

# NEIGHBOURHOOD SERVICES COMMITTEE AGENDA



**Monday 23 January 2017**

**at 4.00 pm**

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

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

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

**1. APOLOGIES FOR ABSENCE**

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

**3. MINUTES**

- 3.1 To receive the Minutes and Decision Record of the meeting held on 13 December 2016 (*previously circulated*)

**4. BUDGET AND POLICY FRAMEWORK ITEMS**

No items

**5. KEY DECISIONS**

No items

**6. OTHER ITEMS REQUIRING DECISION**

- 6.1 Proposed 20 MPH Speed Restriction at Mowbray Road from Junction with Catcote Road to Junction with Holland Road - *Director of Regeneration and Neighbourhoods*
- 6.2 Hart Primary School Parking Consultation - *Director of Regeneration and Neighbourhoods*



- 6.3 Braemar Road Safety Scheme - *Director of Regeneration and Neighbourhoods*
- 6.4 Meadowsweet Road/Snowdrop Road Traffic Calming Scheme - *Director of Regeneration and Neighbourhoods*
- 6.5 Osborne Road Safety Scheme - *Director of Regeneration and Neighbourhoods*
- 6.6 Controlled Crossing A689/Brenda Road - *Director of Regeneration and Neighbourhoods*

**7. ITEMS FOR INFORMATION**

No items

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

**FOR INFORMATION**

Date of next meeting – Monday 20 February 2017 at 4.00 pm in the Civic Centre



# NEIGHBOURHOOD SERVICES COMMITTEE

23rd January 2017



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

**Subject:** **PROPOSED 20 MPH SPEED RESTRICTION AT MOWBRAY ROAD, FROM JUNCTION WITH CATCOTE ROAD, TO JUNCTION WITH HOLLAND ROAD**

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## 1. TYPE OF DECISION / APPLICABLE CATEGORY

1.1 Non-key.

## 2. PURPOSE OF REPORT

2.1 To seek approval, from the Neighbourhood Services Committee, for the implementation of a 20 mph speed restriction, during school parking restriction times (between 0800-0930 and 1430-1600), Monday to Friday (school term time only), within the location as described above. See enclosed plan **Appendix 1**.

## 3. BACKGROUND

3.1 Following a request, via local Ward Members, officers were asked to consult local residents regarding a proposal to install 20mph flashing speed restriction signs, similar to those along Raby Road (20 when lights flash). They are not “speed activated” signs and would only be operational during the days & hours referred to above. Local Ward Members were also sent copies of the consultation letters.

## 4. PROPOSALS

4.1 To install appropriate 20mph flashing signage, within the proposed area, which would be operational during the time periods stated at 2.1 – actual locations of the signs (x3) are to be confirmed.

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

## 5. CONSULTATION

5.1 A total of 45 letters were hand delivered, as follows.

- Residents - Mowbray Road (2-28 evens) & (19-37 odds)  
Catcote Road (440-454 evens)  
Stamford Walk (21-35 odds) & (30-32 evens)  
Cromer Walk (17 & 19)
- School Head Teacher, Fens School

Of the 45 letters delivered, 20 responses were received (a 44% return). The 20 replies indicated that 18 were in favour of the scheme (90%), with only 2 against (10%).

Examples of comments / concerns, expressed by residents were –

- Mowbray Road resident – in favour of scheme, but would object to signage outside of their property
- Mowbray Road resident – in favour of the scheme and has suggested that signage should also be “active” from 1130 to 1330, to include the lunchtime changeover for the nursery pupils).
- Mowbray Road resident – against the scheme, and has concerns relating to the location of the flashing signage.
- Stamford Walk resident – in favour of scheme, but is concerned that residents parking area will be obstructed / used by parents during school drop off / pick up times - (it is unlikely that a speed limit restriction, during the proposed times, would affect vehicle parking availability, as school time parking restriction measures are already in place).

## 6. RISK IMPLICATIONS

6.1 There are no risk implications attached to this report.

## 7. FINANCIAL CONSIDERATIONS

7.1 The scheme would be funded via the Local Transport Plan budget allocation, at an estimated cost of approximately £8,000.

**8. LEGAL CONSIDERATIONS**

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

**9. CHILD AND FAMILY POVERTY**

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

**10. EQUALITY AND DIVERSITY CONSIDERATIONS**

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

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

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

**12. STAFF CONSIDERATIONS**

- 12.1 There are no staff considerations attached to this report

**13. ASSET MANAGEMENT CONSIDERATIONS**

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

**14. RECOMMENDATIONS**

- 14.1 The Neighbourhood Services Committee approves the proposed speed limit scheme, as shown in **Appendix 1**.

