

NEIGHBOURHOOD SERVICES COMMITTEE AGENDA



Monday 20 March 2017

at 4.00 pm

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

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 February 2017 (*previously circulated*).

4. BUDGET AND POLICY FRAMEWORK

No items

5. KEY DECISIONS

- 5.1 Five-Year Highway Maintenance Programme – *Assistant Director (Environment and Neighbourhoods)*
- 5.2 Review of Concessionary Fare Payments to Bus Operators for 2017-18 – *Assistant Director (Environment and Neighbourhoods)*



6. OTHER ITEMS REQUIRING DECISION

- 6.1 New Permit Charge – Consultation Response – *Assistant Director (Environment and Neighbourhoods)*
- 6.2 Proposed 20mph Speed Limit Restriction along Tanfield Road and Whistlewood Close - *Assistant Director (Environment and Neighbourhoods)*

7. ITEMS FOR INFORMATION

- 7.1 Quarter 3 – Council Overview of Performance and Risk 2016/17 - *Assistant Director (Environment and Neighbourhoods)*
- 7.2 Ward Member Budgets 2015/16 – *Director of Regeneration and Neighbourhoods*

8. ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT

9. LOCAL GOVERNMENT (ACCESS TO INFORMATION) (VARIATION) ORDER 2006

EXEMPT ITEMS

Under Section 100(A)(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in the paragraphs referred to below of Part 1 of Schedule 12A of the Local Government Act 1972, as amended by the Local Government (Access to Information) (Variation) Order 2006

10. EXEMPT ITEMS FOR DECISION

- 10.1 North Gare Sands – Update (*Para 5*) - *Assistant Director (Environment and Neighbourhoods)*

ITEMS FOR INFORMATION

Date of next meeting – to be confirmed



NEIGHBOURHOOD SERVICES COMMITTEE

20th March 2017



Report of: Assistant Director (Environment and Neighbourhoods)

Subject: 5 YEAR HIGHWAY MAINTENANCE PROGRAMME

1. TYPE OF DECISION / APPLICABLE CATEGORY

- 1.1 Key decision: Test (i) and (ii) applies. Forward Plan Reference No. RN02/17.

2. PURPOSE OF REPORT

- 2.1 To seek approval for a 5 year Highway Maintenance Programme, determined by carriageway condition surveys, and following Department for Transport recommended asset management processes. (See **Appendix 1**).

3. BACKGROUND

- 3.1 The condition of the highway network is established from information obtained from SCANNER vehicles and Course Visual Inspections (CVIs). These inspections are carried out annually, by specialist contractors, in partnership with the other North of England Authorities. The information is then analysed, through the United Kingdom Pavement Management System (UKPMS), which allocates ratings to each section of highway ranging from 0 (good condition) to 100 (nil residual life).
- 3.2 For year 2017/2018 the allocation for highway maintenance from the Local Transport Plan is £1,053,000, and the 5 year programme has been prepared assuming a similar level being allocated year on year. There are also allocations of £99,000 from the Government's Pot-hole Fund, and £98,000 from the Incentive Fund, giving a total of £1,250,000.
- 3.3 The condition of the **classified** highway network is calculated from information obtained from a machine survey (SCANNER survey). The condition of the **unclassified** highway network is calculated from information obtained from Course Visual Inspections (CVIs).
- 3.4 Because of the large number of roads having the same condition rating, results are also augmented by rating assessments, carried out in house on

the basis of Highway Inspector's reports. Consideration is also given to requests received from members of the public and elected Members, through the Neighbourhood Forums or directly to Officers.

- 3.5 The roads and footways indicated are those that are in the most need of repair, as identified by the methods detailed above. The priorities, however, may change over the coming years, as one highway can deteriorate more quickly than another. The highway network is constantly under threat from damage caused by increases in the volume of traffic, greater vehicle weights, the weather and the disturbance of the structure of the road through the digging of utility trenches. The key to managing/ maintaining the highway network successfully is to monitor the condition and at the best time, apply the most cost effective treatment to maximise the life of the road. The Council achieve this through both planned and reactive maintenance based on an assessment of need, and making use of the latest available processes and techniques.

4. PROPOSALS

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

5. RISK IMPLICATIONS

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

6. FINANCIAL CONSIDERATIONS

- 6.1 The schemes will be funded primarily from the Structural Maintenance element of the Council's Local Transport Plan, with contributions from the Government's Pot-hole and Incentive Funds (As at 3.2 of this report), giving an estimated total cost for 17/18 of approximately £1,250,000.

7. LEGAL CONSIDERATIONS

- 7.1 Temporary Prohibition of Driving Orders will be advertised, to support the road closures required for the works.

8. CHILD AND FAMILY POVERTY

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

9. EQUALITY AND DIVERSITY CONSIDERATIONS

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

10. SECTION 17 OF THE CRIME & 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 Asset Register will be updated to reflect the roads which are resurfaced.

13. RECOMMENDATIONS

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

14. REASONS FOR RECOMMENDATIONS

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

15. BACKGROUND PAPERS

- 15.1 None

16. CONTACT OFFICER

16.1 Tony Hanson
Assistant Director (Environment and Neighbourhood Services)
Level 3
Civic Centre
Hartlepool
TS24 8AY

E-mail: tony.hanson@hartlepool.gov.uk

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

Tel: (01429) 523200

E-mail: peter.frost@hartlepool.gov.uk

APPENDIX 1

Year 1 2017/18

Street	Location	Type
A689	Owton Lodge to Brierton (Sections)	SMA
A689	Eastbound from Brenda Road (Slow lane)	SMA
A689	Burn Road Roundabout	SMA
A689	Eastbound approach to Truro Drive junction	SMA
Newlands Avenue	Full	DBM
Freville Street	Full	DBM
Brenda Road	Tees Bay Retail Park to Seaton Lane	SMA
Granville Avenue	Grange Rd to Tunstall Ave	DBM
Mowbray Road	Catcote Rd to Holland Rd	DBM
Egerton Road	Elwick Rd to Hylton Rd	DBM
Wynyard Road	Catcote Rd to Greenock Rd	DBM
Butts Lane, Hart	Front St to bend at North Hart Farm	DBM
Clevecoat Walk, Hart	Full	DBM
Osborne Road	Park Rd to Clifton Ave	DBM
Eamont Gardens	Full	DBM
Wansbeck Gdns	Full	DBM
Elwick Road	York Rd to Vicarage Gardens	DBM
Southburn Terrace	Full	DBM
Grange Road	Sections	SMA
Victoria Road	York Rd past Avenue Rd junction	SMA
St. Paul's Road	Victoria Rd to South Rd	DBM
Hart Lane	Section west of Tarnston Rd	SMA
Winterbottom Ave	Warren Rd junction	SMA
Oxford Road	Roundabout to Tristram Ave	SMA
Eskdale Road	Full	SMA
Brenda Rd	Golden Flatts Roundabout	SMA
Brenda Rd	Tofts Farm Roundabout	SMA
Seaton Lane	A689 to Woburn Grove	SMA
Seaton Lane	First section west of Brenda Rd	SMA
Seaton Lane	Section west of railway bridge	SMA
Raby Road	Hart Lane to Grainger St	SMA

