving respondents the chance to leave wider comments and observations. As well as asking about the information contained within the Plan the survey asked a couple of questions regarding the respondents own cycling habits.
- 3.7 The key headlines from the consultation were;
- 96% agreed with the general aim of 'getting more people cycling, more often and more safely.
  - 73% of respondents owned a bike of which just over 55% cycled at least once a week.
  - When asked a general question about 'what would encourage you to cycle more' the most popular answers were; 'build more separate cycle paths (75%) and improve road safety (72%).

- 3.8 Views and suggestions and observations were also sought. Generally responses fell into 4 categories; specific suggestions; general comments about the cycling infrastructure; comments about other aspects of cycling development and general comments.

*Specific ideas linked to a particular location or routeway*

- 3.9 22 different suggestions were received, the most popular being ‘separate cycle lanes and speed control on the A689’. A cycleway alongside the A178 and better links from the Headland to the Marina also generated notable responses.

*General comments about the cycling infrastructure*

- 3.10 22 separate comments were made about the cycling infrastructure in general. By far the most frequent comment was, again, the need to construct more traffic free cycleways. The need for a good quality surface for cycleways including good general maintenance was also of note as was ensuring enforcement in relation to cars parked on cycleways.

*Comments about other aspects of cycling development*

- 3.11 This section drew 23 different responses. The most popular being ‘education for motorised vehicle drivers about cyclists and the vulnerable nature of cycling’, more cycle events, organised rides and cycle groups, training for cyclists (all age groups) and secure bike parking.

## 4. PROPOSALS

- 4.1 The Hartlepool Cycling Development Plan provides a specific document for the Council that both summarises the current picture relating to cycling in Hartlepool and identifies a wide range of ideas and suggestions for the future development in order to work towards the general aim of ‘getting more people cycling, more often and more safely’. The Plan provides a ‘long list’ of potential projects for future funding opportunities. The consultation process has proved to be a worthwhile exercise through the amount of ideas and observations generated.
- 4.2 As a result of the consultation specific ideas have been added and targets set for each key section within the Plan. However, in conducting the consultation process it has been recognised that this is a wide ranging area of work for which ideas, suggestions and observations will be welcome at any time. Therefore whilst the consultation on the Plan had a set time limit, the wider development is very much an ongoing process. The revised plan with key actions is included in **Appendix 1**.
- 4.3 An example of how the Plan can work in practice can be shown in the recent Tees Valley Combined Authority grant award under the Local Growth Fund (LGF) programme. The ‘Sustainable Access to Employment’ capital programme has received £8.3m of LGF support for Tees Valley. Cycling infrastructure projects identified in the Hartlepool Cycling Development Plan have helped form a ‘long list’ for the overall LGF programme. Two are currently being designed, a shared

cycleway/walkway alongside the A689 from the entrance to Queens Meadow Enterprise Zone to Truro Drive and a major new road crossing for cyclists and pedestrians over the A179 near to Warren Road.

## **5. RISK IMPLICATIONS**

5.1 There are no risk implications attached to this report.

## **6. FINANCIAL CONSIDERATIONS**

6.1 There are no financial considerations directly attached to this report, however, the Hartlepool Cycling Development Plan will identify and help prioritise project ideas that will form the basis of future bids for funding.

## **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 relating to this report

## **9. EQUALITY AND DIVERSITY CONSIDERATIONS**

9.1 There are no equality and diversity considerations relating 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 Cycleways are an important asset of the Council's estate, providing residents and visitors with a sustainable means of travel.

12.2 Investment in the Council's cycle network enhances the value of the estate and also provides residents with a safer alternative means of travel for leisure and access to employment.

- 12.3 A number of asset management considerations needs to be taken into account in planning the future of the Council's cycle network.

### **13. RECOMMENDATIONS**

- 13.1 Members are requested to note the contents of this report including the full Hartlepool Cycling Development Plan. Consultation exercise has been undertaken over August and September 2016 and a presentation on the results will be given at the meeting.
- 13.2 Members are request to approve the revised Hartlepool Cycling Development Plan.

### **14. REASONS FOR RECOMMENDATIONS**

- 14.1 The recommendations are proposed in order to secure formal approval for the continued development and promotion of cycling in Hartlepool through the production and advancement of a Cycling Development Plan. The will help work towards the Plan's key aim of getting more people cycling, more often and more safely.

### **15. BACKGROUND PAPERS**

- 15.1 There are no background papers associated with this report.

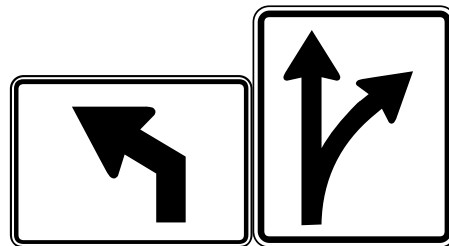
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# Hartlepool Cycling Development Plan



October 2016



# Hartlepool Cycling Development Plan

## **1     *Introduction and context background***

- A. Introduction
- B. Cycling in Hartlepool
- C. Current policy context, national, regional and local
- D. Tees Valley Combined Authority
- E. Workplace travel surveys 2015
- F. The health case for cycling

## **2     *The Hartlepool Cycling Development Plan***

- A. Aims and objectives

## **3     *Network development***

- A. Current network overview
- B. Outline strategy for network developments
- C. Specific project ideas
- D. Analysis / criteria for setting priorities (funding streams)
- E. Local Growth Fund programme

## **4     *Promotion and development***

- A. Signage
- B. Cycle parking and associated facilities
- C. Training and development
- D. Leaflets and interpretation
- E. Communal and pool bike schemes
- F. Cycle hub development
- G. Partnership working
- H. Monitoring

## **5     *Summary list of appendices***

## **6     *Reference information***

## **1      *Introduction and context background***

### **A      Introduction**

1.1      Cycling continues to enjoy a strong positive profile throughout the UK. Well publicised political initiatives such as the Cycle City Programme combined with sporting successes in the Olympics and Tour de France have kept cycling and all the positive benefits it brings in the spotlight. Additionally, as a healthy activity that contributes to easing traffic congestion and reducing harmful exhaust emissions the promotion of cycling carries broad political support.

