

SOUTH NEIGHBOURHOOD CONSULTATIVE FORUM AGENDA



**ELECTION OF VICE-CHAIR TO BE CARRIED OUT AT 9.45AM PROMPT -
(ONLY RESIDENT REPRESENTATIVES TO ATTEND THIS PART OF THE
MEETING IN ORDER TO VOTE)**

Friday 24th March, 2006

Main Forum to commence at 10 am

at Owton Manor Community Centre, Wynyard Road

MEMBERS: SOUTH NEIGHBOURHOOD CONSULTATIVE FORUM:

Councillors Flintoff, Hargreaves, Hill, James, Johnson, Lilley, A Marshall, Preece, Rayner, Turner, M Waller, Wistow, Young.

Resident Representatives:

Michael Arnold, Ron Foreman, Steve Gibbon, Mary Green, Allan McPartlin, Iris Ryder and Joan Smith.

- 1. WELCOME AND INTRODUCTIONS**
- 2. APOLOGIES FOR ABSENCE**
- 3. TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS**
- 4. MINUTES**
 - 4.1 To confirm the minutes of the meeting held on 3rd February, 2006 (*attached*).
- 5. PUBLIC QUESTION TIME**

6. ITEMS FOR CONSULTATION

- 6.1 Presentations – Primary Care Trust – Consultation – Local Delivery Plan and Town Centre Development - *PCT Representatives*

7. ITEMS FOR DISCUSSION and/or INFORMATION

- 7.1 Presentation - 2006/07 to 2007/08 Budget Strategy and Council Tax – *Chief Financial Officer / Assistant Chief Financial Officer*
- 7.2 Coastal Protection Strategy Study – North Sands to Newburn Bridge – *Director of Neighbourhood Services*
- 7.3 Minor Works Proposal – Dropped Crossings – *Director of Neighbourhood Services*

8. WARD ISSUES

9 DATE, TIME AND VENUE OF NEXT MEETING

Members, Resident Representatives and residents will be advised of meeting dates for the 2006/07 Municipal Year as soon as the new diary is available.

WARDS

Fens
Greatham
Owton
Rossmere
Seaton

***SOUTH NEIGHBOURHOOD
CONSULTATIVE FORUM***

3rd February 2006

MINUTES OF THE MEETING



PRESENT:

Chair: Councillor Mick Johnson - Rossmere Ward
Vice Chair: Mike Arnold (Resident Representative)
Councillor Bob Flintoff - Fens Ward
Councillor Marjorie James - Owton Ward
Councillor Geoff Lilley - Greatham Ward
Councillor Ann Marshall - Rossmere Ward
Councillor Arthur Preece - Fens Ward
Councillor Pat Rayner - Fens Ward
Councillor Michael Turner - Seaton Ward
Councillor Maureen Waller - Owton Ward
Councillor Gerald Wistow - Owton Ward

Resident Representatives: Ron Foreman, Steve Gibbon, Mary Green, Allan McPartlin, Iris Ryder and Joan Smith

Public: Mrs A Butterfield, Dorothy Clark, Dave Cooper, Mr Eve, Karen Faughey, Colette Gibbon, Elsie Grint, Mrs Lilley, Mr Massey, Mr Oxley, Dr Picken, John Reid, Mr M Ward, Mr and Mrs Weatherill and Mr and Mrs Wilcock

Officers: Dave Stubbs, Head of Environmental Management
David Frame, Town Care Manager
John Day, Neighbourhood Services Officer
Chris Hart, Drug Treatment Co-ordinator
Tom Britcliffe, Principal Planning Officer
Richard Waldmeyer, Principal Planning Officer (Policy, Planning and Info)
Ian Jopling, Transportation Team Leader
Pat Watson, Democratic Services Officer
Jo Wilson, Democratic Services Officer

Primary Care Trust (PCT) Representative: Kevin Aston

Police Representatives: Assistant Chief Constable Derek Bonnard, PC John Southcott, PC Colin Stapleton, PC Debbie Gardner

Housing Hartlepool Representative: Janice Ledger

56. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Young.

57. TO CONFIRM THE MINUTES OF THE SOUTH NEIGHBOURHOOD CONSULTATIVE FORUM HELD ON 2ND DECEMBER 2005

The minutes were confirmed

58. MATTERS ARISING

The Head of Environmental Management, Dave Stubbs, gave a verbal update on queries arising from the minutes of 2nd December 2005.

- Page 2 – Various traffic related issues around Fens School – Resident Representative Joan Smith reported that Wardens were no longer issuing tickets and illegal parking was being ignored. The Head of Environmental Management said other residents had voiced similar concerns. Official policy was to warn first but this would now be altered to allowing immediate ticketing. Councillor Marjorie James suggested the Forum invite the Head of Technical Services to the next Forum meeting.

Resident Mr Massey highlighted the continuing problems being experienced by children and crossing wardens outside Fens School owing to the volume and speed of traffic. Mr Massey had requested a number of measures, including bollards, double yellow lines and entrance/exit signs on the school gates. Action had been promised on these issues before Christmas but nothing had been done so far. The Head of Environmental Management apologised for the lack of

response and said he would pass the matter on to the appropriate department. If the signage for the gates was ready it would be in place on Monday. The Neighbourhood Services Officer said the yellow lines implementation was going through the legal process.

- Page 5 – Headland pump – Councillor Geoff Lilley raised concerns about reports that there would be a reduction in the number of pump appliances at the Headland Fire Station as a result of the Cleveland Fire Brigade Safety Improvement Plan 2006/07. The consultation deadline for this had been extended and Councillor Lilley was very concerned that the loss of one of the pumps would mean firefighters would be unable to tackle fires effectively.

Councillor Marjorie James indicated that firefighters were to be retrained in aspects of fire prevention methods but assurances had been given that there would be no appliance cutbacks. The Chair suggested inviting John Doyle to a future Forum meeting and that a letter be sent to the Chief Fire Officer on this issue.

- Page 2 – Complaint about lack of updates on issues raised at Forums – Resident Representative Mary Green reported that the promised update sheets had not been issued. This was noted.