**Denotes Pot-hole Fund scheme.*

**Denotes Incentive Fund scheme.*

APPENDIX 1

Year 2 2018/19*

Street	Location	Type
A689	Wynyard	SMA
A689	Belle Vue Way	SMA
Winterbottom Avenue	Full	SMA
Graythorp Industrial Estate Road	Full	SMA
Stirling Street	Full	DBM
Cleveland Road	Mountbatten Close to Arch Court	SMA
Elwick Road	Park Gates Area	DBM
Elwick Road	Dunston Rd to Park Drive Zebra (4 Winds)	SMA
Hart Lane	150m either side of Dunston Road	DBM
A689 Dalton Back Lane to Queens Meadow.	Slow Lane various into Town	SMA
A689 Queens Meadow to Truro Drive	Slow Lane various into town	SMA
Greatham Back Rd.	First section from High St	SMA
Greatham Back Rd	A689 around first bend	SMA
The Cliff, Seaton	Area around zebra crossing	SMA
Stockton Road	Westbrooke Ave to Tanfield Rd	SMA
Oxford Road	Stockton Rd to Leamington Parade	SMA
Brenda Road	Sydenham Rd to Windermere Rd	SMA
Redworth Street	Full	DBM
Belmont Gardens	Full	DBM
Catcote Road	Elwick Rd to Browning Ave	SMA
Hart Lane	Raby Rd to Duke St	SMA
Jesmond Gardens	Full	SMA
Albion Terrace	Full	DBM
York Place	Full	DBM
Friar Terrace	Full	DBM
Moor Terrace	Full	DBM
Durham Street	Section east of school	SMA
Vicarage Gardens	Full	DBM
Rillston Close	First cul-de-sac on left	DBM

APPENDIX 1

Year 3 2019/20

Street	Location	Type
Sections of KRN subject to inspections (A689, A179, etc)		SMA
Elwick Road	Catcote Road to Park Road	SMA
Northgate	Various Areas	DBM
Coronation Drive	Sections	SMA
Grange Road	The Oval to Wooler Road	DBM
Tees Road	Full	SMA
West View Road	Brus to railway bridge	SMA
Brenda Road	Power Station to Tofts Farm	SMA
Thomlinson Road	Full	DBM
Wells Avenue	Full	DBM
Brierton Lane	Sections	DBM
Casebourne Road	Full	DBM
Turnberry Grove	Full	DBM
Front Street	Full	DBM
Kingsley Avenue	Full	DBM
Marine Drive	Full	DBM
Ivy Grove	Full	DBM
Park Avenue	Full	DBM
Lime Crescent	Full	DBM
Windermere Road	Full	SMA
Dalton Piercy Main Road	Full	DBM
Marina Way	Full	SMA
Greenland Road	Full	DBM
Cornwall Street	Full	DBM
Moor Parade	Full	DBM
Dalton Street	Full	DBM
Baptist Street	Full	DBM
Bertha Street	Full	DBM
Stephen Street	Full	DBM

APPENDIX 1

Year 4 2020/21

Street	Location	Type
Sections of KRN subject to inspections (A689, A179, etc)		SMA
Road into Dalton Piercy	Various areas	DBM
Jutland Road	Full	DBM
Duncan Road	Full	DBM
Staincliffe Road	Full	DBM
The Grove	Full	DBM
Oban Avenue	Full	DBM
Barton Avenue	Full	DBM
Carrick Street	Full	DBM
Grange Avenue	Full	DBM
Caernarvon Grove	Full	DBM
Annandale Crescent	Full	DBM
Bruntoft Avenue	Full	DBM
William Street	Full	DBM
Bilsdale Road	Full	DBM
Warkworth Drive	Full	DBM
Johnson Street	Full	DBM
Winthorpe Grove	Full	DBM
Wynyard Mews	Full	DBM
Castle Howard Close	Full	DBM
Tunstall Grove	Full	DBM
The Crescent	Full	DBM
Cowper Grove	Full	DBM
Hillcrest Grove	Full	DBM
Chatham Gardens	Full	DBM
Haldane Grove	Full	DBM

APPENDIX 1

Year 5 2021/22

Street	Location	Type
Sections of KRN subject to inspections (A689, A179, etc)		SMA
Old Cemetery Road	Full	DBM
Fens Crescent	Full	DBM
Manor Close	Full	DBM
Acclom Street	Full	DBM
Lancaster Road	Full	DBM
Gulliver Road	Full	DBM
Earlsferry Road	Full	DBM
Eaglesfield Road	Full	DBM
Queensland Road	Full	DBM
Campbell Road	Full	DBM
Lightfoot Crescent	Full	DBM
Radnor Grove	Full	DBM
Manor Road	Full	DBM
Kesteven Road	Full	DBM
Ridlington Way	Full	DBM
Edgar Street	Full	DBM
Lizard Grove	Full	DBM
Troutpool Close	Full	DBM
Glentower Grove	Full	DBM
Carroll Walk	Full	DBM

***Note: Some schemes may need to be prioritised/ substituted due to other roads deteriorating more quickly.**

Work Brought Forward and carried out in 16/17 Due to Budget Savings On**Other Schemes**

Ashley Gardens	Full	DBM
Lauder Street	Full	DBM
Grainger Street	Part	DBM
Braemar Road	Joints	DBM
Drayton Road	Full	DBM
Ashby Grove	Full	DBM
The Parade	All	DBM
Elwick Road	Baden Street to Newlands Avenue	DBM

NEIGHBOURHOOD SERVICES COMMITTEE

20th March 2017



Report of: Assistant Director (Environment and Neighbourhood Services)

Subject: REVIEW OF CONCESSIONARY FARE PAYMENTS TO BUS OPERATORS FOR 2017-18

1. TYPE OF DECISION/APPLICABLE CATEGORY

- 1.1 Key Decision test (I) and (ii) Applies. Forward Plan Reference No RN 30/16.

2. PURPOSE OF REPORT

- 2.1 To report the proposed re-imbursement arrangements with local bus operators for concessionary fares to be implemented from 1st April 2017 to 31st March 2018 inclusive.