1.2      Against this positive background cycling still makes only a small contribution to how people travel. The National Travel Survey 2014 identified that only 2% of trips and 1% of distance were made by bike in 2014.

### **B      Cycling in Hartlepool.**

1.3      The town of Hartlepool and the surrounding Borough is relatively small in area with few hills. It has a coastline stretching down its eastern side. The population currently stands at around 90,000. The Borough has seen a number of developments in relation to cycling over past years and certainly has potential for more investment to encourage more people who live and work in the Borough to take to two wheels.

1.4      The key elements for cycling in Hartlepool are

- 1) The National Cycle Network route 14 that follows a coastal route from Crimdon in the north to Greatham in the south.
- 2) Recreational routes such as the Hart Walkway, Summerhill Multi user route and Seaton Common bridleway
- 3) Countryside roads linking the key villages in the Borough (Greatham, Dalton Piercy, Elwick and Hart).
- 4) Key routes in / out of the borough along the Tees Road, A689, A179 and A1086.
- 5) Key inner town links, for example along Brenda Road
- 6) Inner town links and advisory cycle routes.

1.5      Whilst some of these routes have benefitted from developments for cycling, many have not meaning that cyclists have to share with vehicular traffic on at times, extremely busy roads.

1.6      Additionally, Hartlepool processes a national standard BM track as part of the Summerhill Country Park. This facility is open access and can be enjoyed at any time. There is also a BM cycling club linked to the track (the North East BM Club).



## **C Current policy context**

1.7 This Plan is set in a context of a number of national, regional and local policies and initiatives. The key one's are;

### **National Policies**

- ***The Cycling and Walking Strategy; Investment Strategy and 'Access' fund 2016***

1.8 This represents the current Governments' thinking with the overall aim to;

*"...double cycling and reduce the numbers of cyclists killed or seriously injured; and to support sustainable transport schemes which support access to work, skills, education and training, for example Cycle-Rail links."*

- ***Door to Door Strategy 2013***
- ***Creating Growth, Cutting Carbon 2011***
- ***The National Infrastructure Plan 2010***

### **Regional / Sub-Regional Context**

- ***Tees Valley's Strategic Economic Plan (SEP) / LGF application 2014. 'The Vision for the Tees Valley'***
- ***'Gearing Up For Growth' – A Cycle Tourism Strategy for the North East***
- ***Tees Valley Cycling Strategy***

### **Local Context**

- ***The Hartlepool Vision – 2015***
- ***The Hartlepool Sustainable Modes of Travel Strategy***
- ***Coastal Communities Fund - Hartlepool Coastal Regeneration Project***

### ***For further information***

- ***Appendix 1: Cycling development – current policy context***

## **D Tees Valley Combined Authority**

1.9 Hartlepool Borough Council is one of five Tees Valley Local Authorities that have worked in partnership in recent years, to deliver strategic transport initiatives. Together, the five Local Authorities have successfully bid for funding and delivered major sustainable transport programmes such as the £60m Tees Valley Bus Network Improvement (TVBNI) scheme, the £1.3m Local Sustainable Transport Fund (LSTF) 'Connect Tees Valley' programme and the £8.3m Local Growth Fund (LGF) 'Sustainable Access to Employment' programme.

1.10 In April 2016, the Tees Valley Combined Authority was created to drive economic growth and job creation in the area. The Combined Authority is a statutory body giving Government the certainty of structure and accountability that is necessary to devolve more significant amounts of money and levels of decision

making. Going forwards the five councils continue to operate in their own right, delivering local services to their areas, but are united as a formal Tees Valley Combined Authority on matters of economic development, transport, infrastructure and skills.

## **E Workplace travel surveys - 2015**

1.11 Over September to November 2015 the LSTF supported Hartlepool Active Travel Hub oversaw a number of workplace travel surveys. The surveys targeted people in work in Hartlepool and aimed to assess current travel habits and what, if anything, would encourage people to adopt sustainable and active travel including cycling.

1.12 The headlines from the surveys were;

- 55% of journeys to work are 5 miles or less
- 6% usually cycle to work whilst 78% travel by car.
- 12% occasionally travel to work by bicycle
- When asked what would make you cycle or cycle more the most popular answer was *'improvements to cycle routes and facilities on site'*

### ***For further information***

➤ Appendix 2: *Hartlepool Workplace Travel surveys 2015*

## **F The health case for cycling**

1.13 Numerous studies and research have shown that cycling is good for your health. Whether it is heart disease, obesity, cancer or diabetes, cycling is an exercise that can make a positive impact. Whilst the promotion and development of cycling in Hartlepool will result in many health advantages a key focus will be in efforts to reduce obesity rates in the Borough which are some of the highest in the region

### ***For further information***

➤ Appendix 3: *The health case for cycling*

## **2 The Hartlepool Cycling Development Plan**

### ***Aims and objectives***

2.1 The overall **Aim** of this Plan is to;

***Get more people cycling, more often and more safely***

2.2 To meet this aim, the **Objectives** of this Plan are listed for two key areas, network development and promotion and associated facility development:

### **2.3 Network development**

1. To define a strategic framework of cycle routes throughout the Borough that provide for all types of cycle journeys for all types of cyclists
2. To identify specific projects that can contribute to developing the strategic framework
3. To continue to identify new opportunities to further enhance the cycling network
4. To receive feedback and suggestions to help develop and improve the cycling network
5. To provide for the needs of cyclists at all stages of the land use planning and development control processes

### **2.4 Promotion and associated facility development**

1. To provide signage for key cycling routes
2. To work to provide facilities that will improve the 'cycling experience' in particular safe and robust cycle parking facilities
3. To provide support to cyclists including offering cycle maintenance, travel awareness and 'Bikeability' training
4. To work with key partners in Health and Sport to promote cycling and all the values it brings
5. To work with key stakeholders in encouraging cycling as an activity, in particular schools, public organisations, the third sector and businesses.
6. To consider options for developing communal bike schemes
7. To support and develop cycle hub schemes in the Borough
8. To carry out cycling promotional campaigns and events
9. To monitor projects in order to assess effectiveness and guide future ideas

2.5 The Plan recognises all forms of cycling and the vast range of people who already cycle or have a wish to do so in the future. This encompasses all cyclists from serious club riders who cycle 100's of miles every week, to those making journeys of a couple of miles and those who want to cycle for fun, fitness and leisure.