59. UPDATE FROM THE POLICE

Assistant Chief Constable Derek Bonnard gave a verbal update on current issues facing the police. He informed those present that in the last 12 months –

- Crime was down 8%

- Robbery was down 22%
- Car Crime was down 8%
- Detection rates were up 8% to 30%
- Approximately 6 thousand less people had been victims of crime

However he said there was still work to be done and highlighted two areas: -

Police restructure.

The Home Office had proposed that Cleveland Police be merged with Durham and Northumberland to form a “super force”. Another option was for Cleveland to join forces with South Durham to form a “city region”. The Assistant Chief Constable felt that police provision should be delivered locally and the public would suffer as the police would be less available. The costs would also be massive. The IT merge alone would be £50 million (approximately) and these funds would need to come from somewhere. Any restructure would necessarily affect the good performance and financial security the force was currently experiencing. The following issues were then raised

- Resident Alison Lilley asked if there were voting forms available on the restructure proposals. The Assistant Chief Constable did not have any at hand but would bring some to the next scheduled Forum meeting.
- Councillor Geoff Lilley was of the opinion that it did not matter where success came from so long as there was success. He felt that Cleveland Police statistics showed they had not been a huge success in the past. The Assistant Chief Constable acknowledged that the force did have a bad reputation but things were improving. Financial problems were solved, crime was down and the force had moved up eight places from the

bottom of the league table in the past year.

- Resident Representative Ron Foreman was alarmed by the costs involved. He felt there would necessarily be cuts in services and/or increases in tax to facilitate the changes.
- Councillor Michael Turner queried Government feelings on this matter. How could they support local policing and advocate forming a “super force”? The Assistant Chief Constable advised that they supported neighbourhood policing and delivery at a lower level. The merge was based on accountability. However it would be hard to get the policing message across on such a large scale and there would be less chance for senior officers to come to meetings such as this one.
- Councillor Marjorie James moved that the Forum support the retention of the status quo in this matter. It was moved, seconded and agreed that a letter should be sent from this Forum supporting the current boundaries and management arrangements. Resident Representative Joan Smith queried the lack of choice in the motion as there were four options on the voting forms. However Councillor James said the vote was about defending the current structure and if this failed other options could then be looked at.
- Councillor Gerald Wistow spoke in support of the motion as there were things that seriously needed improving about local policing. The Connected Care approach was necessary and any changes that removed power from the local constabulary would be unwelcome. Councillor Wistow applauded Cleveland Police for their

stance and supported the proposals of Councillor James.

Neighbourhood Policing

This was due to commence in April 2006. Policing teams would be dedicated to specific neighbourhoods long term and would not be continually moved to other duties as had happened previously. Policing teams would be based in schools and other public buildings with the aim being for residents to become familiar with their local officers and vice versa. The following issues were then raised:

- Councillor Geoff Lilley said there had been four Greatham community officers in the last two years but it had been largely a paper exercise as they had been continually taken off duty. Neighbourhood policing would only work if the residents became familiar with the officers.
- Resident Representative Steve Gibbon asked for more officers on the beat rather than in offices or cars. The Assistant Chief Constable agreed with this, saying the idea of Neighbourhood policing was for officers to commit to their designated area. Residents would know the officers and could provide feedback, good or bad. There was no intention of spending money on new office buildings.
- Resident Mr Eve criticised previous contact methods for Community Police Officers. The Assistant Chief Constable acknowledged this had been a problem in the past but Officers' mobile numbers would be available in the future if the office was not manned. However he urged residents to dial 999 in the case of a genuine emergency.

- Councillor Geoff Lilley asked if there could be a more integrated approach to Neighbourhood Watch as this was a key part of Neighbourhood policing. The Assistant Chief Constable agreed with this assessment, saying Neighbourhood policing was about working with the whole community.

Councillor Maureen Waller highlighted the 30% detection rate quoted. She found it appalling that two out of every three crimes remained unsolved. The Assistant Chief Constable clarified this by explaining that it depended on the type of crime. 95% of drug offences and 70% of violent crimes were detected but there was less success in areas such as mobile phone theft. This would necessarily pull down the overall average.

The Chair thanked the Assistant Chief Constable for his presentation and for answering questions. The Assistant Chief Constable said he would return to the Forum toward the end of 2006 with an update on the implementation of Neighbourhood policing.

60. PUBLIC QUESTION TIME

- Resident Representative Ron Foreman distributed a number of questionnaires on the current doctors appointments system and out of hours service as part of the Hartlepool Patient and Public Involvement in Health Forum. The deadline for completion was in two weeks time. Mr Foreman then drew members attention to the current funding difficulties being experienced by Hartlepool Carers and Hartlepool Access Group. They gave help to some of the most vulnerable members of society and he called on the Forum members to help if they could.

The Forum voiced its' support for these organisations and it was moved, seconded and agreed that a letter be sent from this Forum in support of maintaining the current levels of financial support to the two organisations in question.

- Dr Picken asked if the Forum would still support the reinstatement of Briarfields Allotments. This was confirmed by a majority of the Forum and it was moved, seconded and agreed that a letter should be sent from this Forum to say the Briarfields Allotments should be reinstated and the allotments holders allowed to return to their sites.
- Resident Representatives Steve Gibbon, Mary Green, Iris Ryder and Joan Smith had submitted a letter to the Forum asking why their invitations to a forthcoming scrutiny training event had been withdrawn. Councillor Marjorie James, Chair of the Scrutiny Co-ordinating Committee, explained that the training event was a chance for Executive members and Scrutiny members to resolve internal difficulties and it would therefore be inappropriate for the resident representatives to be in attendance. The invitations had been withdrawn at the request of the trainer. Councillor Geoff Lilley praised the work of the resident representatives on scrutiny and called for them to be given access to the event while Resident Alison Lilley highlighted that the Forum had voted the Resident Representatives onto the Scrutiny Forums and should support them.
- Resident Dorothy Clark advised the Forum of the fly-tipping taking place at Greatham between the allotments on Station Road and the playing fields. The Town Care Manager asked her to give the details to the Neighbourhood Services Officer for action.