**15. REASONS FOR RECOMMENDATIONS**

- 15.1 20mph flashing signage, during the stated time periods, would improve road safety, and encourage slower vehicle speeds within the area.

**16. BACKGROUND PAPERS**

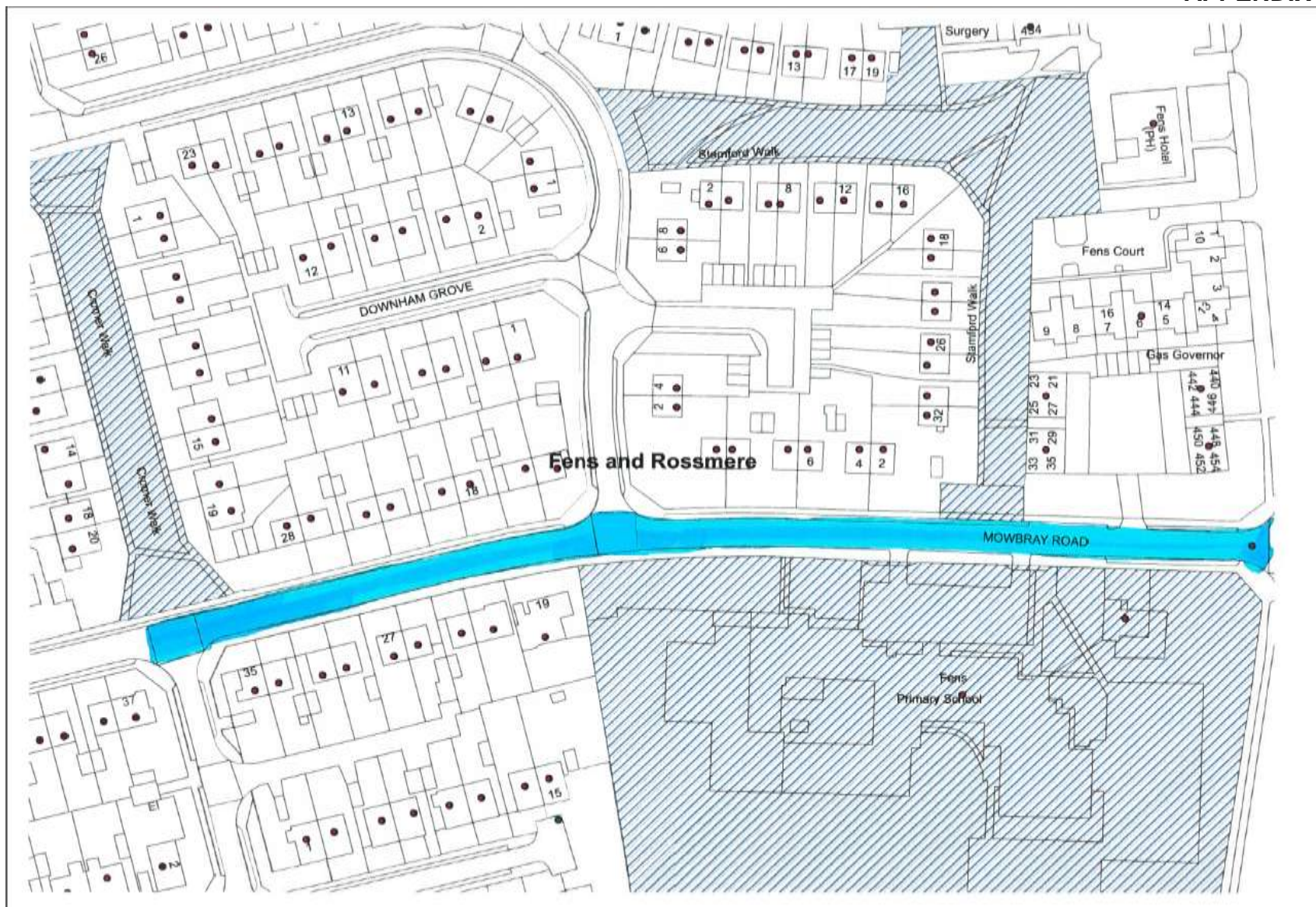
- 16.1 None

**17. CONTACT OFFICER**

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6.1 17.01.23 Proposed 20 MPH Speed Restriction at Mowbray Rd, from Junction with Catcote Rd. to Junction with Holland Road



# NEIGHBOURHOOD SERVICES COMMITTEE

23<sup>rd</sup> January 2017



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

**Subject:** HART PRIMARY SCHOOL PARKING  
CONSULTATION

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non Key.

## 2. PURPOSE OF REPORT

2.1 To advise Members of the outcome of the consultation undertaken to proposed residents parking controls in Magdalene Drive, and seek approval on the way forward.