3. BACKGROUND

- 3.1 The English National Concessionary Travel Scheme (ENCTS) came into operation on 1st April 2008. Under ENCTS, holders of a concessionary pass are entitled to travel on buses free of charge between 9:30am and 11:00pm on weekdays and at any time at weekends anywhere in England. Under the Concessionary Bus Travel Act 2007 local enhancements are allowed to the ENCTS including, for example, removal of restrictions on the time of travel and use of companion passes.
- 3.2 In March 2011 agreement was reached with the operators to continue the fixed payment system in 2011/12, with a revised enhancement of a fixed price of 30p per journey for trips commencing before 9:30am.
- 3.3 This same arrangement for a local enhancement of the National Scheme has remained in place since this date.
- 3.4 The Department for Transport has now issued its guidance for ENCTS reimbursement in 2017/18.

- 3.5 The Confederation of Passenger Transport (CPT), Index showing costs in the bus industry to June 30th 2016, indicates a 1.5% increase for England. The data for Northern England is also showing an increase of 2.8%. Vehicle maintenance is the biggest cost pressure. The maintenance materials element shows a 12% increase for Northern England, 7% for all ENCTS regions. The CPT report states that 'whilst average diesel prices have reduced as compared the previous 12 months have started to trend upwards again. Average diesel 'pump' prices dropped by around 12.6% net. Individual operator experiences for fuel on a pence per mile basis ranged from an increase of 10.7% to a reduction of 24.7% with a weighted average of 6.9%.'
- 3.6 Fares have continued to increase above the general inflation rate and the CPT cost index. This is important because DfT guidance is based not on cost increases but on the average adult fare. Increases averaging 0.6% were made across England to September 2016.
- 3.7 Across the Country Local bus passenger journeys have shown a decrease of 1.5% in 2016 compared to the same period in 2015.
- 3.8 ENCTS journeys have shown a broadly flat trend, this is thought to be mainly due to the rising eligibility age for pensioners

4. PROPOSALS

- 4.1 It is recommended that approval be given to the continued participation in the Tees Valley wide English National Concessionary Travel Scheme with an enhancement of a 30 pence flat fare for trips before 09:30 for the financial year 2017/2018

5. RISK IMPLICATIONS

- 5.1 There are no risk implications attached to this report

6. FINANCIAL CONSIDERATIONS

- 6.1 A system of fixed payments for implementing the ENCTS has been agreed between the Tees Valley Authorities and all the bus operators.
- 6.2 The current estimates show an overall increase of approximately 0.66% (compared to a 0.6% decrease in 2016/17)

- 6.3 At this early stage, it is recommended that each of the authorities seeks to make provision in its budgets as follows:-

TABLE 3 – INITIAL ESTIMATE OF 2017/18 ENCTS COSTS

	Estimated 2017 - 2018
Darlington	£3,128,163
Hartlepool	£2,260,928
Middlesbrough	£4,176,422
Redcar	£2,968,681
Stockton	£4,078,407

- 6.4 The amount above is within the annual budget provision currently set for 2017/18. Each of the authorities will be provided with a more detailed breakdown of pressures based on different operators once the data is available. It must be stressed that these are very much provisional figures and should not be assumed to be a 'ceiling'; especially in the absence of average fare data, any announced fare increases and data from some small operators.

7. LEGAL CONSIDERATIONS

- 7.1 The Council is required to comply with the Concessionary Bus Travel Act 2007 and any regulations issued by the Secretary of State in connection with the Act. The scheme operating in Hartlepool, and the wider Tees Valley, is compliant with the 2007 Act as well as the Transport Act 1985 and the Transport Act 2000 in respect of concessionary travel and with the relevant regulations produced by the Secretary of State. The local enhancement operated by all Tees Valley Authorities is permitted under Section 93 of the 1985 Act as amended by the 2000 and 2007 Acts.

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 Approval is given to continue participating in the Tees Valley wide enhancement to the English National Concessionary Travel Scheme (ENCTS) offering travel within and between the areas covered by Hartlepool, Stockton on Tees, Darlington, Middlesbrough and Redcar and Cleveland Borough Councils.
- 13.2 The Council continues to operate an enhanced scheme whereby all journeys prior to 09:30am on weekdays attract a nominal fare of 30 pence.
- 13.3 Charges for replacement passes remain at £5.

14. REASONS FOR RECOMMENDATIONS

- 14.1 To ensure that Hartlepool continue to benefit from the joint negotiations with bus operators at a Tees Valley level to obtain the most cost effective scheme for the English National Concessionary Travel Scheme.

15. BACKGROUND PAPERS

- 15.1 There are no back ground papers attached to this report

16. CONTACT OFFICER

- 16.1 Tony Hanson
Assistant Director (Environment and Neighbourhoods)
Civic Centre
Hartlepool
TS24 8AY
Tel: (01429) 523400
Email: tony.hanson@hartlepool.gov.uk

Jayne Brown
Passenger Transport Services Team Leader
Tofts Farm
Unit 12

Tofts Farm Industrial Estate East
Brenda Road
Hartlepool
TS25 5BS
Tel: (01429) 523526
Email: Jayne.brown@hartlepool.gov.uk

NEIGHBOURHOOD SERVICES COMMITTEE

20th March 2017



Report of: Assistant Director (Environment and Neighbourhood Services)

Subject: NEW PERMIT CHARGE - CONSULTATION RESPONSE

1. TYPE OF DECISION / APPLICABLE CATEGORY

1.1 Non-key.

2. PURPOSE OF REPORT

2.1 To report the results of a recent consultation with residents to remain within or opt out of the permit controlled parking scheme.

3. BACKGROUND

3.1 Members of Neighbourhood Services Committee approved the introduction of an incremental permit parking charge based on the number of permits issued per household. The new permit charges have been phased in as and when annual permits in each permit zone expired.

3.2 When permit renewal letters were sent to a number of properties in Zone A of the existing scheme, many residents had been unaware of the amendments to the scheme and in particular the loss of the previous town centre subsidy charge that had applied. As a result a petition was submitted by the residents challenging the legality of the scheme and seeking a review of the new charge rates.

3.3 The petition had been signed by 62 signatories by residents of St. Paul's Road, Mitchell Street, Alderson Street, Stotfold Street, Johnson Street and Thornton Street.