- Resident Representative Iris Ryder asked if the road surface on Wainwright Walk could be improved. There was only one access road in and out of the estate and it was riddled with potholes. The Neighbourhood Services Officer said he would do an assessment. Councillor Michael Turner agreed that the area was neglected while the Chair queried whether there should be more than one access point for such a sizeable estate.
- Resident Mr Eve requested the removal of Jutland Road play area as it had become dilapidated and was now a congregation point for teenagers. However other members asked if the playground could be repaired for the sake of the local children. The Town Care Manager said consultations with Community Services were currently underway and residents opinions would be sought at the appropriate time
- Resident Representative Mary Green submitted a number of questions relating to a Guardian newspaper article on Connected Care in the Owton Ward. The PCT Representative had provided an update on the issue in a short briefing paper and would forward this to Mrs Green. Councillor Marjorie James drew the Forum's attention to a forthcoming event on February 22nd where residents could participate in discussions on this topic.

61. ADULT TREATMENT PLAN 2006/07

The Drug Strategy Co-ordinator, Chris Hart, had circulated with the Agenda a detailed report relating to the draft Adult Treatment Plan 2006/07 covering adult drug treatment and support for the coming year. The report described the

process and contents of the draft Plan which was set out in three parts and illustrated the performance and forecast targets for activity in relation to adult drug treatment services and support for 2006/07 and initial targets for 2007/08. The report also invited comment on the draft Plan prior to finalisation and agreement with the National Treatment Agency and Home Office at the end of March 2006.

The draft Plan was being made available to the widest possible audience for comments, ie Neighbourhood Forums, stakeholders, the Primary Care Trust, user groups and service providers.

The Forum was advised that although the national drug strategy required action within a predetermined framework there was still opportunity to ensure that Safer Hartlepool Partnership had considered and focused initiatives in areas of greatest need and the public and agencies were encouraged to have input to assist in forming the Plan.

The Drug Treatment Co-ordinator also gave a presentation and made available copies of the draft document. The Forum was advised that the final submission of the Plan had to be made to the National Treatment Agency by mid March and therefore anyone could make comments by 10th March 2006 in a number of ways that were outlined in the report.

Following the presentation the following issues were raised

- Councillor Marjorie James had been approached by Owton residents having a problem with local pharmacies. The chemists were not respecting the privacy of people receiving methadone prescriptions. The Drug Treatment Co-ordinator agreed patients should be treated with

dignity and said they were working on customer relations with chemists.

- Resident Representative Iris Ryder felt the Whitby Street Centre was not very welcoming despite being the first point of contact for many users. The number of locked doors into the building tended to fuel drug-induced paranoia.

The Chair thanked the Drug Treatment Co-ordinator for her presentation and for answering questions.

62. HARTLEPOOL SECOND LOCAL TRANSPORT PLAN

The Transportation Team Leader, Ian Jopling, advised that this was a statutory document that the Government required local authorities to publish every five years. It described the long-term transport strategy for Hartlepool and examined existing and anticipated transport problems. It also identified transport schemes and initiatives to address the problems and set targets to assess progress. The first Local Transport Plan (LTP) covered the period 2001/2 to 2005/6 and the one in draft stage now was to cover the period 2006/07 to 2010/11.

The provisional second LTP was submitted to the Government in July 2005, following extensive consultation and participation with people and organisations across Hartlepool. The draft included:

- Strategies
- Transport schemes and initiatives
- Implementation programme
- Targets

The key Hartlepool issues indicated were:

- Poor access to key services and facilities, particularly for people who

are mobility impaired and people who do not have access to a car;

- Road danger, particularly for pedestrians and cyclists, and fears for personal safety;
- Increasing traffic congestion at key junctions on the local road network;
- Environmental impact of transport on air quality and noise in residential and commercial areas

South Forum area issues were highlighted as follows:

- Increasing traffic volumes and congestion, in particular the A689 Stockton Road and Catcote Road;
- Severance of communities by the dual carriageway;
- Lack of vehicle parking in older residential areas;
- Poor standard of bus passenger waiting facilities

Details of the confirmed LTP Capital Funding and proposed transport schemes were also outlined in the presentation.

Ian Jopling advised that consultation was ongoing and the final submission would be made to the Government by 31st March 2006.

Following the presentation the following issues were raised:

- Councillor Marjorie James asked if there would be facilities for a bus stop near to the forthcoming PCT premises in Park Road. The Transportation Team Leader explained that at the moment there were no bus services travelling on Park Road and any users would need to get off at the top of York Road and cross at the pedestrian crossing. However they were working with the PCT on this issue.
- Councillor James also asked if the local safety schemes mentioned in the

strategy would include the proposed 20mph speed limit outside schools. The Transportation Team Leader confirmed this.

- Resident Representative Joan Smith asked if Stagecoach had any plans to cut bus services, in light of the decision to award pensioners free travel from April. The Transportation Team Leader said he believed this was only a rumour and there was sufficient funding to cover costs but it was ultimately Stagecoach's decision.
- Councillor Geoff Lilley asked if there could be genuine consultation on the conversion of Greatham Beck footpath. The Transportation Team Leader said the conversion was not due for consideration in the plan for at least two years.
- Councillor Michael Turner raised the issues of safer routes in Seaton, asking if the Elizabeth Way Shops area could be made safer for schoolchildren who often had to cross the road unaccompanied on their way to school. The Transportation Team Leader explained that there was a road crossings budget specifically for pedestrian crossings and this particular request would be considered on its merits.
- Resident Representative Iris Ryder asked when verbal announcements for the visually impaired would be available on bus stops. The Transportation Team Leader reported that a range of suppliers were currently being considered.
- Resident Mrs Weatherill requested an update on the Rossmere Way/A689 bus stop. The Transportation Team Leader advised that the original shelter still needed to be removed.

- Resident Mrs Lilley asked if the pedestrian crossing on Catcote Road near Truro Drive could be made audible. The Neighbourhood Services Officer advised that this was not possible as it was too close to residential properties and could cause traffic problems. Future schemes to improve the whole junction were being considered. The Transportation Team Leader said a tactile cone could be fitted to the controls which would help alleviate the problem somewhat.