## 3. BACKGROUND

3.1 A report was submitted to the Neighbourhood Services Committee on the 21<sup>st</sup> June 2016, which outlined proposals and the consultation results for school time parking restrictions to manage parent parking within Magdalene Drive. The Committee asked for further consultation to be undertaken with regards to the implementation of a residents parking scheme.

## 4. PROPOSALS

4.1 The proposals comprise of a residents only parking zone on the south side of Magdalene Drive between numbers 1 and 8. Permits would only be issued to residents and their visitors. The permit scheme would operate Monday to Friday 8am – 6pm. Double yellow lines are proposed on the north side of the road. **See Appendix 1.**



## **5. CONSULTATION**

- 5.1 Consultation letters were sent to all 14 residents of Magdalene Drive and Ward Councillors. In total 8 responses were received 2 for and 6 against the proposals.
- 5.3 Reasons given against the proposals were that the residents parking zone still allows non permit holders to drop off and pick up within the zone, will not be effectively policed, a waste of time and money, residents should not have to pay to park, that parking is only an issue for 20 minutes per day and that the signs and markings required would be out of keeping in a village setting.

## **6. RISK IMPLICATIONS**

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

## **7. FINANCIAL CONSIDERATIONS**

- 7.1 The scheme would be estimated to cost approximately £750.