4. PROPOSALS

- 4.1 Under the previous arrangement, residents were charged an annual cost of £20 per permit, with those properties within the close proximity of the town centre receiving a £15 subsidy. The new permit charges removed the geographical subsidy and introduced a phased incremental charge based on the number of permits issued per household. The new charges were deemed to be fairer and the new rates are being phased into each of the existing parking zones, as and when the current annual permits expire and are required to be renewed.
- 4.2 The following new incremental charge per household now applies:
- a) first permit = £5
 - b) second permit = £10
 - c) third permit = £20
 - d) forth permit (and any issued thereafter) £30 each
- 4.3 The approved changes also included an extension to the hours of enforcement and now cover Monday – Saturday between 8am – 8pm.
- 4.4 Members approved the changes to the permit scheme in July 2015. The proposed changes to the Traffic Regulation Order were formally advertised in December 2015 with the legal orders becoming effective from March 2016. The amended terms and conditions have been introduced to the scheme on a phased basis, as and when the annual permits for each zone have expired and required renewal.

5. CONSULTATION

- 5.1 A total of 186 letters were sent as follows.

- St Paul's Road (25)
- Mitchell Street (34)
- Alderson Street (34)
- Stotfold Street (27)
- Johnson Street (31)
- Thornton Street (35).

Of the 186 letters delivered, 43 responses were received (a 23% return). The 43 replies indicated that 38 residents were in favour of remaining within the permit controlled parking scheme (88%), with only 5 against (12%).

- 5.2 A full breakdown per location is shown as **Appendix 1**.

- 5.3 Residents received a full updated list of conditions use and terms of permit issue as part of the consultation process.

6. RISK IMPLICATIONS

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

7. FINANCIAL CONSIDERATIONS

- 7.1 There are no additional financial considerations. The breakdown of the scheme costs were included within the original proposal already approved by Members.

8. LEGAL CONSIDERATIONS

- 8.1 There are no additional legal requirements, as the statutory consultation process on the new charges has already taken place and the relevant Traffic Regulation Order has already been approved.

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 additional 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 Members note the consultation response, as shown in **Appendix 1**, and as a result it is recommended that St. Paul's Road, Mitchell Street, Alderson Street, Stotfold Street, Johnson Street and Thornton Street be retained within Zone A under the revised terms and conditions of the Hartlepool Residents Permit Parking Scheme Traffic Regulation Order.

15. REASONS FOR RECOMMENDATIONS

- 15.1 To reflect the majority view of residents who responded to the consultation and indicated they wish to remain in the permit scheme.

16. BACKGROUND PAPERS

- 16.1 Neighbourhood Services Committee report July 2015.

17. CONTACT OFFICER

Tony Hanson
Assistant Director (Environment and Neighbourhood Services)
Level 3
Civic Centre
Hartlepool
TS24 8AY
Tel: (01429) 523400
E-mail: tony.hanson@hartlepool.gov.uk

Phil Hepburn
Environmental Enforcement Team Leader
Level 4
Civic Centre
Hartlepool
TS24 8AY
Tel: (01429) 523258
E-mail: philip.hepburn@hartlepool.gov.uk

APPENDIX 1

Location	Number on signed petition	Number of properties consulted	Number of returned consultations	Number of returned forms in favour of remaining in scheme	Number of returned forms against remaining in scheme	Majority %
St. Pauls Road	21	25	4	3	1	75%
Mitchell Street	0	34	14	14	0	100%
Alderson Street	9	34	7	6	1	86%
Stotfold Street	10	27	6	4	2	67%
Johnson Street	6	31	4	3	1	75%
Thornton Street	16	35	8	8	0	100%
TOTALS	62	186	43	38	5	84%

NEIGHBOURHOOD SERVICES COMMITTEE

20th March 2017



Report of: Assistant Director (Environment and Neighbourhood Services)

Subject: PROPOSED 20MPH SPEED LIMIT RESTRICTION
ALONG TANFIELD ROAD & WHISTLEWOOD
CLOSE

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, along Tanfield Road and Whistlewood Close – see **Appendix 1**.

3. BACKGROUND

3.1 Following a request, via local Ward Members, a consultation has been undertaken, with local residents, to consider a proposal for the implementation of a 20mph speed restriction, within the above areas. Local Ward Members were also sent copies of the consultation documents.

4. PROPOSALS

4.1 To install appropriate 20mph speed restriction signage, at the junction of Tanfield Road / Stockton Road, with smaller repeater signs located throughout the full extent of the scheme.

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

5. CONSULTATION

5.1 A total of 58 letters were hand delivered, as follows.

- Tanfield Road (1 to 9)
- Whistlewood Close (1 to 44)
- Inspirations Garden Centre
- Inspirations Coffee House
- Stranton Cemetery Lodge

5.2 Of the 58 letters delivered, 33 responses were received (a 57% return). The 33 replies indicated that 31 were in favour of the scheme (94%), with only 2 against (6%).

5.3 Based upon the consultation exercise undertaken in the responses above, it is clear that the majority of residents would welcome the introduction of a 20 mph speed restriction along Tanfield Road and Whistlewood Close.

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 £750 - £1000.

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 Following the incident in Tanfield Road (vehicle collision with lamp column, November 2016), it is recommended that a 20mph restriction is introduced along Tanfield Road and Whistlewood Close. This proposal should, hopefully, encourage motorists to adopt slower speeds, which will assist in the improvement of local road safety.

16. BACKGROUND PAPERS

- 16.1 None

17. CONTACT OFFICER

Tony Hanson
Assistant Director (Environment and Neighbourhood Services)
Level 3
Civic Centre
Hartlepool
TS24 8AY