2.6 In suggesting improvements it is recognised that the central task is about developing the whole network rather than solely concentrating on specific routes. By its nature travel is a complex activity and therefore all proposals will aim to provide additional value to the overall network to encourage more cycling whatever the reason for taking the journey.

### 3 Network Development

#### A Current network overview

- 3.1 The current cycling network in Hartlepool comprises of the following aspects;
1. Two routes as part of the National Cycle Network (NCN). The main route is NCN14. This travels from the Hart Walkway in the north to the Town Centre, Seaton Carew, Owton Manor and Greatham leaving the Borough at Cowpen Bewley in the south. There is also a small section of NCN1 on the western edge of the Borough. This is part of the Wynyard Woodland Park walkway.
  2. Key links in and out of the Borough. In addition to the NCN routes there are 5 key routes providing cycle access in and out of the Borough.
  3. Key inner Borough routes. There are a variety of cycle routes throughout the Borough that serve to link housing with retail and employment areas and provide recreational cycling opportunities.

#### ***For further information***

➤ Appendix 4: *Hartlepool Cycle Network – Summary Plan*

#### *Cycling facilities in Hartlepool*

- 3.2 Cycling on the ground in the Borough is currently provided for by the following facilities;

1. Separate dedicated cycleways and walkways that are traffic free. These are sealed surface shared routes. The primary example is Seaton Carew promenade running north from Seaton Carew to the Hartlepool Marina.
2. Separate cycleways essentially of a bound gravel construction. These include official Public Byways, Public Bridleways (where cyclists and horse riders have a legal right of way), Cycle Tracks (where people on a pedal cycle have a legal right of way) and permissible cycle routes (where cycle access is by the permission of the landowner only, there is no legal access). Examples include the Seaton Common bridleway (a Public Bridleway) and the Summerhill Multi User route (a permissible route for walkers, cyclists and horse riders).
3. Cycle lanes alongside a main road. This is where a cycle lane has been constructed alongside a main road but not on the carriageway. An example is sections of Catcote Road that has a cycle lane running alongside on the western side.
4. Cycle lanes as part of the carriageway. This is where there is provision for cyclists as part of the road. An example is the A179 west from Hart Village.
5. Dual carriage road where there are no cycle lanes. A key example is the A689.
6. Single carriageway road where there are no cycle lanes.
7. Narrow roads where there are no cycle lanes. An example would be the roads that connect the village of Dalton Piercy.

- 3.3 It must be stressed that the vast majority of the current cycling network in Hartlepool is on existing roads where there is no dedicated provision for cyclists.

#### ***For further information***

➤ Appendix 5: *Hartlepool Cycle Network – Current facilities*

## **B Outline strategy for network developments**

3.4 The key principles guiding the development of the network are;

1. To cater for all types of cyclists from those who cycle great distances every week to those who simply want to cycle a couple of miles.
2. To recognise the different reasons for cycle journeys, the key ones being cycling to work, cycling for shopping, cycling as part of a leisure break, cycling for amenity and cycling for health and recreation.

3.5 The overall vision for the development of the cycling network in Hartlepool comprises of the following strategic elements;

- A. Key routes in and out of the Borough connecting Hartlepool with neighbouring areas. It includes the National Cycle Network route 14
- B. The Coastal recreational link. This aims to connect key tourist and retail attractions within the Borough which due to the nature of Hartlepool have a strong coastal link.
- C. Inner town links. These include often smaller routes that help connect housing areas to local retail and community facilities.
- D. Housing / employment links. These are links that improve access to areas of employment from major housing areas.
- E. Rural / recreational links. These are links within the Borough that primarily provide recreational cycling access. They also provide better access to employment and services. Most will concentrate on the rural areas that surround the town as well as how the town and these rural areas link together.

3.6 In addition there are two proposed strategic links that are connected to key development proposals.

- F. Wynyard link. This aims to provide cycling access to the ongoing Wynyard development, a development that spans both Hartlepool and Stockton Boroughs.
- G. Western greenway link. This aims to provide cycling access along the western edge of the town and recognises the potential housing developments highlighted for this area.

3.7 The continued development of the cycling network in Hartlepool is very much the result of partnership working. Within the Council, in addition to the Highways section key input will come from the Regeneration Section, Economic Development Team, Countryside and Rights of Way team and Planning Services. In relation to the latter cycleway development will continue to have a strong link to the Local Plan process. Externally, there are key stakeholders, locally, regionally and nationally. Examples include, local cycling clubs, partner Local Authorities and the national sustainable travel charity, Sustrans.

### ***For further information***

➤ Appendix 6: *Hartlepool Cycling Development Plan – Strategic vision*

### **Key actions**

- **HCDP1:** Continue to develop projects around broad vision highlighted in paragraph's 3.5 and 3.6 above and consider new opportunities in the light of wider developments in Hartlepool in the future.
- **HCDP2:** Continue to maintain and develop partnerships in the implementation of the Plan, in particular with the newly formed Tees Valley Combined Authority.

## **C Specific project ideas**

3.8 Over 2015 a number of specific project ideas have been identified for cycling developments. These ideas have been generated from a variety of sources including previous work by the Road Safety, Traffic and Transport Team and project proposals for such as the Local Growth Fund and England Coastal path National Trail. Ideas have also been generated from requests for local user feedback, issued by the Hartlepool Active Travel Hub project.

3.9 It is clear that Hartlepool is a locality that is undergoing many changes, linked to the ever developing housing, retail and employment environment. It follows that the specific project ideas highlighted are similarly subject to change, existing proposals being amended and new proposals being identified. This work should therefore be viewed as a constantly developing situation where amendments and new suggestions will be incorporated.

### **For further information**

- Appendix 7: *Location plans for individual schemes*
- Appendix 8: *Summary of individual schemes*
- Appendix 9: *Scheme details – North*
- Appendix 10: *Scheme details – Central*
- Appendix 11: *Scheme details – South*

### **Key actions**

- **HCDP3:** Incorporate and develop specific project ideas raised as a result of the Cycle Plan consultation process conducted over August/September 2016.
- **HCDP4:** Continue to identify and develop new project ideas.
- **HCDP5:** Bring together individual project ideas to help build a wider network of cycling routes in Hartlepool. This will include identifying specific strategic routes within and beyond the town.
- **HCDP6:** Work with Sustrans to implement the cycling propensity study for the Hartlepool Interchange.