The Chair thanked the Transportation Team Leader for his presentation and for answering questions.

63. HARTLEPOOL LOCAL PLAN – PUBLICATION OF FURTHER PROPOSED MODIFICATIONS

The Principal Planning Officer (Policy Planning and Info) presented a report to the Forum to advise that a document of Further Modifications to the new Hartlepool Local Plan was available for inspection at a number of venues until 16th February 2006 (deadline for representations).

Full history, including issues raised at the South Forum in August, background, information, e-mail addresses and venues for inspection were detailed in the report as well as a brief reference to the designation of the land at Briarfields.

Interested parties were encouraged to submit any formal representations by the due date.

The Chair thanked the Principal Planning Officer (policy Planning and Info) for his presentation and for answering questions.

64. STATEMENT OF COMMUNITY INVOLVEMENT – UPDATE REPORT

The Principal Planning Officer presented a report updating the Forum on progress on the preparation of the Statement of Community Involvement. The report included background information, a list of comments made at the last meeting and details of how they had been dealt with.

The agreed minor amendments and the next steps to be taken were indicated in the report. Interested parties were encouraged to submit any formal representations when the Statement of Community Involvement was published soon.

Resident John Reid asked if it would be possible for the Statement to be printed on coloured paper to help those suffering from dyslexia. Additionally Resident Representative Iris Ryder queried the distribution of the Statement for the visually-impaired, be it braille or audio. The Principal Planning Officer advised that a full version in braille or audio would be made available at the Planning Department if necessary. Printing the report on coloured paper would not be a problem.

The Chair thanked the Principal Planning Officer for his presentation and for answering questions.

65. MINOR WORKS SCHEMES

The Town Care Manager requested consideration of improvement schemes for potential funding from the South Neighbourhood Consultative Forum Minor Works Budget. The report on the proposals included background information and gave descriptions and funding details of schemes in the following areas:

- i. Fens Ward – Fens Crescent
- ii. Fens Ward – Street Lighting Improvements
- iii. Seaton Ward – Seaton Carew Gateway
- iv. Greatham Ward – The Grove – Remove shrubs and holly from path
- v. Greatham Ward – Sappers Corner to Claxton Junction footpath
- vi. Rossmere Ward – Dundee Road car parking provision
- vii. Rossmere Ward – Usworth Road at Stagecoach Bus Depot
- viii. Owton Ward – Kinross Grove car parking provision

A table of schemes and costs to date and plans of the new proposals were attached as appendices to the report. The total cost of the new proposals £19,708.25

Decision:

The Forum agreed that all the above schemes, at the total cost indicated, be recommended to the Regeneration and Liveability Portfolio Holder for final approval.

66. WARD ISSUES

Greatham

Councillor Geoff Lilley requested alleygates on Barford Close and Upton Walk. He also raised the issue of young people on Upton Walk buying alcohol from Tesco. The Neighbourhood Services Officer advised that they were looking at the possibility of fitting alleygates. With regard to the alcohol issues police and community safety information was being collated.

Rossmere

Councillor Ann Marshall asked if the provision of access to Fulbeck Close and Dundee (Catcote Lane) could be looked at to help parents walking their children to

school. The Neighbourhood Services Officer asked for details after the meeting.

Resident Dorothy Clark drew members' attention to the A689 traffic lights at Greatham coming from Hartlepool. There were floodlights directly behind them which could lead to confusion in the dark. The Town Care Manager said he would report these concerns to the traffic section.

67. ANY OTHER BUSINESS

Councillor Gerald Wistow drew the Forum's attention to a PCT briefing paper which had been distributed prior to the start of the meeting. Councillor Wistow felt there were a number of inaccuracies in the paper in relation to public consultation on the future of PCTs. Two options on the future structure of the PCT had been given

- 2 PCTs – County Durham and Tees
- 6 PCTs – County Durham and the existing 5 unitary authorities

Members questioned whether Option 2 would continue to provide Hartlepool with a local PCT since it appeared that there would be a single management team for all Teesside PCTs. They also questioned why the Strategic Health Authority was consulting on an option which was described as unworkable since it meant that only one option was effectively being put forward. It was agreed that the Council should be asked to continue pressing the case for a Hartlepool PCT and that scrutiny should be asked to review the consultation process. Councillor Geoff Lilley drew the Forum's attention to a public meeting on the future of the PCT at the Grand Hotel on March 1st.

Councillor Ann Marshall questioned the smoke-free status of Middleton Grange

Shopping Centre as customers could still smoke in the cafes. Resident Alison Lilley reported that McDonalds had banned smoking but said smokers were using the ashtrays inside the building and asked for management to be alerted to this.

The Chair informed those present of the resignation of the Vice-Chair, Mike Arnold, for health reasons. The Chair paid tribute to the Vice-Chair as an asset to the Forum., saying he appreciated the work he had put in. A new Vice-Chair would be appointed in due course.

68. DATES, TIMES AND VENUES OF NEXT MEETINGS

South Neighbourhood Police & Community Safety Forum to be held on Friday 17th March 2006 at 2pm at Owton Rossmere Community Centre (ex ORCEL building), Wynyard Road.

South Neighbourhood Consultative Forum to be held on Friday 24th March 2006 commencing at 10am at Owton Manor Community Centre, Wynyard Road.

MICHAEL JOHNSON

CHAIRMAN

Report of: Director of Neighbourhood Services

Subject: COASTAL PROTECTION STRATEGY STUDY –
NORTH SANDS TO NEWBURN BRIDGE

1. PURPOSE OF REPORT

1.1 To inform Members of the South Neighbourhood Consultative Forum regarding the recent Coast Protection Strategy Study report and recommendations considered by Cabinet on 27th February 2006.

2. BACKGROUND

2.1 The Cabinet Report is attached as Appendix 1 to this report.

2.2 The Consultant from W.S Atkins who wrote the report will give a presentation on the outcomes of the report at the Forum meeting.