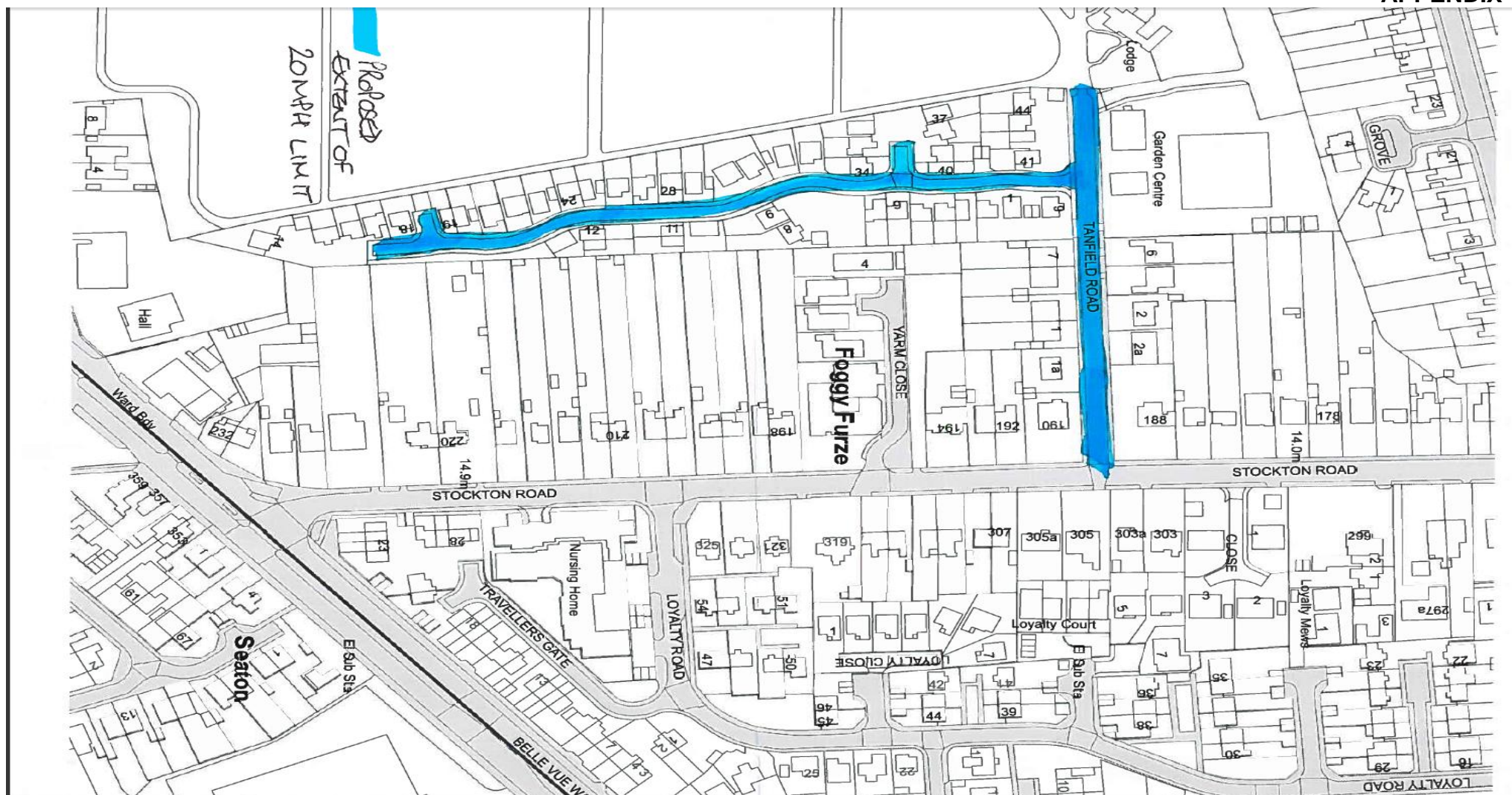
E-mail: tony.hanson@hartlepool.gov.uk

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

Tel: (01429) 523200

E-mail: peter.frost@hartlepool.gov.uk

APPENDIX 1



NEIGHBOURHOOD SERVICES COMMITTEE

20th March 2017



Report of: Assistant Director (Environment and Neighbourhood Services)

Subject: QUARTER 3 – COUNCIL OVERVIEW OF PERFORMANCE AND RISK 2016/17

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 For information.

2. PURPOSE OF REPORT

2.1 To inform Neighbourhood Services Committee of the progress made against the relevant areas of the 2016/17 Council Plan at the end of quarter 3. The report also provides the Committee with an update on Highways and Transportation as agreed by this committee on the 26th July 2016

3. BACKGROUND

3.1 The Council Plan includes a number of key actions, performance indicators and risks which set out how the Council intends to deliver on its priority outcomes. The Council Plan 2016/17 was agreed by Council on the 17th March 2016.

3.2 At the end of each quarter officers provide an assessment of progress against the actions, performance indicators and risks in the Plan. These assessments are collected together and form the basis of the quarterly performance reports to Committee. Progress is categorised as:

Performance Indicator	Action
Achieved	Completed
On track to achieve target	On track to be completed
Acceptable progress made	Acceptable progress made
Requiring intervention	Requiring intervention
Not achieved	Not completed
No value	

- 3.3 At the beginning of the municipal year each Policy Committee identified 4 key areas of activity that they would like to receive updates on through these quarterly performance reports (i.e. one for each quarter). For Neighbourhood Services Committee they were agreed as:

Quarter 1 - Enforcement
Quarter 2 – Waste & Recycling
Quarter 3 – Highways & Transportation
Quarter 4 – Allotments

4. QUARTER 3 PERFORMANCE REPORT

- 4.1 Overall progress against actions, performance indicators and risks that are relevant to the Neighbourhood Services Committee are identified in the performance report (**Appendix 1**).
- 4.2 The Regeneration and Neighbourhoods department has also provided an update on Highways and Transportation (**Appendix 2**)

5. RISK IMPLICATIONS

- 5.1 There are no risk implications.

6. FINANCIAL CONSIDERATIONS

- 6.1 There are no financial considerations.

7. LEGAL CONSIDERATIONS

- 7.1 There are no legal considerations.

8. CHILD AND FAMILY POVERTY

- 8.1 There are no child and family poverty considerations.

9. EQUALITY AND DIVERSITY CONSIDERATIONS

- 9.1 There are no equality and diversity considerations.

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

- 10.1 There are no Section 17 considerations.

11. STAFF CONSIDERATIONS

11.1 There are no staff considerations.

12. ASSET MANAGEMENT CONSIDERATIONS

12.1 There are no asset management considerations.

13. RECOMMENDATIONS

13.1 The Neighbourhood Services Committee is requested to:

- Note the progress made on the specific areas of the Council Plan relevant to the Committee at the end of quarter 3 set out in Appendix 1.
- Note the update on Highway and Transportation, as set out in appendix 2;

14. REASONS FOR RECOMMENDATIONS

14.1 Neighbourhood Services Committee have responsibility for a number of services that are included within the Council Plan.