## **D Analysis / criteria for setting priorities**

3.10 The challenge for setting priorities is that project ideas often serve to address different objectives. Therefore a project idea that has benefits for recreation may not necessarily address the objective of linking residential areas to employment zones. Additionally, external funding schemes will often have specific priorities which may preclude some project ideas.

3.11 The list of project ideas includes an indication of which strategic objective(s) they are relevant to. Many schemes have relevance to several of the strategic objectives.

## **E Local Growth Fund programme**

3.12 The Local Growth Fund is a Government programme that provides capital funds for projects that benefit the local area and economy. As part of the new Tees Valley Combined Authority Hartlepool is to benefit from a successful bid to the Local Growth Fund under a programme called 'Sustainable Access to Employment'. The total amount of funding for the Tees Valley is £8.3m for a programme that will run from 2016 to 2020.

### ***For further information***

- Appendix 12: *Local Growth Fund Programme*
- Appendix 13: *Proposed Local Growth Fund schemes for Hartlepool*

### ***Key actions***

- **HCDP7:** Continue to work with Tees Valley Combined Authority to advance Hartlepool projects for the Local Growth Fund 'Sustainable Access to Employment' programme. This will include implementing the two projects identified for 2016/17 and establishing a programme of further capital works for the period 2017 to 2020.

## **4 Promotion and development**

### **A Signage**

4.1 Cycle route signage serves to compliment development of new routes and help promote the network. The target areas for signage are;

1. Major recreational routes, most notably the National Cycle Network route 14
2. Signage linked to new cycle routes that are separate from the roadway
3. Advisory signage, particularly on routes that are shared between cyclists and walkers. Signage will emphasise the need for all users to show consideration to others.
4. Information and interpretation boards detailing cycle routes

4.2 Over 2015 a full signage survey was undertaken for the NCN route 14. This identified new signage requirements throughout the full route. Work was carried out in Spring 2016 with 41 new signs being installed.

#### **Key actions**

- **HCDP8:** Identify and implement further strategic cycle routes signage programmes.
- **HCDP9:** Implement programmes of advisory signage for shared cycle routes, including along Seaton Carew promenade.
- **HCDP10:** Identify and implement outdoor interpretation signboards featuring cycle related information including details of routes. Target areas will be; Hartlepool Interchange/Marina and key coastal routes.

### **B Cycle parking and associated facilities**

4.3 As well as efforts to improve cycle routes work will be undertaken to provide associated facilities that support cycling and cyclists. Central to this are cycle parking facilities that provide a secure lock-up for bikes including cycle shelters. Target areas are;

1. Local businesses and enterprise zones
2. Shopping centres
3. Visitor attractions and community facilities
4. Schools and colleges.

4.4 Travel surveys have shown that associated facilities at the workplace are also a factor in encouraging people to cycle. Key aspects are showers, kit storage and drying facilities at the place of work.

#### **Key actions**

- **HCDP11:** Identify and implement provision of cycle parking facilities, targeting the 4 areas identified above.
- **HCDP12:** Construct the cycle parking lock-ups at a local business as a result of the 2016 Love to Ride cycle challenge competition.



## **C Training and development**

4.5 A programme of cycle training and development is an important tool in supporting people who want to cycle. At the present time the council offers the following training packages;

1. Bikeability training for schools offering levels 1, 2 and 3 of the national Bikeability scheme.
2. Adult Bikeability training building skills and confidence. This includes an urban skills package supporting cycling on town roads.
3. As part of the Hartlepool Active Travel Hub a bespoke 'home to work' cycle training service was launched in 2015. This is a one to one service where trained instructors can provide advice and support to individuals to enable them to cycle to and from their place of work.
4. The team at the Hartlepool Cycle Clinic at Summerhill offer cycling training in other disciplines including mountain bike skills, junior balance bikes and BM riding (in conjunction with the North East BM club).
5. The Cycle Clinic team also offer training in cycle maintenance for anyone wishing to better understand and maintain their own bikes. Training is usually offered in a series of 3 courses looking at 'gears and chains', 'brakes' and 'Frames, forks and flats'.

### **Key actions**

- **HCDP13:** Implement the Bikeability programme for September 2016 to March 2020 following the successful award of funding in July 2016.
- **HCDP14:** Continue to offer the programme of adult Bikeability training.
- **HCDP15:** Continue to offer cycle training in other disciplines.
- **HCDP16:** Organise regular training courses in cycle maintenance awareness.

## **D Leaflets and interpretation**

4.6 Leaflets and interpretation have positive benefits in advertising cycling opportunities and encouraging use. They can include general maps and specific interpretation material linked to a set route, for example a historical trail.

4.7 Hartlepool has produced an Access and Cycling Map in a format shared by the other Tees Valley authorities. This is a very valuable document with a good sized scale map showing all Public Rights of Way, permissible routes and suggested cycle routes along with a brief text about walking, cycling, Public Rights of Way and key places of interest / countryside sites. In the near future the Council will be looking to review and reprint this valuable document including recent updates in relation to rights of way and cycling access.

### **Key actions**

- **HCDP17:** Revise and re-print the Hartlepool Access and Cycling map
- **HCDP18:** Identify and implement interpretation initiatives for local cycle routes including a programme for key strategic routes.

## **E Communal and pool bike schemes**

4.8 Communal bike schemes are not a new idea. The positive aspects they bring have been recognised by such as the altruistic 'free white bike' scheme operated in Amsterdam in the 1960's. The recent recognition and support for cycling has seen a number of schemes developed some, such as the 'Boris Bikes' in London, have attracted a considerable amount of media attention.