2.3 The report was adopted by Cabinet.

3.0 RECOMMENDATION

3.1 It is recommended that the Forum note the report and presentation given.

<h1>CABINET REPORT</h1> <p>27th February 2006</p>



Report of: Director of Neighbourhood Services

Subject: ADOPTION OF THE COAST PROTECTION
STRATEGY STUDY: NORTH SANDS TO NEWBURN
BRIDGE

SUMMARY

1. PURPOSE OF REPORT

- 1.1 To seek adoption of the Coast Protection Strategy Study.
- 1.2 To inform the Cabinet of the potential risks and financial implications of the options recommended in the plan.

2. SUMMARY OF CONTENTS

- 2.1 Report for information and requiring action.
- 2.2 Appendix 1 - Abstract of Study Recommendations.
Appendix 2 - Summary Table of Study Findings.
Appendix 3 - Plan of Maintenance Responsibilities.

3. RELEVANCE TO CABINET

- 3.1 The outcome of this study may lead to major sensitive infrastructure projects in the future and have significant affects upon revenue budgets if the maintenance recommendations are implemented.

4. TYPE OF DECISION

- 4.1 Key decision (test ii).

5. DECISION MAKING ROUTE

- 5.1 Cabinet on 27 February 2006.

6. DECISION(S) REQUIRED

- 6.1 To adopt the Study as Council Policy and consider the revenue implications.

Report of: Director of Neighbourhood Services

Subject: ADOPTION OF THE COAST PROTECTION STRATEGY STUDY: NORTH SANDS TO NEWBURN BRIDGE

1. PURPOSE OF REPORT

- 1.1 To seek adoption of the Coast Protection Strategy Study.
- 1.2 To inform Cabinet of the potential risks and financial implications of the options recommended in the plan.
- 1.3 **Appendix 1** is the conclusions and recommendations from Stage C of the study.
- 1.4 **Appendix 2** is a summary table of the study findings.
- 1.5 **Appendix 3** is a plan of the maintenance responsibilities.

2. BACKGROUND

- 2.1 It is the Government's intention that all Council's develop a coast protection strategy over their respective coastlines, which together cover all of the country's coastline. The policy document which generated this Council's first strategy study was the Shoreline Management Plan for the north east coast from Seaham to Saltburn, which was adopted by the Council in 1999. The plan recommended prioritised phases for the strategy studies, and the most urgent for this Council was considered to be the length of coastline from North Sands to Newburn Bridge. The Strategy was intended to establish the framework for future coast protection schemes over a 100 year time frame along this length and be the basis upon which DEFRA will grant aid schemes in the foreseeable future (approximately 100 years). It was therefore essential that the ground-rules thus established were well founded and fully consulted.
- 2.2 The study has been produced by the consultant, Atkins, and consultation has been undertaken with statutory consultees, including DEFRA, P D Teesport (formerly THPA), the Environment Agency, English Nature, and a substantial number of non statutory regional and local consultees. Consultation with local residents was also undertaken through two public meetings.

- 2.3 The study was previously reported to Cabinet on 30 June 2003, and this further report seeks to gain adoption of the study. It has been produced after consideration of the responses to the many consultations, and the additional work requested, and funded, by DEFRA, as referred to in the above report.

3. **STUDY FORMAT**

- 3.1 The study consists of 4 volumes:

Stage A Report - Site Assessment.

Includes factual information, site surveys (including geomorphical, topographical and divers), photographs, line drawings, site investigation results together with a statement of the hydraulic performance, condition and residual life;

Stage B Report - Technical Assessment.

Includes coastal processes, condition assessment, environmental scoping assessment, the consequences of “doing nothing”, option costs, benefits of schemes and risk assessment;

Stage C Report - Strategy Plan.

Includes strategic aims and objectives, alternatives considered, development and evaluation of options, conclusions and recommendations;

PAR – Project Appraisal Report.

A report required by DEFRA for their internal use to assess future submissions within the strategy area.

- 3.2 The conclusions and recommendations from Stage C of the study are attached to this report as **Appendix 1** as a useful summary of the findings.
- 3.3 It is proposed to give a presentation on the study findings to each of the 3 Neighbourhood Forums and to make copies of the study available in the Central Library and Bryan Hanson House once adopted.
- 3.4 For the purposes of this report copies of Stages A, B and C have been lodged in the Members’ Room, Civic Centre.

4. **KEY ISSUES**

- 4.1 Based on the following issues strategic and more specific objectives were set. The primary objective is to provide sustainable coast protection policies for the coastline. Specific objectives include preserving the amenity value of the area and improving safety and access.

4.2 The key issues in this study were:

- 1) the problems implicit in the fact that most of the study's major scheme recommendations do not meet the Government's funding criteria (their "priority score") and therefore will not be eligible for any grant aid;
- 2) the challenge of accommodating the significant international environmental designations within many of the proposals, particularly on the Headland;
- 3) the findings and proposals for the Heugh Breakwater and the effects on other coast protection structures (including the Town Wall);
- 4) preserving the integrity of the Town Wall and Heugh Gun Battery Scheduled Ancient Monuments;
- 5) improving the physical condition and safety to the public in storm conditions of most of the Headland structures and North Pier;
- 6) the various maintenance and monitoring recommendations are considerable and would have serious budgetary implications for revenue expenditure if accepted;
- 7) the difficulties arising from the closure of the CJC works;
- 8) the long term problem of erosion of the Spion Kop Cemetery.

5. DISCUSSION

5.1 Taking each of the key issues:

- 1) Priority Scores. It is important to understand that for any coast protection scheme the Treasury (via DEFRA) require that the scheme be evaluated for national comparison against many economic, social, environmental and historic significance criteria, which give any scheme a 'priority score'. To gain approval for grant funding a scheme must achieve a predetermined priority score threshold target value (currently 19), which is set by the Treasury. This is in addition to being assessed for its technical soundness, environmental sustainability and financial viability.

The Treasury regularly reassesses and changes the priority score target figure depending on the available funding for the list of schemes submitted nationally. It is therefore possible, but unlikely that some of the study's proposed schemes could achieve the priority score target at some point in the future. It is also possible that schemes achieving priority scores may gain approval for grant aid but this may be deferred subject to Treasury resources.