## **8. LEGAL CONSIDERATIONS**

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

## **9. CHILD AND FAMILY POVERTY**

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

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

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

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

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

## **12. STAFF CONSIDERATIONS**

12.1 There are no staff considerations attached to this report.

**13. ASSET MANAGEMENT CONSIDERATIONS**

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

**14. RECOMMENDATIONS**

14.1 It is recommend that the Residents Parking zone and double yellow lines are not implemented.

**15. REASONS FOR RECOMMENDATIONS**

15.1 Implementing the scheme would be against resident's wishes.

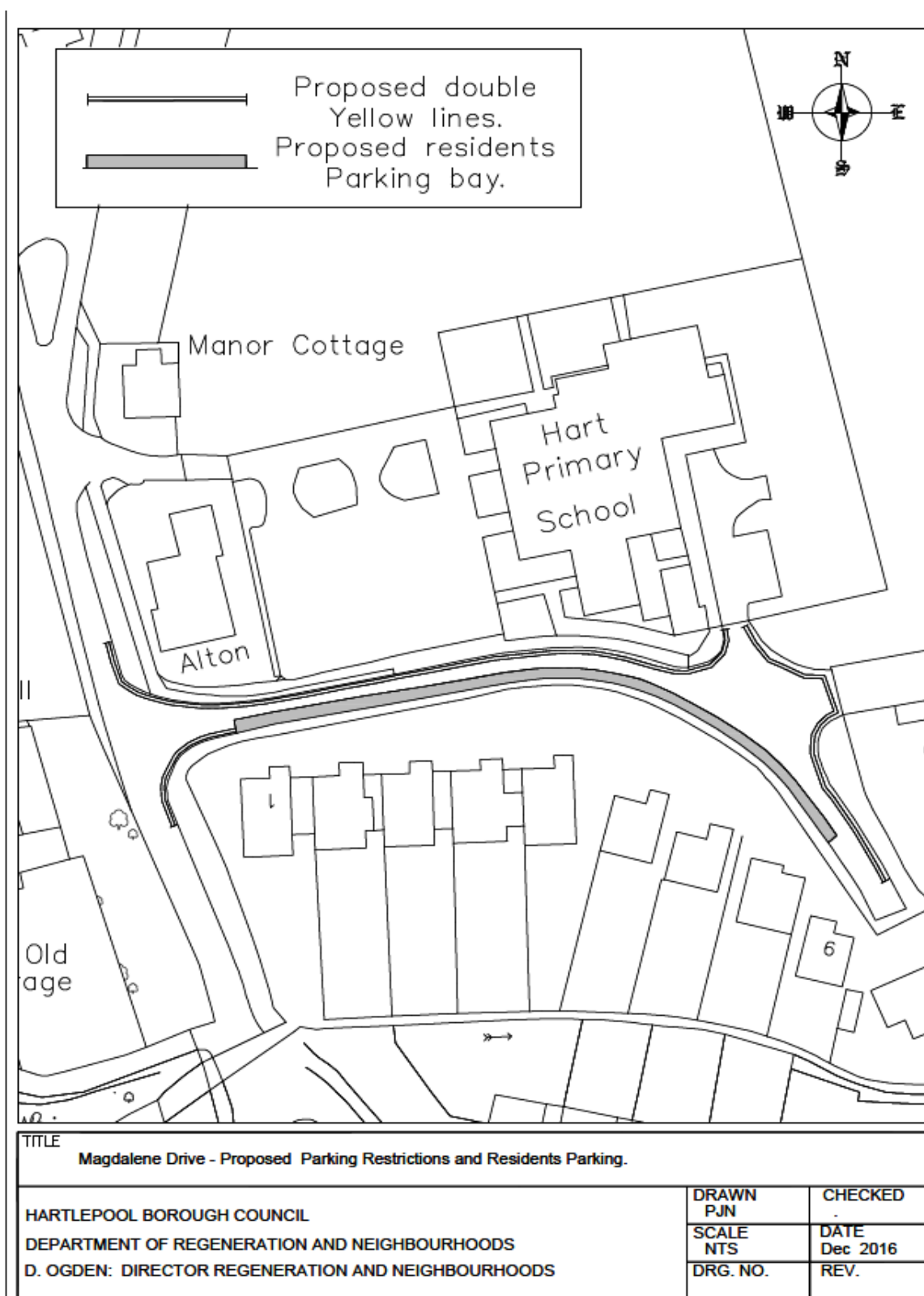
**16. BACKGROUND PAPERS**

16.1 None.

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# NEIGHBOURHOOD SERVICES COMMITTEE

23 January 2017



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

**Subject:** BRAEMAR ROAD SAFETY SCHEME

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

## 2. PURPOSE OF REPORT

2.1 To seek approval for the introduction of safety scheme measures in Braemar Road.

## 3. BACKGROUND

3.1 Residents and Ward Members have campaigned for some time for safety improvements on Braemar Road, primarily due to the road running alongside Rossmere Park, and the higher than average number of children crossing to and from the park.

3.2 There is also sheltered/ older people's housing on the opposite side of the road to the park, which adds to the number of vulnerable road users in the area.

## 4. PROPOSALS

4.1 A scheme has been designed consisting of speed cushions, and also 2 full width raised crossing points, one at each entrance to the park (See **Appendix 1**).

4.2 The road will also be subject to a 20mph speed limit.

**5. CONSULTATION**

- 5.1 175 letters were sent to all residents in the area, along with Ward Members, and the results were as follows:-

12 responses  
10 in favour  
1 against  
1 unsure.

**6. RISK IMPLICATIONS**

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

**7. FINANCIAL CONSIDERATIONS**

- 7.1 The scheme is estimated to cost approximately £30,000 and will be funded from the Council's Local Transport Plan.

**8. LEGAL CONSIDERATIONS**

- 8.1 A Traffic Regulation Order will be required for the speed cushions.

**9. CHILD AND FAMILY POVERTY**

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

**10. EQUALITY AND DIVERSITY CONSIDERATIONS**

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

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

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

**12. STAFF CONSIDERATIONS**

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

**13. ASSET MANAGEMENT CONSIDERATIONS**

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

**14. RECOMMENDATIONS**

- 14.1 That the safety scheme for Braemar Road be approved.

**15. REASONS FOR RECOMMENDATIONS**

- 15.1 To improve road safety and ensure slower speeds in Braemar Road.