4.9 Despite the profile they enjoy communal bike schemes are a challenge to operate successfully. Key issues to consider are;

1. A scheme must operate in an area where some sort of demand can be initially identified. The London scheme benefits from a massive potential market and in an area where transport alternatives are limited, making the bikes a viable option. On the other hand, a scheme started in Lancaster funded under the Local Sustainable Transport Fund had less success and was quickly discontinued due to low use. In the set-up of a scheme having a clear idea of the market being aimed at will be important, for example, a leisure based or utility based scheme.
2. Schemes will need a considerable amount of start up investment in order to make an impression. A scheme operated in Liverpool has 140 'stations' within the city centre, roughly one every 200m. The stations hold over 1,000 bikes.
3. Schemes require a significant amount of revenue input both financial and staffing wise to operate. The key tasks include managing scheme membership and day to day use, maintaining the bikes and managing the operation of the scheme on site, for example, recovering abandoned bikes and redistributing bikes so that each station has enough bikes to serve the customers.
4. Vandalism and theft has to be a central concern of any scheme. The design of the bikes can make them less attractive to thieves wishing to profit in some way, however this does not prevent general vandalism and misuse.
5. It is clear that engaging the private sector will be vital in ensuring the viability of communal bike schemes. Although referred to as 'Boris Bikes' due to the involvement of the then London Mayor Boris Johnson, the London scheme has received high profile sponsorship from Barclays and latterly Santander.

### ***Hartlepool Borough Council - Pool bike scheme***

4.10 Pool bike schemes are a way of providing communal bikes but in a more targeted way. Thanks to a small amount of funding from the Local Sustainable Transport Fund a pilot pool bike scheme is to be launched for Council employees in 2016. Initially the scheme will provide bikes at Summerhill and the Civic Centre which will be made available for staff use during the course of their work or even as part of the journey to and from work. The bikes will include an electric powered bike and two foldable bikes. Should the scheme prove a success, additional funding will be sought to develop it further, focusing on local businesses and tourist attractions.

4.11 Pool bike schemes can also give potential support for jobseekers by providing an effective means of transport for those currently looking for work. Countrywide schemes have been developed linked to local job centres.

### **Key actions**

- **HCDP19:** Manage and develop the Hartlepool Borough Council pool bike scheme including looking for opportunities for further development within the Council and beyond.
- **HCDP20:** Work with local job centres to develop communal bike schemes linked to those seeking work.

## **F Cycle hub development**

4.12 Cycle hubs are centres that cater for cycling. Their set-up and organisation can differ slightly but generally they include a premises that has bike storage, bike parking, bike maintenance space and a recreational area including a cafe. They can offer cycling training, events, information on local cycling routes and guided bike rides. Additionally some hubs offer a bike recycling service, taking in and refurbishing old bikes. This aspect is often linked to community development (e.g. bikes refurbished for asylum seekers or for export to less developed countries). Finally cycle hubs can train and develop volunteers who can assist in monitoring local cycle facilities, leading guided cycle rides and supporting the general running of the hub.

4.13 In Hartlepool the Cycle Hub is based at the Summerhill Visitor Centre and managed by the Hartlepool Cycle Clinic. This hub offers bike maintenance, cycle skills training and provides an access to cycling facilities at Summerhill, most notably the competition standard BM track. The Visitor Centre also has meeting rooms, a cafe, a changing room and some space to park bikes.

4.14 Opportunities to consider future cycle hubs will be explored. One such location for consideration is Hartlepool Rail Station/Interchange linked to the Hartlepool Vision proposals for the Church Street area.

### **Key actions**

- **HCDP21:** Continue to support the Hartlepool Cycle Hub based at the Summerhill Visitor Centre
- **HCDP22:** Explore options for developing further cycle hubs in Hartlepool targeting the Town Centre, Marina and Hartlepool Interchange.

## **G Partnership working**

4.15 In efforts to get more people cycling, more often and more safely the importance of working with key partners and stakeholders cannot be overstated. Work will continue to build upon what has been achieved in the following broad areas.

1. Local users and local residents provide a vital input on the ground, highlighting issues and opportunities. Recent work by the Hartlepool Active Travel hub has included general media calls for local people to offer ideas and suggestions. The operation of The Hub in Stockton, managed by Sustrans,

has demonstrated the value volunteers can bring to the development of cycling. The Hub have team of over 30 local volunteers, many of which are involved in leading guided bike rides aimed at a wide range of users.

2. As part of the Combined Authority Hartlepool is able to benefit from its Tees Valley partners to assist in the development and promotion of cycling. Examples include support from Cycle hubs in Middlesbrough, Stockton and Darlington, advice from other Sustainable Travel Officers and an input from the Darlington 'Local Motion' team.
3. Hartlepool is also able to benefit from support from National, regional and local organisations promoting cycling and sustainable travel. Key examples include the national sustainable travel charity, Sustrans and sustainable travel promotional 'not for profit' organisation, Modeshift. Assistance can also come from specialist consultants. The support can include detailed design work, applying national research and development to benefit at a local level.

### **Key actions**

- **HCDP23:** Continue to work with key partners in the delivery of the Hartlepool Cycling Development Plan, in particular partnerships built through the Tees Valley Combined Authority.
- **HCDP24:** Work with Sustrans to develop a cycle volunteer programme in Hartlepool linked to establishing a programme of local guided bike rides.
- **HCDP25:** Implement projects as part of the Sustainable Transport Transition Year '2016/17 Connect Tees Valley' programme and develop projects in relation to the Access Fund '2017-2020 Connect Tees Valley' programme.

## **H Monitoring**

4.16 Monitoring the existing cycling network and new developments is important in being able to establish whether measures to make improvements through new cycle routes or promotional work is having a positive effect. Whilst the nature of the network and budget restrictions limit what can be realistically monitored, number monitoring through cycle counters is possible in select locations.

4.17 At the present time Hartlepool has 7 cycle counters. These are currently monitored by Middlesbrough Borough Council as part of their centralised monitoring system. The counters are located as follows;

1. A689 Sappers Corner
2. Catcote Road, North of Brierton Lane
3. A178 Coronation Drive, South of Mainsforth Terrace
4. King Oswy Drive, Tempest Road
5. Burn Valley Gardens Bowling Green (from Sept 2002)
6. B1276 Seaton Lane, East of B1277 Brenda Road (from Sept 2002)
7. North Cemetery, South of Marton Street (from Sept 2002)

4.18 The current counter data management system became operational in April 2011. Looking at the statistics for the average daily cycle flow for all 7 locations combined, not surprisingly there is a clear trend for more counts during the summer months hitting a peak in July. The low point is December/January. The low point

count is about a 1/3<sup>rd</sup> of the highest count demonstrating the marked reduction in cycling over the winter.