The Priority Scores for all proposals are as follows:

Strategy Unit C6-1	The Headland	6.6
Strategy Unit C6-2	Block Sands and Heugh Breakwater	9.0
Strategy C6-3	Town Wall	29.2
Strategy C6-4	Marina	11.7
Current DEFRA threshold target		19.0

- 2) Environmental Designations. English Nature were concerned that certain schemes proposed for the Headland will reduce valuable international designated sites by an unacceptable margin and they would probably therefore seek to see suitable sites established elsewhere in reparation for the losses.

If the preferred scheme option of realignment and managed retreat (i.e. controlled demolition and erosion) of the coast protection structures is progressed on the Headland this inevitably means the loss of the long lengths of promenade and bandstand area, and probably parts of the Town Moor. Unfortunately English Nature cannot confirm their position without the submission of a document called an Appropriate Assessment, which is a detailed consideration of all the relevant issues. The preparation of such a study was beyond the scope of the strategy study, and DEFRA grant funding for its preparation is uncertain, as the overall scheme has a priority score below the threshold target.

- 3) Heugh Breakwater. Atkins have computer modelled the wave action in the bay with the breakwater present and with it removed. Their findings agree with those of the Port Authority, in that the breakwater is not required for the Port Authority to fulfil its statutory obligations with respect to the Port operation. The breakwater is wholly owned and maintained by P D Teesport.

The breakwater, however, does serve as a coast protection structure to protect a limited stretch of coastline structures from heavy seas and if it is totally removed these will require upgrading to withstand the direct impact of the sea. The lengths affected are the Block Sands and Middleton Beach walls, but notably not the Town Wall to any significant degree.

Various options for the 5 to 10 year policy (see Stage C, Page 51, Table 6.3) have been costed and the most cost effective option based on the work to date would appear to be the removal of the outer third of the breakwater with retention and upgrading of the shoreward two thirds together with the upgrading of the Block Sands protection structures (between the Breakwater and the Pilot Pier) and upgrade Middleton Beach protection structures.

It must be noted that the proposal does not meet the priority score and so would not be eligible for DEFRA grant aid funding.

Informal DEFRA view is that once a capital scheme to achieve the above option has been achieved then the maintenance liability for the breakwater could be transferred from the Port to the Council. It should be emphasised that this would only occur after the major capital expenditure to upgrade the required length of the breakwater so that its life expectancy was at least 50 years, and its maintenance liability was minimal in the short to medium term.

The upgraded breakwater could then be available as an amenity for the public but this has the potential to raise the issue of public liability.

As a result of consultation with the public, the serious issue of the shelter the breakwater affords to small craft, RNLI vessels and yachts entering the Marina and Victoria Harbour has been raised. It is agreed that this is true, but from enquiries to date it would appear that neither the Port Authority nor this Council have any statutory duty to these types of vessels. This raises the issue of jeopardising lives, the reputation and amenity value of the marina and small craft moorings and also the overall tourism image of the town if the outer third were allowed to degrade naturally. The amenity value of the Small Crafts Moorings located in Victoria Harbour may degenerate due to the increase in wave heights which is predicted if the breakwater is allowed to reduce in length. The cost of keeping this section maintained is disproportionately high compared to the inner length and so far has been discounted as a viable option. The funding to secure the integrity of the outer third would most certainly have to be found by those wishing to preserve this amenity value.

- 4) The Town Wall. The historical value of the wall as a Scheduled Ancient Monument is unquestionable and therefore the study takes the view that it must be protected, and recommends a scheme to:
- (i) import beach sand to raise beach levels, thus protecting the vulnerable toe and lower reaches of the wall;
 - (ii) construct a control structure (probably a long rock armour mound) between the Port channel and the beach to prevent slippage of beach into the channel; and
 - (iii) refurbish the groyne(s) on the beach to prevent sand loss along the beach.

Half of the Town Wall is maintained by P D Teesport, whilst the other half is the maintained by the Council.

This scheme does achieve the DEFRA priority score and therefore would be eligible for 100% grant aid if approved by DEFRA.

The scheme is included in the 5 year plan and approval is sought to progress this scheme in the recommendations by application to DEFRA.

- 5a) The Heugh Gun Battery and Headland Walls. As discussed in 2) Environmental Designations, none of the schemes to protect the Headland achieve the priority score, and in any event the scheme to allow loss of the promenade and Town Moor would probably be unacceptable. The only option available appears to be that of improving the maintenance regime by systematic year on year renewal of the existing wall. Sections of the Headland walls are either owned or jointly maintained by the Council and P D Teesport. Certain lengths of the Headland walls are maintained by P D Teesport and others by the Council, but there is a considerable length which is jointly maintained by both the Council and P D Teesport in the proportion two thirds/one third respectively.

Technically, wall reconstruction is not the preferred solution as the wave energy absorption performance of a vertical sea wall is very poor and there would still be problems of foreshore scour due to wave reflection and overtopping on the promenade, with the inherent public safety issues.

- 5b) The North Pier. The study highlights the public access safety issues, the implications for the Marina and Middleton (Strand) beach and the poor hydraulic performance of the pier and root wall and proposes phased schemes to improve this. All of the schemes propose armouring to improve the performance and life of the pier.

The schemes are included in both the short term and medium term policies (See **Appendix 1**) and approval is sought to progress these schemes in the recommendations by application to DEFRA, and for release of the TDC residual monies obtained specifically for this area (see later section 7.13, Financial Implications).

- 6) Maintenance and Monitoring. There is no doubt that the recommended maintenance regime is in excess of that currently undertaken and will result in very significant upward pressures on the revenue budget if it is to be established. Exact figures are difficult to determine, but indications for expenditure can be based on recent similar maintenance work undertaken on the North Pier (which was funded from the TDC residual account) and is discussed in section 4, Financial Implications, in this report.

The strategy proposes a phased approach for the implementation of coast protection measures. The need and urgency for implementing coast protection is dependent on the condition of the existing defences.