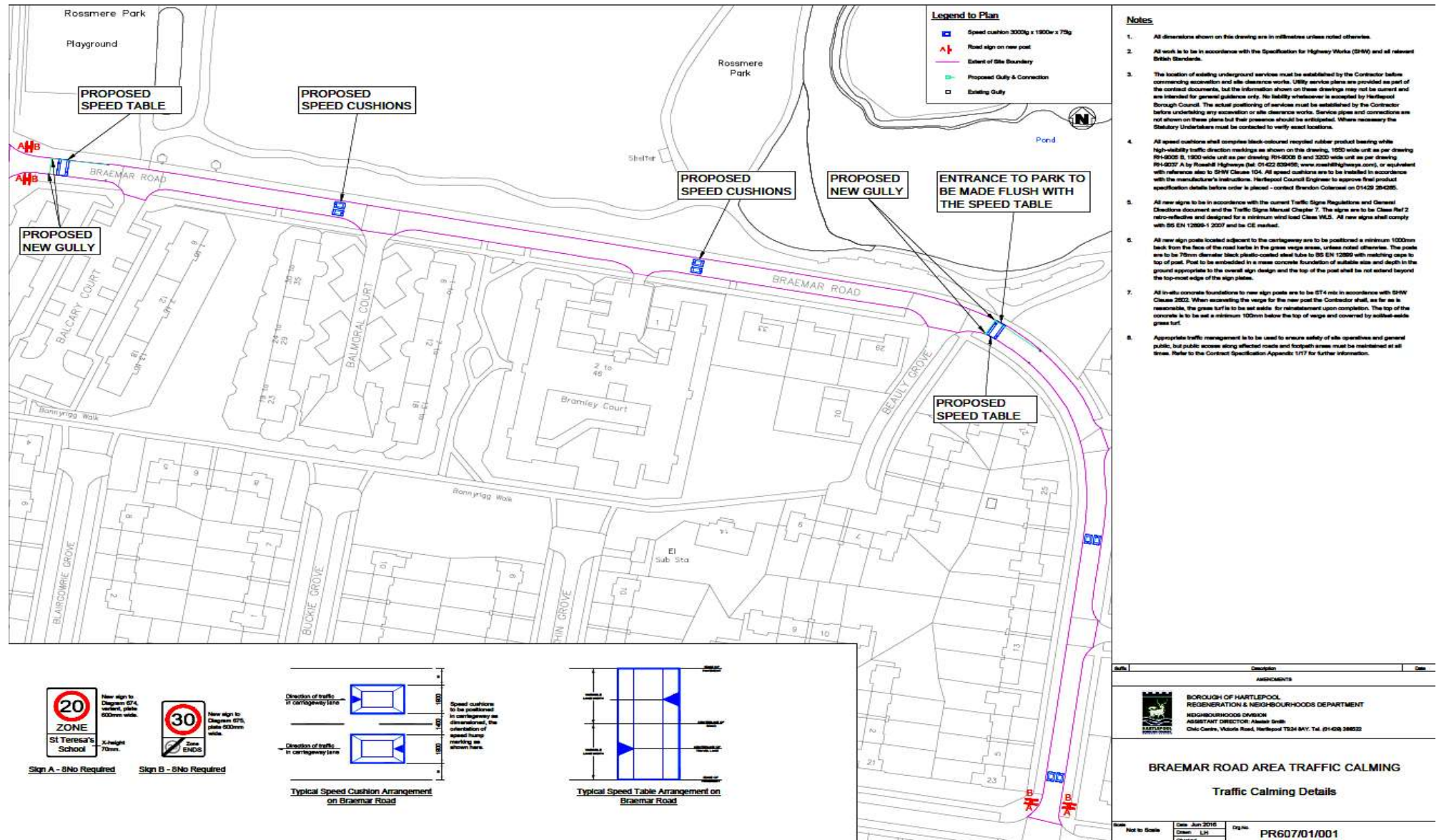
**16. BACKGROUND PAPERS**

- 16.1 None.

**17. CONTACT OFFICER**

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# NEIGHBOURHOOD SERVICES COMMITTEE

23 January 2017



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

**Subject:** MEADOWSWEET RD/SNOWDROP RD TRAFFIC CALMING SCHEME

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

## 2. PURPOSE OF REPORT

2.1 To seek approval for the introduction of safety scheme measures in Meadowsweet Road and Snowdrop Road.

## 3. BACKGROUND

3.1 The Bishop Cuthbert Residents' Association and Ward Members have requested measures to slow down vehicle speeds on Meadowsweet/Snowdrop Roads.

3.2 There are concerns over the speed of traffic, and also that vehicles use these roads to cut through the estate on occasions, rather than staying on Merlin Way. There has also been one accident on Snowdrop Road, classified as slight.

## 4. PROPOSALS

4.1 A road hump scheme has been developed, see **Appendix 1**. Due to the number and width of driveways on these roads, options were limited for the location of the humps, and the unsuitable locations are also indicated on the plan.

4.2 Road humps are also in place on other, similar roads within the estate.

## 5. CONSULTATION

- 5.1 160 letters were sent to residents in the area and also Ward Members. 21 responses were received, with 13 being in favour, 7 against, and 1 unsure.

## 6. RISK IMPLICATIONS

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

## 7. FINANCIAL CONSIDERATIONS

- 7.1 The scheme is estimated to cost approximately £30,000 and will be funded from the Council's Local Transport Plan.
- 7.2 In considering the issues outlined in this report Members are reminded that significant additional Government Grant cuts will be made over the period 2016/17 to 2018/19. As a result the Council faces a budget deficit for the next three years of between £16.3m and £18.3m, depending on the level of Council Tax increases approved by Members over this period. The recommended strategy for managing the 2016/17 budget position is predicated on the use of significant one-off resources to provide a longer lead time to make permanent budget reductions and the following table summarises the annual budget deficits. Detailed proposals for achieving 2017/18 and 2018/19 budget reductions will need to be developed. Any additional budget pressures will increase the budget cuts which will need to be made and will need to be referred to the Finance and Policy Committee for consideration.

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

## 8. LEGAL CONSIDERATIONS

- 8.1 There are no legal considerations attached to this report.