4.19 Allowing for data errors and counter malfunction overall the counters show an increase in cycling between 2011 and 2015. Over this period the total and average daily flows for all counters is as follows;

Year period	Total count	Average daily flow over the year
April 2011 to March 2012	86,390	35.19
April 2012 to March 2013	92,884	40.44
April 2013 to March 2014	123,268	48.18
April 2014 to March 2015	127,111	50.40
April 2015 to March 2016	115,549	48.92

4.20 In addition to cycle counters monitoring is also undertaken through general customer feedback and from travel surveys. Over 2015 a number of workplace travel surveys were undertaken by the Hartlepool Active Travel Hub. These helped establish how people travel at the moment and what, if anything, will make them adopt more sustainable travel habits including cycling.

#### ***For further information***

- Appendix 14: *Location of cycle counters – March 2016*
- Appendix 15: *Cycle counter data – April 2011 to March 2015*

#### ***Key actions***

- **HCDP26:** Continue to manage the existing cycle counters in Hartlepool.
- **HCDP27:** Install further cycle counters linked in particular to schemes being implemented as part of the Local Growth Fund programme.

## **5 Summary list of appendices**

Appendix 1: *Cycling development – current policy context*

Appendix 2: *Hartlepool Workplace Travel surveys 2015*

Appendix 3: *The health case for cycling*

Appendix 4: *Hartlepool Cycle Network – Summary Plan*

Appendix 5: *Hartlepool Cycle Network – Current facilities*

Appendix 6: *Hartlepool Cycling Development Plan – Strategic vision*

Appendix 7: *Location plans for individual schemes*

Appendix 8: *Summary of individual schemes*

Appendix 9: *Scheme details – North*

Appendix 10: *Scheme details – Central*

Appendix 11: *Scheme details – South*

Appendix 12: *Local Growth Fund Programme*

Appendix 13: *Proposed Local Growth Fund schemes for Hartlepool*

Appendix 14: *Location of cycle counters – March 2016*

Appendix 15: *Cycle counter data – April 2011 to March 2015*

## **6 Reference information**

- i. Department for Transport – National Travel Survey 2014
- ii. Gateshead MBC – Gateshead Cycling Strategy 2011
- iii. Middlesbrough Borough Council – Middlesbrough Council Cycling Strategy; February 2012
- iv. Transport Initiatives – Hartlepool Greenways Network Review for Hartlepool Borough Council; August 2008
- v. Hartlepool Borough Council - National Cycle Network Route 14 signage survey; October 2015
- vi. Hartlepool Borough Council – Workplace Travel Surveys summary 2015
- vii. Cycling and Health – Cycling Touring Club (CTC) Campaigns briefing, briefing 1C July 2015.
- viii. Cycling and Health – What's the evidence? –Cycling England August 2007

# NEIGHBOURHOOD SERVICES COMMITTEE

25<sup>th</sup> October 2016



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

**Subject:** LOCAL GROWTH FUND CYCLING SCHEMES

## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Key Decision. Forward Plan Ref: RN21/15 applies.

## 2. PURPOSE OF REPORT

2.1 To seek approval for cycleway improvements on the A689 and A179, funded by the Tees Valley Combined Authority Local Growth Fund Access to Employment programme.

## 3. BACKGROUND

- 3.1 The A689 dual carriageway is the busiest route into Hartlepool, is a high speed road, and other than the section from Queen's Meadow to Sapper's Corner which already has an off-road cycleway link, offers no protection for cyclists along its length.
- 3.2 The A179 is the main road into Hartlepool from the north, and both cyclists and pedestrians have difficulty crossing between the Bishop Cuthbert estate and the employment site at Oakesway, along with the wider town centre.
- 3.3 Cyclists have highlighted both of these areas as being problematic and the schemes will provide both safety and connectivity benefits.

## 4. PROPOSALS

### A689

- 4.1 The A689 is split into the different sections, as outlined below, which are also referenced on the plan shown in **Appendix 1**. The section of cycleway for which approval is sought runs from Queen's Meadow to Truro Drive as detailed in 4.5 below.

- 4.2 **Section 1 (Wolviston Roundabout to new South West Extension Access)** – A development commitment has been secured as part of the planning approval for Wynyard Manor which will be triggered on the build out of the 590<sup>th</sup> unit. The Section 106 agreement will fund the installation on a cycleway from Wynyard Manor to the south west extension. An LGF bid has been submitted for 2017/18 contributing towards the cost of the construction of this cycleway.
- 4.3 **Section 2 (South West Extension Access to Sapper's Corner)** – The SW Extension will provide this cycleway as part of the development, tied to the new junction. No start date for the development as yet.
- 4.4 **Section 3 (Sapper's Corner to Queen's Meadow)** – Existing cycleway link already in place.
- 4.5 **Section 4 (Queen's Meadow to Truro Drive)** – It is proposed to install an off-road cycleway on the northern side of the carriageway, linking to the traffic signal junctions at either end, as shown in **Appendix 2**. This forms part of National Cycle Route No. 14, works are expected to take place this financial year funded from the Tees Valley Local Growth Fund access to employment programme.
- 4.6 **Section 5 (Truro Drive to Seaton Lane)** – No plans drawn up as yet for this section.
- 4.7 **Section 6 (Seaton Lane to Brenda Road)** - No plans drawn up as yet for this section.

#### A179

- 4.8 It is proposed to install a Toucan crossing on the A179, in the area approximately between Hartfields and the junction with Warren Road, as shown in **Appendix 3**. The crossing would link to existing footpaths on the Bishop Cuthbert estate.

## **5. RISK IMPLICATIONS**

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

## **6. FINANCIAL CONSIDERATIONS**

- 6.1 The cost of funding Section 4 of the A689 cycleway is estimated to cost £130,000, and the A179 works are estimated to cost £120,000. The full cost of the A689 scheme will be met by the Local Growth Fund, £80,000 of the A179 will come from the LGF, with the remaining £40,000 coming from the Council's Local Transport Plan.



**7. LEGAL CONSIDERATIONS**

- 7.1 A cycleway traffic regulation order will be required for the A689 scheme.