15. BACKGROUND PAPERS

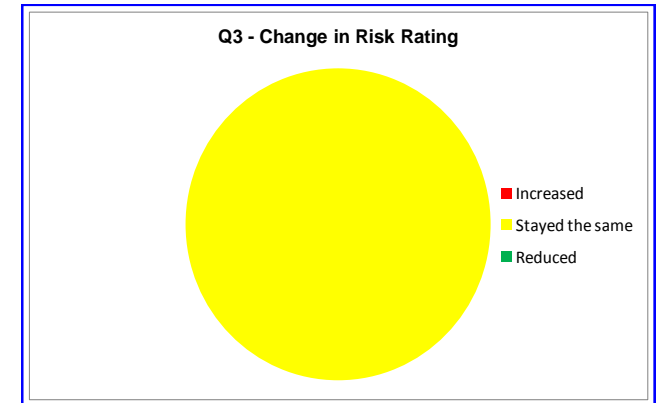
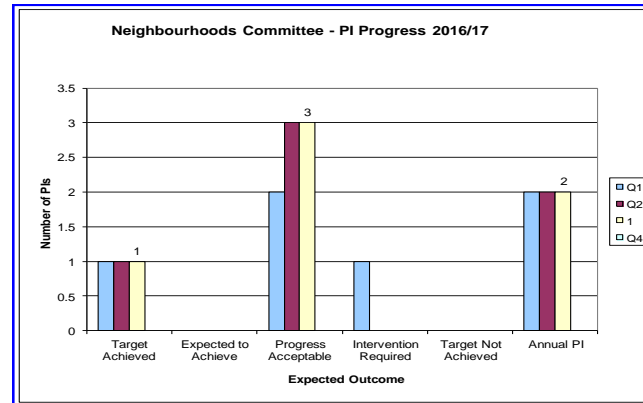
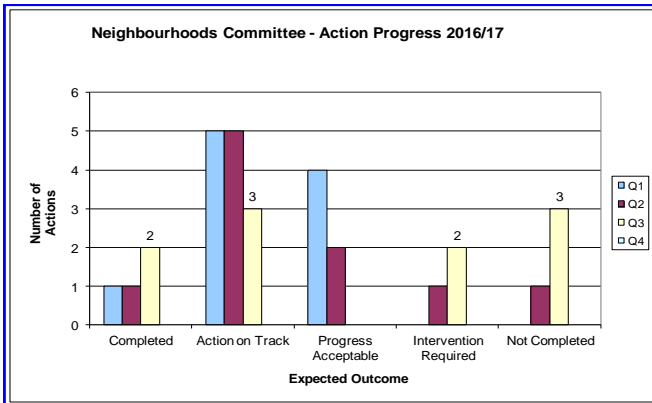
15.1 There were no background papers used in the preparation of the report.

16. CONTACT OFFICER

16.1 Tony Hanson
Assistant Director (Environment and Neighbourhood Services)
Civic Centre
Victoria Road
Hartlepool
TS24 8AY
Email: tony.hanson@hartlepool.gov.uk
Tel: 01429 523400

Steve Russell
Systems and Performance Manager
Civic Centre
Victoria Road
Hartlepool
TS24 8AY
Email: steve.russell@hartlepool.gov.uk
Tel: 01429 523031

Quarter 2 Performance Update 2016/17 Neighbourhood Services Committee



Action Update:

Of the actions within the Council Plan and within the remit of Neighbourhood Services Committee:

- 2 have been completed
- 3 are on track to be completed by due date
- 2 require intervention (see overleaf)
- 3 have not been completed (see overleaf)

Targeted Performance Indicator Update:

Of the targeted PIs within the Council Plan and within the remit of the Neighbourhood Services Committee:

- 1 has achieved target
- 3 have made acceptable progress
- 2 are reported on an annual basis

Change in Risk:

There has been no change in risk rating to the four risks within the Council Plan under the remit of the Neighbourhood Services Committee.

Actions highlighted as not completed

Action	Due Date	Note
RND 16/17 SC02 - Refresh Ward Profiles and produce sustainability plans for vulnerable localities	31 March 2017	This is an outstanding task that will be reviewed as part of the Community Engagement and Cohesion Strategy 2017. As such it is proposed to remove this action
RND 16/17 EN07 Develop a transforming our family parks and play areas programme	31 July 2016	No progress has been made due to the potential Neighbourhood Investment programme which will be presented to Finance & Policy Committee later this year
RND 16/17 SC01 Review the Voluntary and Community Sector Strategy and implement recommendations	31 March 2017	Following a rationalisation of strategies it is proposed this will be considered as part of the Community Engagement and Cohesion Strategy 2017.

Actions highlighted as Intervention Required

Action	Due Date	Note
RND 16/17 EN05 Seek funding to improve Rossmere Park; that would introduce facilities that foster community spirit, cohesion, ownership and local involvement	30 June 2106	All funding opportunities to be explored both internally via the Neighbourhood Investment Programme and also externally via Landfill tax bids. The Director has arranged a meeting with a landfill operator to discuss recent application. If this proves unsuccessful other applications will be submitted to other landfill tax providers.
RND 16/17 EN06 - Explore opportunities for the development of recreation facilities at Rift House recreation ground	30 September 2016	Masterplan considered by HBC stakeholders. Awaiting identification of project resourcing to enable development of the second phase which includes: taking the master plan through planning, detailed design and costing, project component competitive tendering etc., to a stage where it can be used to apply for external funding bids.

Highway Condition Report

Annual Condition Survey Results

Year	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
Unclassified Roads	13.00%	15.00%	10.00%	13.00%	15.00%	10.00%	10.00%	10.00%	17.00%	14.00%
Principal Roads	1.00%	2.00%	1.00%	2.00%	3.00%	2.00%	5.00%	7.00%	2.00%	2.00%
Non Principal Classified Roads	4.00%	11.00%	11.00%	11.00%	13.00%	9.00%	8.00%	8.00%	4.00%	2.00%

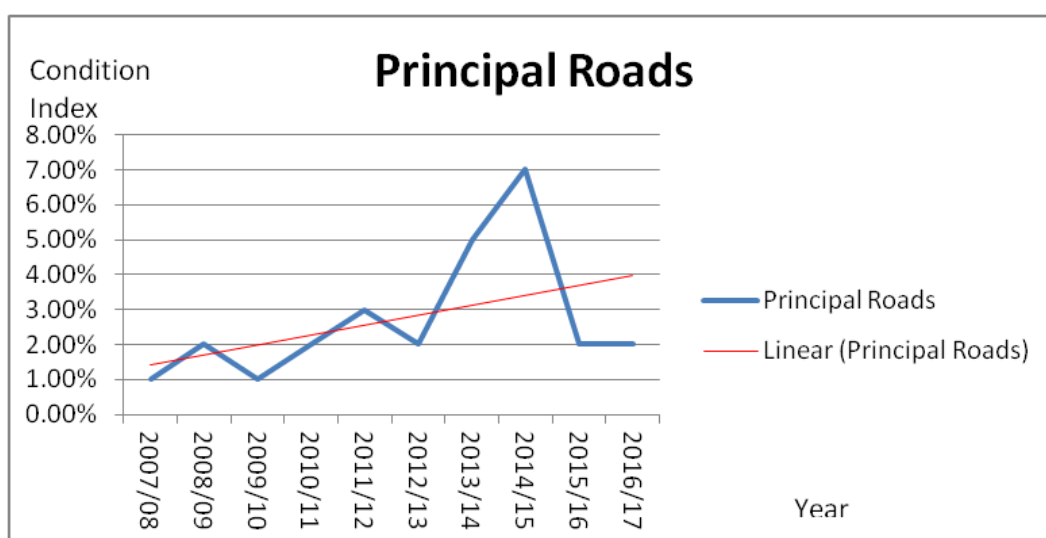
Carriageway condition is measured via a variety of methods, one of which is a UKPMS (United Kingdom Pavement Management System) condition survey. Surveys are undertaken to ascertain information on the nature and severity of carriageway deterioration in order to determine the most appropriate maintenance treatment and thereby ensure value for money.