A full regular programme of inspection and condition, is already undertaken by hand, in the form of paper records. It is proposed to continue monitoring defence condition on a regular basis as a tool for deciding need and priority. In addition, long term records on beach levels will be required for future reviews of this strategy. A monitoring programme comprising the following elements is therefore recommended:

- continuation of the condition surveys of the existing defences;
- twice yearly beach profile monitoring over the entire study area;
- the development of an electronic archive and storage system for the above based on the asset survey work and hazard assessments already completed for this study.

It is possible that DEFRA funding can be gained for developing this system and approval is sought in the recommendations to progress this.

- 7) CJC Closure. This frontage is predominantly sand dunes and the study recommendation is to let nature take its course. The dunes have been reasonably stable, but given the problem of sea level rise it is highly probable that the dunes will erode dramatically, thereby encroaching onto the closed works. This area is currently the subject of a planning application which has yet to be determined. However, coast protection and environmental impact issues are major considerations in the determination of the application. It should be noted that in the medium term there may be difficulties in dealing with this frontage because of the closure of the works.
- 8) Spion Kop Cemetery. Again this frontage is sand dunes and the study recommendation is do nothing. In the long term (in excess of 50 years) there will almost certainly be sufficient erosion to expose graves, but the situation will have to be re-assessed as the erosion gathers pace. It is likely that the costs of disinterment and reinterment would be considerable and would have to be borne by the Council.

6. LEGAL SITUATION

- 6.1 The legal situation with regard to maintenance is that the Council has permissive powers (i.e. may do it) under the 1949 Coast Protection Act, which empowers the Council to carry out maintenance if it wishes. There may be other, older legislation which places a stronger obligation on the Council in this regard (i.e. it 'must' maintain), but this is still being researched.

7. FINANCIAL IMPLICATIONS

- 7.1 It should be noted that irrespective of whether a suggested option meets the DEFRA priority target scores, the scheme must be submitted to DEFRA for approval of technical soundness and environmental sustainability, even if funding is provided from alternative sources.
- 7.2 Heugh Breakwater – (In 5 to 10 year policy) preferred option of partial upgrading - £4.2M construction and design & £0.42M contingencies = £4.62M total, excluding inflation. This would not meet criteria for DEFRA grant aid funding and unless alternative capital sources were found the scheme would flounder and therefore continuing maintenance responsibility would rest with P D Teesport.
- 7.3 Town Wall – (In Immediate Policy) preferred option of beach replenishment and control structure £422k construction & design + £44k contingencies = £486k total, excluding inflation – should be DEFRA grant aid funded, and future maintenance responsibility for the wall would remain as now part Port, part HBC.

Whilst this scheme does meet the present DEFRA criteria for approval, the future of the mechanism of scheme funding and operating authorities is currently under review by central government and is very uncertain. In any event, even if approved by DEFRA there is a possibility of scheme deferral because of shortage of Treasury funding.

- 7.4 Headland – (In 5 to 10 year policy) preferred option of partial upgrade and realignment at a cost of £8.62M construction & design + £0.86M contingencies = £9.48M total, excluding inflation would not meet criteria for DEFRA grant aid funding. Therefore the suggested option of year on year renewal of short sections of the existing wall as an element of increased maintenance costs appears to be the only viable option, as discussed in 7.7 to 7.11 below.
- 7.5 Officers are currently working on a new Capital and Asset Strategy and the pressures in respect of Coastal defences will be considered in this document.

Maintenance (In all policies)

- 7.6 With particular reference to the Headland walls in 5.1 (5a) and 7.4 the strategy study recommends the preferred option as allowing the Town Moor and promenade to erode.

- 7.7 As Capital funds are unlikely to be made available through DEFRA it is likely that the Council will be faced with the need to invest more revenue in ongoing maintenance to mitigate against the risk of a failure in the coastal defences. The following is a summary of potential measures and indicative costs:

<u>Location</u>	<u>Amount £k</u>	<u>Description of Work</u>
North Sands (C5-1)	Nil	
Headland (C6-1)	170	Railing and prom repairs, slopes and steps cleaning of algae, approx 20m of wall reconstruction
Town Wall (C6-3)	8	Specialist masonry and pointing, railing repairs
Marina (C6-4)	29	Blockwork, pointing, railings, parapet walls, steps, signs and toe repairs. (Assumes major capital spend on part of North Pier from TDC residual amount)
South Pier (C6-4)	8	Railings, joints sealing, steps and ramps cleaning, bollard repairs
Remainder of coastline excluded from present strategy study (Hart Warren, Coronation Drive, Seaton Carew, Seaton Sands down to North Gare)	15	Railings, steps, ramps, joints, posts, copings, pavings and signs
Land drainage over whole borough (Included because Budget is Composite)	20	Clearance of ditches, grills, culverts and Tees Bay ponds
Total		£250k per annum

- 7.8 The current revenue budget for maintenance of coastal structure is £65k per annum. When a major breach occurs there would be the need to fund a one off repair, estimated in the order of £90k per breach. It must be emphasised that the number, and frequency, of occurrence of breaches is totally unpredictable, but given that the wall is already declared close to life expired and is suffering continued wave attack it is feared the frequency of breaches will increase. From anecdotal evidence there have been at least 4 serious breaches of the Headland walls in the last 25 years.
- 7.9 Obviously the alternative is to leave the breach and allow continuing erosion damage as per the recommendation of the strategy study.
- 7.10 It cannot be assumed this is a zero cost option as there will be a constant requirement to ensure public safety and ensure the integrity of the designated SPA is not prejudiced.
- 7.11 The proposal to greatly increase the revenue budget obviously impacts very significantly on P D Teesport's budgets as the lengths involved fall predominantly in the one third responsibility for the Port. This has been broached with their management who are very concerned at any increase but await the outcome of the Council's deliberations.
- 7.12 North Pier - (In immediate and 5 to 10 year policy) the schemes do not meet the DEFRA priority score and so would not qualify for grant aid. A reserve of £1.598m from the demise of the TDC in respect of coastal defences liabilities has been held until now but with serious pressures on the Council resulting from potential equal pay claims it is proposed that this is used as a contingency against those liabilities.
- 7.13 If the TDC monies are utilised elsewhere, there are no known sources of alternative funding and failure to progress this scheme leaves the pier and hence the Marina vulnerable to breach damage and higher maintenance liability.