**8. CHILD AND FAMILY POVERTY**

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

**9. EQUALITY AND DIVERSITY CONSIDERATIONS**

- 9.1 There are no equality and diversity considerations relating 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 The new cycleway link and crossing will be included on the Council's asset register.

**13. RECOMMENDATIONS**

- 13.1 That the A689 cycleway link and A179 toucan crossing be approved.

**14. REASONS FOR RECOMMENDATIONS**

- 14.1 To improve connectivity and safety for cyclists in Hartlepool.

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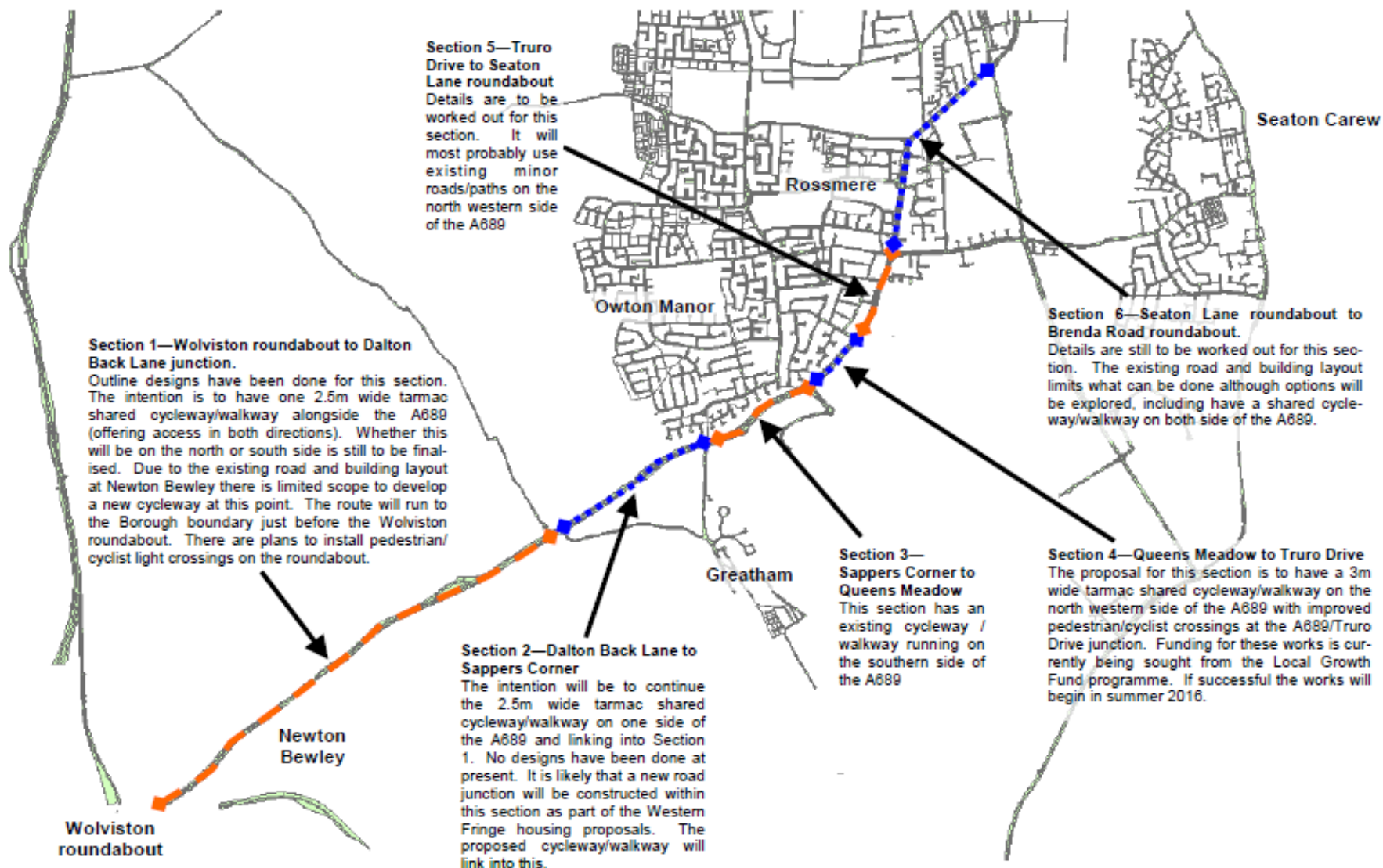
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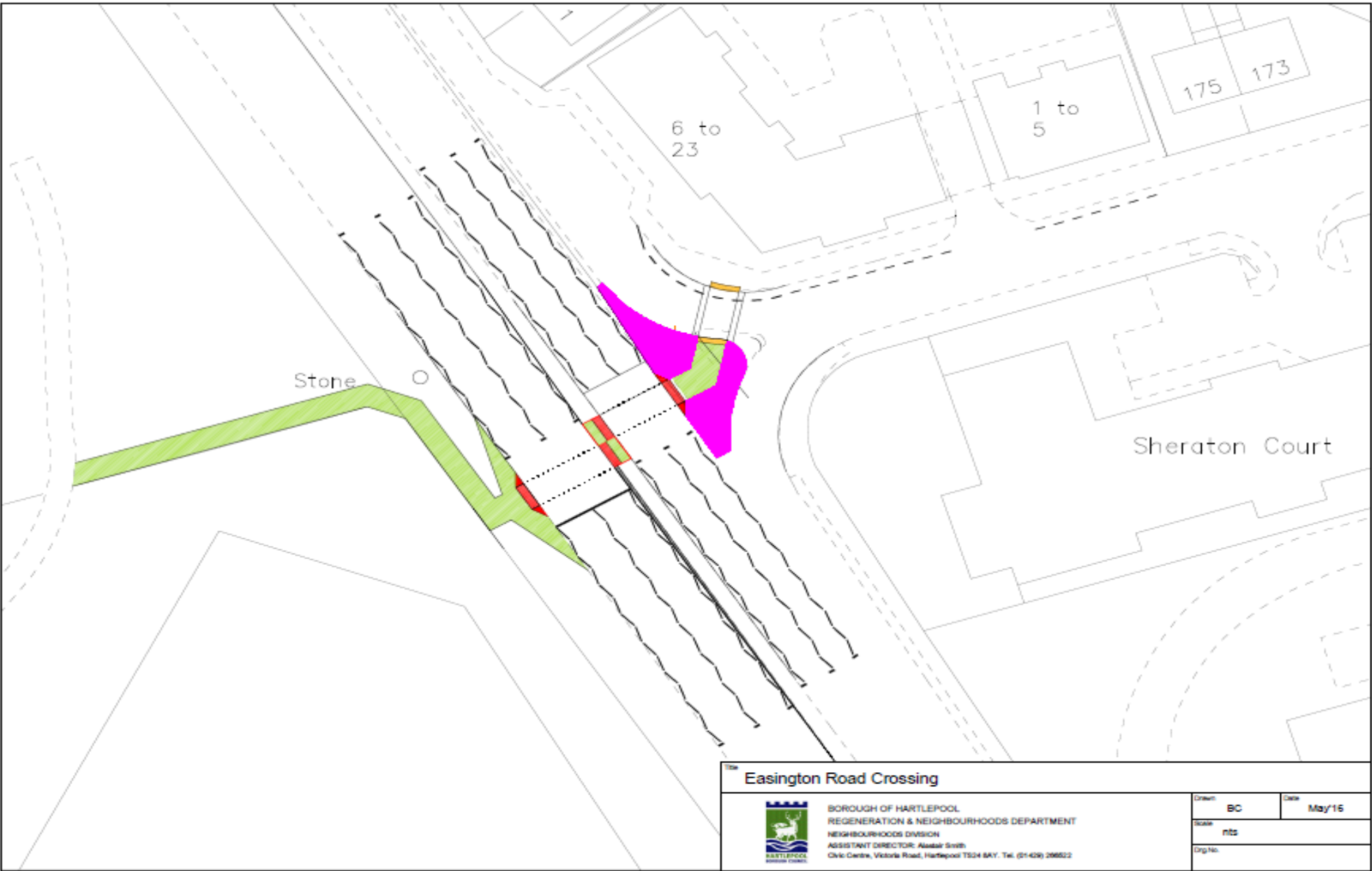
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## A689 Cycleway proposals—May 2016