The survey methods utilised in Hartlepool include:

SCANNER (Surface Condition Assessment of the National Network of Roads) - these were previously as TRACS-Type Surveys (TTS) and are automated high speed vehicular surface condition surveys carried out mainly on the major routes (though it is possible to employ on some accessible

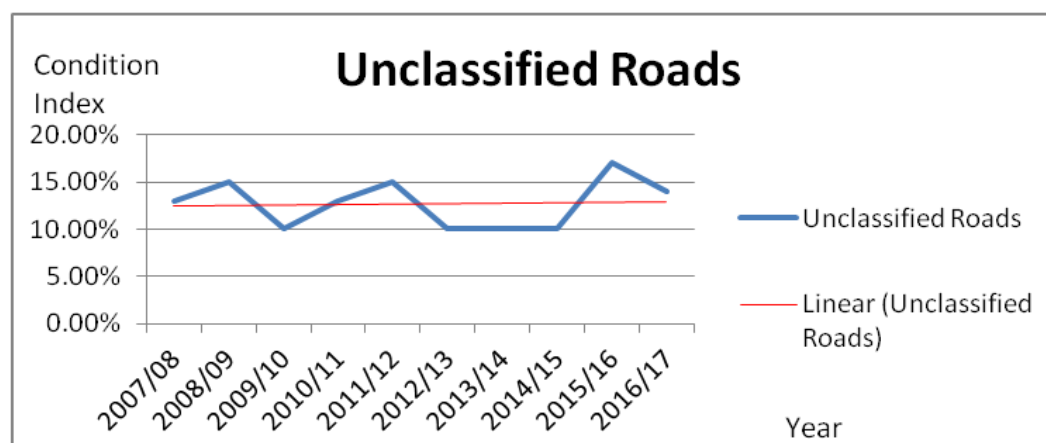
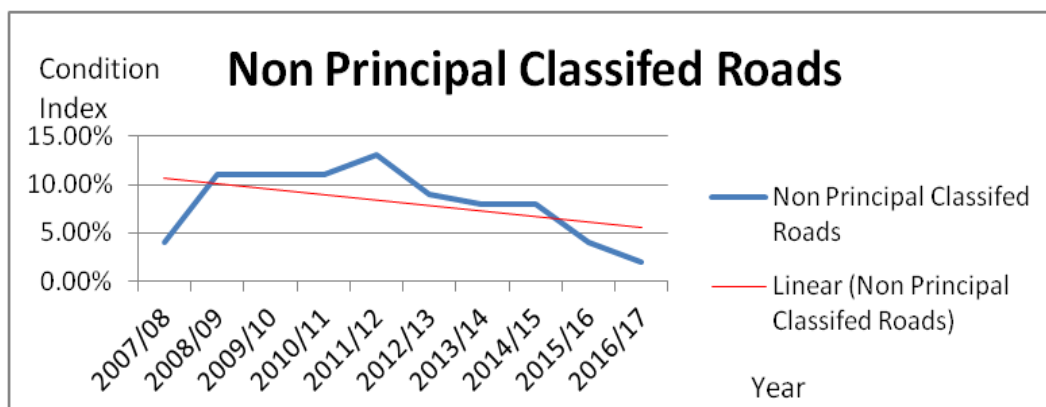
estate roads). Hartlepool utilises SCANNER surveys on its Principal and Classified network of which 100% are surveyed each year in both directions.

COARSE VISUAL INSPECTION (CVI) - These are visual surveys carried out from a slow moving vehicle or on foot to collect basic defects in accordance with UKPMS requirements on the highway network. Due to the comparatively small network size in Hartlepool, it has been possible to carry out a 100% survey each year on its unclassified network meaning that reliable comparison data is readily available. The results from both these surveys are used (along with other factors) to determine carriageway schemes submitted for the 5 year programme.



Highway Condition Report

Condition Data Summary



These charts outline that Unclassified and Principal roads show a steady decline in condition over the previous ten year period, i.e. an increasing condition index, (Principal Roads to a greater extent) however the Non Principal Classified Roads (B and C network) has shown an improvement.

The decision was taken a couple of years ago amid reducing of budgets, (Neighbourhood Services Committee April 2014), to concentrate on maintaining the more heavily used stretches of the network which carry a continuous high number of vehicles throughout the town by including a number of 'B' and 'C' roads for resurfacing schemes. As a consequence a significant number of such sections have been resurfaced over the previous 12 to 18 months including Burn Road, Caledonian Road, Hart Lane, Jesmond Road, Oxford Road, Raby Road and York Road which will have contributed towards this improving trend.

With a significant proportion of the highways maintenance budget spent on improving main routes, this has reduced the investment in local estate roads with the obvious consequence that the condition of these roads is deteriorating slightly. It can be seen from the unclassified graph that the overall trend is slowly worsening for this category of road and the condition of this unclassified network tends to rely heavily on unscheduled maintenance i.e ad-hoc pothole repairs.

In addition to the above a depreciation calculation of the entire carriageway network is carried out on an annual basis for Whole of Government Accounting purposes indicating that the current highway maintenance budget is having very little impact upon the £27m required to bring the whole of the network back up to an 'as new standard'. This relatively small budget needs to be spent wisely and hence the earlier decision being made to concentrate on the busiest routes.

NEIGHBOURHOOD SERVICES COMMITTEE

20th March 2017



Report of: Director of Regeneration and Neighbourhoods

Subject: WARD MEMBER BUDGETS 2015/16

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 For information only.

2. PURPOSE OF REPORT

2.1 To inform Neighbourhood Services Committee of the Ward Member Budget final outturn for 2015/16.

3. BACKGROUND

3.1 This report provides the Neighbourhood Services Committee with the final outturn for Ward Member Budgets during 2015/16. **Appendix 1** to the report highlights that during 2015/16 £144,588 Ward Member Budget funds were approved. Appendix 1 also shows the funding remaining which includes Ward Member Budget and Civic Lottery carry over from previous years.