**9. CHILD AND FAMILY POVERTY**

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

**10. EQUALITY AND DIVERSITY CONSIDERATIONS**

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

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

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

**12. STAFF CONSIDERATIONS**

12.1 There are no staff considerations attached to this report.

**13. ASSET MANAGEMENT CONSIDERATIONS**

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

**14. RECOMMENDATIONS**

14.1 That the safety scheme be approved.

**15. REASONS FOR RECOMMENDATIONS**

15.1 To improve road safety and ensure slower speeds in Meadowsweet Road and Snowdrop Road.

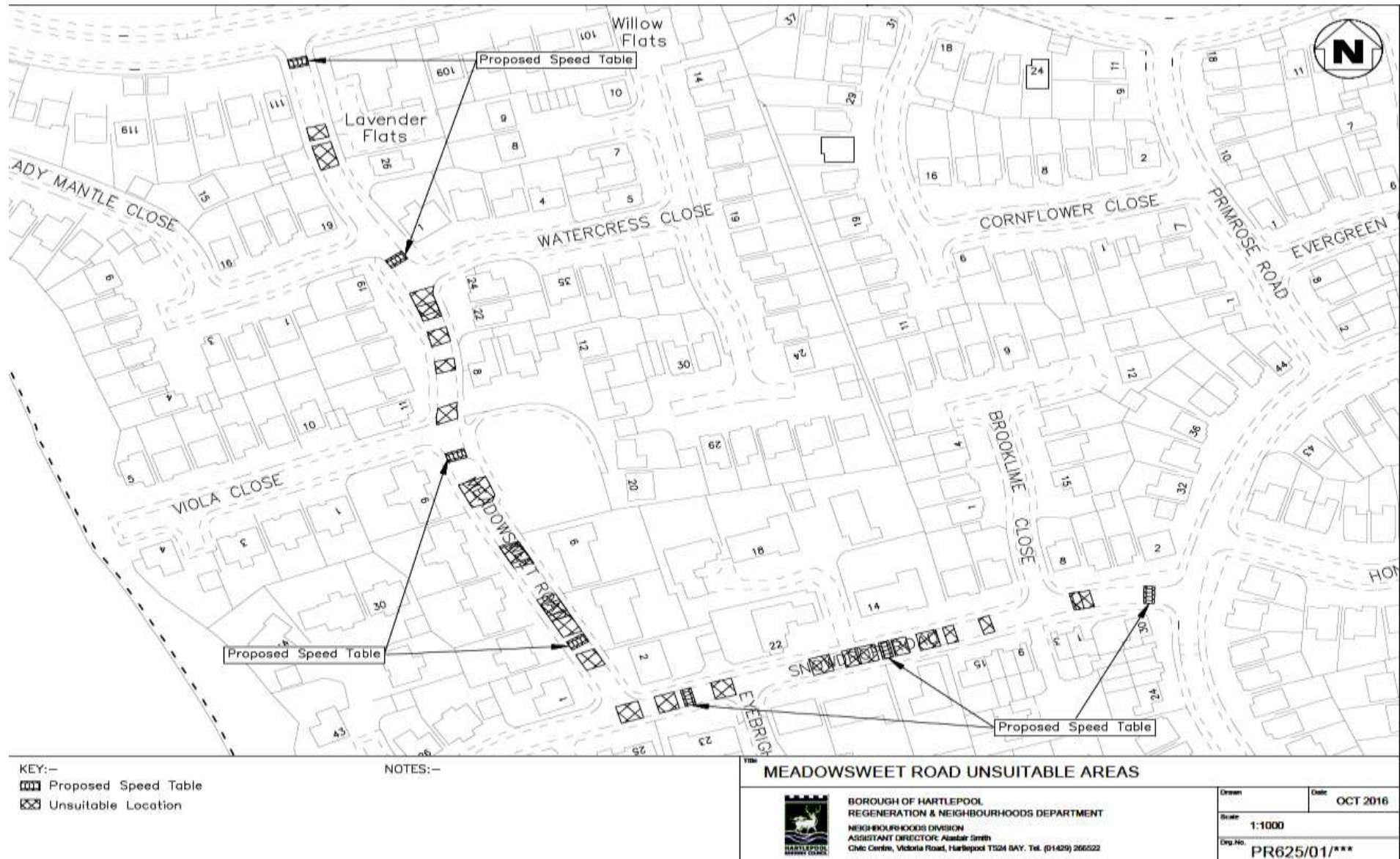
**16. BACKGROUND PAPERS**

16.1 None.

**17. CONTACT OFFICER**

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# NEIGHBOURHOOD SERVICES COMMITTEE

23 January 2017



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

**Subject:** OSBORNE ROAD SAFETY SCHEME

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

## 2. PURPOSE OF REPORT

2.1 To seek approval for the introduction of safety scheme measures in Osborne Road.

## 3. BACKGROUND

3.1 An investigation of road casualty data determined that there have been six accidents at the Osborne Road/ Lister Street crossroads, three of which were classified as serious. There has also been a further slight accident between Lister Street and Park Road.