# NEIGHBOURHOOD SERVICES COMMITTEE

25<sup>th</sup> October 2016



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

**Subject:** GREATHAM BUS SHELTER

## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

## 2. PURPOSE OF REPORT

2.1 To advise Members of the Committee of a petition requesting the installation of a seat immediately outside the bus shelter in Greatham High Street, and also an objection to it.

## 3. BACKGROUND

3.1 Earlier this year, Greatham Parish Council raised the possibility of a 'perch' type seat being installed at the bus shelter in the high street, to aid older residents using the buses. It was agreed that if the Parish Council purchased the seat, the Council would install it, but that consultation needed to be undertaken prior to any works taking place.

3.2 The Parish Council carried out a consultation exercise, which resulted in the resident of one property voicing support for the proposal, with one other objecting, and they being from the house closest to the proposed seating location. The letter focuses its objection around anti-social behaviour, stating groups of youths use the shelter as a meeting place, a public toilet, which often results in shouting and 'constant foul language'.

3.3 In view of the objection, the Council asked the Parish Council to consider having the seat installed inside the bus shelter, rather than outside adjacent to the objector's property. It is an existing, long established bus shelter, and the seating within it would not be unreasonable.

3.4 The Parish Council were of the view that as it is a solid brick shelter, it is difficult for people sat within it to see approaching buses, or to be seen by them. They also advised that on occasions the shelter is unfortunately used

as a toilet, and as a result sitting inside it would not be a pleasant experience.

- 3.5 Following this, a petition was submitted to the Parish Council, who in turn forwarded to the Council. The petition contained 123 signatures supporting the installation of a seat.

#### **4. PROPOSALS**

- 4.1 The type of seat proposed is illustrated at **Appendix 1**, while **Appendix 2** shows the location of the bus stop in question.
- 4.4 While the issues highlighted by the Parish Council can be appreciated, providing the seat within the shelter would provide some comfort for older and mobility impaired people. There is also a timetable installed at this bus stop, so passengers are aware when the bus is due, meaning they can remain seated for a period and then come out of the shelter at the appropriate time so as not to miss it.
- 4.5 Installing the seat against the right hand wall of the shelter rather than at the rear would also give some level of visibility for approaching buses.

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

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

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

- 6.1 If approved, the seat would be purchased by the Parish Council. The Council would install it, at an estimated cost of £75.

#### **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 relating to this report.

#### **9. EQUALITY AND DIVERSITY CONSIDERATIONS**

- 9.1 There are no equality and diversity considerations relating 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 Members consider the content of the report.

13.2 Members approve the installation of a seat within the existing bus shelter, as outlined in Section 4 of this report.

13.3 And that the Council only fund the installation costs.

**14. REASONS FOR RECOMMENDATIONS**

14.1 To improve public transport facilities within Greatham, whilst taking account of the objection from the neighbouring property.

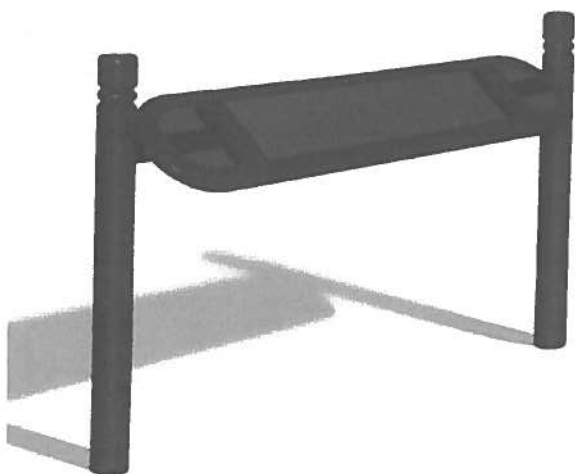
**15. BACKGROUND PAPERS**

15.1 There are no background papers associated with this report.

**16. CONTACT OFFICER**

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OVERALL LENGTH 1112mm  
 SEAT LENGTH 900mm  
 SEAT WIDTH 345mm

To be located on the pavement as close to the opening of the shelter as other street furniture will allow

1258 0000  
 HARTLEPOOL  
 ELWICK ROAD  
 12 BIRCHTON ROAD  
 HARTLEPOOL



## APPENDIX 2