3.2 Following a review of the Ward Member Budget and the Civic Lottery approval process by the Neighbourhood Services Committee in March 2015, the Civic Lottery budget has been merged with the Ward Member Budget from April 2015.

4. RISK IMPLICATIONS

4.1 Through the implementation of the application and approval framework, a robust and transparent process has been put in place to ensure that the expenditure of Ward Member Budgets is for the purpose for which it is intended. This currently includes an annual report to Neighbourhood Services Committee and quarterly reports to Neighbourhood Forums, and available online.

5. FINANCIAL CONSIDERATIONS

- 5.1 Any Ward Member Budget unspent funds have been carried over. Each Elected Member has an additional allocation of £4,500 for 2016/17 to which any underspends have been added.

6. LEGAL CONSIDERATIONS

- 6.1 In line with the 'executive arrangements' outlined in the Local Government Act 2000, a delegation of powers to the Director of Regeneration and Neighbourhoods has been awarded in relation to Ward Member Budgets.
- 6.2 Ward Member Budgets must be used for purposes which originally fell within the 'wellbeing powers' enshrined in the Local Government Act 2000 – now repealed and replaced by the 'broader power of competence' under the Localism Act 2011. This gives local authorities an explicit freedom to act in the best interests of the community, unless the local authority is prevented from taking that action by common law, specific legislation or statutory guidance.

7. CHILD AND FAMILY POVERTY

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

8. EQUALITY AND DIVERSITY CONSIDERATIONS

- 8.1 There are no direct equality and diversity considerations in relation to Ward Member Budgets.

9. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

- 9.1 There are no Section 17 considerations in relation to Ward Member Budgets.

10. STAFF CONSIDERATIONS

- 10.1 There are no staff considerations in addition to this.

11. ASSET MANAGEMENT CONSIDERATIONS

- 11.1 Asset management considerations are not applicable in this instance.

12. RECOMMENDATIONS

12.1 Neighbourhood Services Committee is asked to note the following:

- (i) The Ward Member Budget outturn for 2015/16.
- (ii) Confirmation of Ward Member Budget and Civic Lottery carry over from previous years.

13. REASONS FOR RECOMMENDATIONS

13.1 When Ward Member Budgets and the associated application framework were approved, it was agreed that expenditure would be reported to the relevant Committee on an annual basis.

14. BACKGROUND PAPERS

14.1 There are no background papers associated with this report.

15. CONTACT OFFICER

15.1 Denise Ogden
Director of Regeneration and Neighbourhoods
Civic Centre
Victoria Road
Hartlepool
TS24 8AY
Tel: 01429 523301
E-mail denise.ogden@hartlepool.gov.uk

Clare Clark
Head of Community Safety and Engagement
Civic Centre
Victoria Road
Hartlepool
TS24 8AY

Tel: (01429) 523401
E-mail: clare.clark@hartlepool.gov.uk

7.2 APPENDIX 1**Ward Member Budget Overview 2015/16**

Ward Councillor	Carry over from 2014/15 or Returned Funds	Funding Available 15/16	Funding Approved 15/16	WMB and Civic Lottery carry over from previous years	Funding remaining to be carried over into 2016/17
Councillor Jonathan Brash	*£2,610	£4,500	£7,110	£1,000	£1,000
Councillor Ged Hall	*£2,325	£4,500	£3,675	£1,350	£4,500
Councillor John Lauderdale	*£227	£4,500	£4,600	£1,500	£1,627
Councillor Rob Cook	£0	£4,500	£3,433	£1,250	£2,317
Councillor Sheila Griffin	£0	£4,500	£3,432	£1,250	£2,318
Councillor Stephen Thomas	£0	£4,500	£3,433	£1,400	£2,467
Councillor Steve Gibbon	£0	£4,500	£3,306	£706	£1,900
Councillor Alan Clark	£0	£4,500	£3,588	£987	£1,899
Councillor Jim Lindridge	£0	£4,500	£3,585	£487	£1,402
Councillor Christopher Akers-Belcher	£0	£4,500	£4,500	£700	£700
Councillor Kevin Cranney	£0	£4,500	£4,500	£700	£700
Councillor Kaylee Sirs	£0	£4,500	£4,500	£1,200	£1,200
Councillor Paul Beck	£0	£4,500	£4,500	£673	£673
Councillor David Riddle	£400	£4,500	£4,737	£0	£163
Councillor Jean Robinson	£0	£4,500	£4,500	£1,201	£1,201
Councillor Jim Ainslie	£0	£4,500	£4,500	£668	£668
Councillor Peter Jackson	£0	£4,500	£4,500	£1,166	£1,166
Councillor Sylvia Tempest	£0	£4,500	£4,500	£1,366	£1,366
Councillor Sandra Belcher	£0	£4,500	£3,800	£1,680	£2,380
Councillor Mary Fleet	£580	£4,500	£4,645	£1,200	£1,635
Councillor George Springer	£230	£4,500	£4,730	£1,200	£1,200
Councillor Stephen Akers-Belcher	£0	£4,500	£4,438	£1,847	£1,909

Councillor Marjorie James	£0	£4,500	£4,439	£1,873	£1,934
Councillor Allan Barclay	£0	£4,500	£4,440	£1,474	£1,534
Councillor George Morris	£0	£4,500	£4,500	£1,087	£1,087
Councillor Brenda Loynes	£0	£4,500	£4,498	£1,087	£1,089
Councillor Ray Martin-Wells	£0	£4,500	£4,499	£1,088	£1,089
Councillor Tom Hind	£0	£4,500	£4,500	£566	£566
Councillor Paul Thompson	£0	£4,500	£4,500	£566	£566
Councillor Kelly Atkinson	£0	£4,500	£4,500	£566	£566
**Councillor Pamela Hargreaves	£0	£333	£333	£0	£0
Councillor Trisha Lawton	N / A	£4,167	£4,167	£837	£837
Councillor Carl Richardson	£352	£4,500	£4,850	£834	£836
Councillor Chris Simmons	£352	£4,500	£4,850	£835	£837
TOTAL	£7,076	£148,500	£144,588	£34,344	£45,332

*Includes returned funds totalling £3,552 (JB-£1,000; GH-£2,325; JL-£227) from a 2013/14 scheme which was funded from elsewhere.

**Succeeded by Councillor Trisha Lawton on 5 May 2017. Councillor Hargreaves' remaining funds re-allocated to Councillor Lawton.