3.2 This is an extremely high number for a single junction of this nature, which warrants the introduction of safety measures to try and improve the accident record.

## 4. PROPOSALS

4.1 Given the high number of accidents at one specific location, a scheme has been designed consisting of a raised table at the junction (See **Appendix 1**). This will bring about slower speeds at the point of the previous collisions, and should see a much improved accident record.

## 5. CONSULTATION

5.1 Letters have been sent to properties in the vicinity of the proposed scheme, plus Ward Members. Four responses were received, all in favour of the proposal.

**6. RISK IMPLICATIONS**

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

**7. FINANCIAL CONSIDERATIONS**

- 7.1 The scheme is estimated to cost approximately £25,000 and will be funded from the Council's Local Transport Plan.

**8. LEGAL CONSIDERATIONS**

- 8.1 A Traffic Regulation Order will be required for the raised junction.

**9. CHILD AND FAMILY POVERTY**

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

**10. EQUALITY AND DIVERSITY CONSIDERATIONS**

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

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

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

**12. STAFF CONSIDERATIONS**

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

**13. ASSET MANAGEMENT CONSIDERATIONS**

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

**14. RECOMMENDATIONS**

- 14.1 That the safety scheme be approved.

**15. REASONS FOR RECOMMENDATIONS**

- 15.1 To improve road safety and ensure slower speeds in Osborne Road.



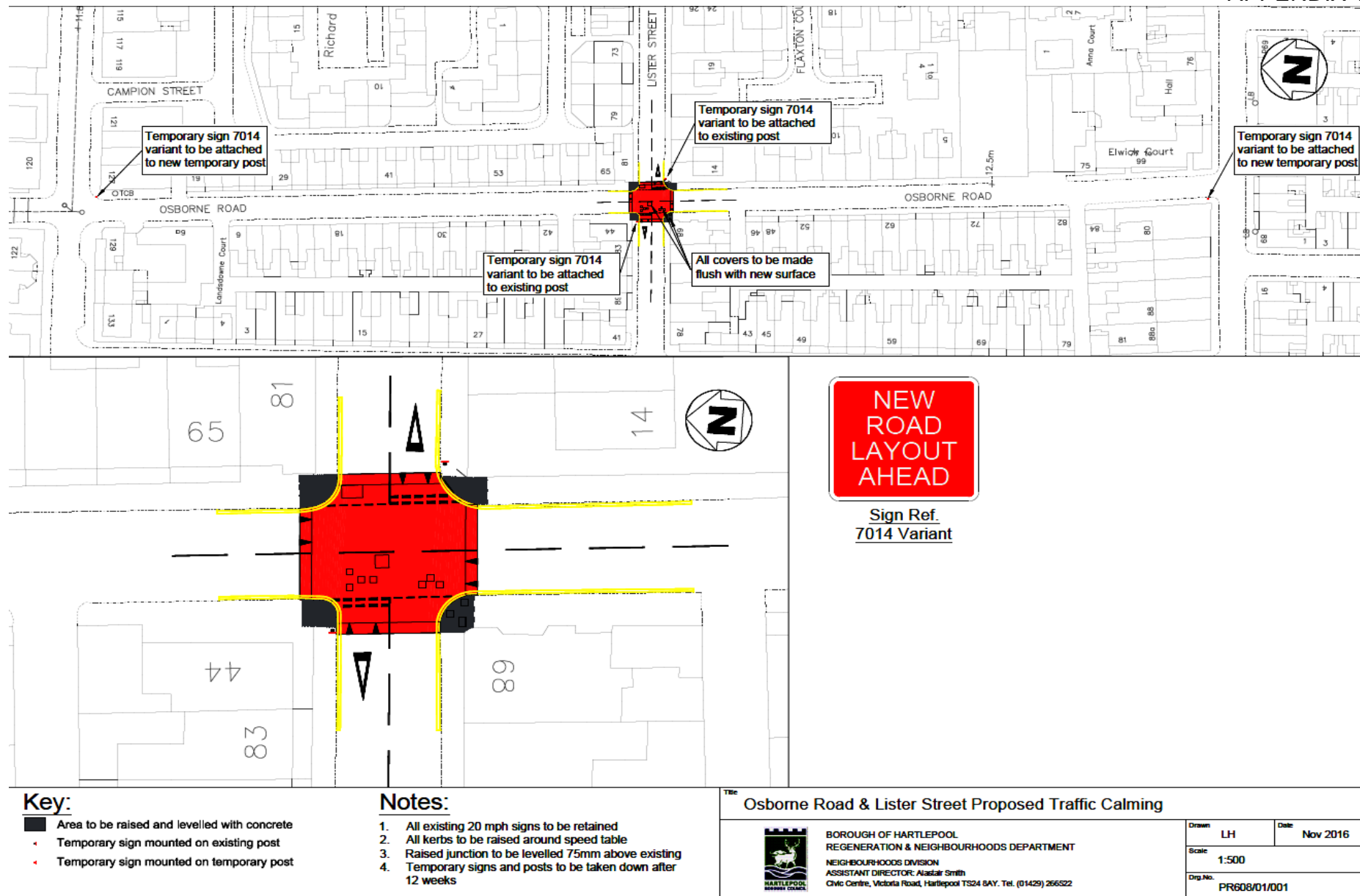
**16. BACKGROUND PAPERS**

16.1 None.

**17. CONTACT OFFICER**

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# NEIGHBOURHOOD SERVICES COMMITTEE

23 January 2017



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

**Subject:** **CONTROLLED CROSSINGS A689/ BRENDA ROAD**

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

## 2. PURPOSE OF REPORT

2.1 To present options for controlled crossings on Brenda Road and the A689.

## 3. BACKGROUND

3.1 In 2016, a report was taken to Committee to consider reducing the speed limit on Brenda Road, between the A689 and Seaton Lane. At the meeting, the Committee asked that options be developed to improve pedestrian crossing facilities in the area, and the 2 proposals shown at Appendices 1 and 2 were subsequently designed.

## 4. PROPOSALS

### 4.1 Brenda Road (Appendix 1)

4.1.1 In October 2014 a fatal accident took place on the section of Brenda Road between the A689 and the B&Q roundabout. Ideally a new crossing would have been sited along this section of the road, however, a light controlled crossing must be sited at least 20 metres from a junction, and 50 metres from a bus stop, as specified in Local Transport Note 2/95. Taking into consideration the roundabouts at each end of this section of road, the bus stops on each side, the entrance to the public house/ bus depot, and the pedestrian desire line, it is not possible to physically site a crossing facility here.

4.1.2 Consequently, investigations moved to the section of Brenda Road between B&Q and Seaton Lane roundabouts. Again, there are a number of

bus stops and junctions present which limit potential crossing locations, and these junctions also have lengthy acceleration/ deceleration lanes in place which limit options still further. A suitable location to the north of Park View Road West, as shown in Appendix 1 has been identified. There has been one slight accident on this section of Brenda Road in the last 5 years, which did not involve a pedestrian, and was as a result of a medical episode suffered by one of the drivers involved.

- 4.1.5 There is a limited pedestrian desire line in this area, although there is a footpath link from the Jutland Road area through the industrial estate to Brenda Road, and a crossing here could cater for people from the Jutland Road area going to and from Tees Bay Retail Park.

4.2 A689/Belle Vue Way (**Appendix 2**)

- 4.2.1 In the last 5 years, there have been 7 accidents on the A689 legs of the roundabout with Brenda Road. Two of these were serious accidents (the other 5 were classed as slight) and involved people trying to cross the road. One of the serious accidents involved someone using a mobility scooter.
- 4.2.2 Any crossing installed would be required to be a prescribed distance away from the roundabout to prevent traffic backing up onto it, and the proposal shown in **Appendix 2** is close to the footpath link from Haswell Avenue.
- 4.2.3 A crossing sited here would cater for people from the Foggy Furze area going to and from Tees Bay Retail Park, and also the adjacent Stag and Monkey pub. It would also offer a safer crossing facility for people going to and from the nearby Belle Vue estate.

## 5. **RISK IMPLICATIONS**

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

## 6. **FINANCIAL CONSIDERATIONS**

- 6.1 The Brenda Road option is estimated to cost £50,000, the A689/Belle Vue Way option is estimated to cost £90,000. Whichever option is approved will be funded from the Council's Local Transport Plan. There is insufficient funding from 2016/17 budgets to install both options this financial year.

**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 The approved crossing will be added to the Council's asset register.

**13. RECOMMENDATIONS**

13.1 That, due to the fact that there have been recorded accidents on the A689/Belle Vue Way and that current budgets are not sufficient to provide both crossings at this time, that members approve the provision of a new light controlled crossing on the A689 at the location identified in **Appendix 2**.

**14. REASONS FOR RECOMMENDATIONS**

14.1 To improve road safety and pedestrian crossing facilities in the area.

**15. BACKGROUND PAPERS**

15.1 None.

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