Monitoring (In all policies)

- 7.14 As discussed in 5.1(6) above the intention is to seek DEFRA funding for the more intense monitoring regime, and the recommendation is so worded.

8. RECOMMENDATIONS

- 8.1 Approve that the Strategy Study be adopted by the Council.
- 8.2 Approve that a copy of the study be placed in the Central Library and in Bryan Hanson House with an electronic copy on the Council's website.
- 8.3 Approve that presentations of the study findings be given to each of the Neighbourhood Forums.
- 8.4 Approve that applications be made to DEFRA and all other relevant authorities to attempt to progress the following schemes:

- 1) The Town Wall scheme – at present achieves criteria;
- 2) A monitoring system for the beaches and structures – at present uncertain whether meets criteria;
- 3) An ‘Appropriate Assessment’ for the Headland Structures – at present uncertain whether meets criteria;

It should be noted that schemes must be submitted to DEFRA for approval even though they do not meet the criteria for grant aid funding. Those schemes not achieving the criteria will require funding from alternative sources.

- 8.5 That the Capital requirements are included into any new Strategic Capital and Asset Strategy.
- 8.6 That the upward pressures on the coast protection revenue budget due particularly to the maintenance of the Headland Structures be noted and considered as part of the 2007/8 budget process.

CONCLUSIONS AND RECOMMENDATIONS

PREFERRED SOLUTIONS

Table 7.1 summarises the preferred options and policies for the strategy units.

ENVIRONMENTAL ISSUES

A number of physical and environmental issues, which may apply constraints to the design and construction of coast protection, exist along the study frontage. The most significant of these are the SSSI, SPA and Ramsar designations, the historical value of the Town Wall and Sandwell Gate as well as the Headland heritage site.

The implementation of protection works will require close liaison with English Nature, English Heritage and Hartlepool Borough Council Planning department. English Nature is also likely to apply restrictions on the construction programme to minimise the impact on the natural habitats. An appropriate assessment may also be required for works within the SPA designation. In particular, works within C6-1 and C6-2 seem likely to cause loss and damage to rocky shore SPA habitat.

The preliminary environmental impact assessment indicated that the main environmental impacts of the defence works will be disturbance and damage to habitats by construction works and materials, new structures and the collapse of existing structures and the quarrying of rock armour. Consultation with English Nature also stated that for the scheme to be acceptable there must be no net loss of SPA habitat. Although revetment is proposed along a section of C6-1 (between the Heugh Breakwater and the Gun Battery and set back revetment along Sea View Terrace) and C6-2, the managed realignment at Town Moor back to the existing cliff line

would create habitat thus compensating for the loss of some SPA habitat by the footprint of the revetment. An Appropriate Assessment would need to be carried out to determine whether the scheme is acceptable to English Nature, the outcome of which can not be predicted.

FUNDING

DEFRA administers grant aid for capital defence schemes for both coastal and flood defence. Grants are available to Coast Protection Authorities and the Environment Agency toward approved capital expenditure on the construction of new coast protection schemes, sea defence schemes and flood warning systems. Coastal defence strategy plans, studies and beach management schemes are also grant eligible, which are made under the Coast Protection Act 1949 (for defences against erosion) and sea defences (defences to mitigate against flooding) under the Water Resources Act 1991 and Land Drainage Act 1991.

Following on from this coastal defence strategy, Authorities promoting a scheme are required to produce a summary scheme submission (Form LDW13) for each application. This summary document details the scheme's compliance with the absolute thresholds and forms the basis for the priority score. Schemes attaining the required priority rating proceed to the third level where a Project Appraisal Report (PAR) is submitted in support of a formal scheme application to DEFRA. Once approved, grant aid may then be awarded. DEFRA may also postpone approval of the grant.

At present a scheme for the Town Wall would probably have a sufficient priority score to received grant aid. The schemes proposed for the Headland walls and the Heugh breakwater do not meet the current priority score and therefore would not receive grant aid. Funding would have to be secured from other sources.

Preferred Policy Options for Future Years

Strategy Unit	Policy for next five years	Policy five to ten years	Policy ten to one hundred years
C5-1 North Sands	Managed realignment. The present assets do not produce a viable benefit cost ratio for protecting this area.	Managed realignment (protect end of Marine Drive from being outflanked by eroding coastline).	Managed Realignment. As erosion continues, some graves in the cemetery would need to be relocated.
C6-1 Headland	Continue to maintain all the Headland walls and implement monitoring of wall conditions.	Upgrade any existing walls that are at risk of collapse (750m) and consider managed realignment at Town Moor (500m).	Maintain.
C6-2 Block Sands and Heugh	Maintain the existing sea walls and the Heugh Breakwater.	Implement upgrading of the Heugh if justified and consider reduction in length. Upgrade the sea walls along Block Sands with toe scour protection.	Maintain.
C6-3 Town Wall	Implement a scheme to restore the beach using sand replenishment and control structures. Also refurbish existing groyne 5.	Maintain.	Maintain.
C6-4 Marina	Upgrade small section of wall at the root of the North Pier that is in poor condition. This will also prevent overtopping by stem wave effect. Maintain North Pier and other structures for the next five years.	Upgrade the inner half of the North Pier with rock revetment. Continue to maintain the outer half of the North Pier. Undertake minor improvement works to the West Harbour quay walls. Provide scour protection to Middleton Beach walls (may be required due to beach movement as a result of reduced protection from the Heugh Breakwater).	Review need and justification for improving the outer half of the North Pier, otherwise continue to maintain.
C6-5 South Pier to Newburn Bridge	Work completed 2003. Maintain.	Maintain.	Maintain.

Annualised Spend Profile

The tables opposite show the annualised spend profile over the next five years for grant aided projects and for non grant aided expenditure. The totals include all design and supervision fees.

<i>Grant Aided Work over the Next 5 years</i>							
Cost £k	2006	2007	2008	2009	2010	Sub Total £k	Total (Incl Contingency)
Town Wall Construction	0	60	382			442	486
Monitoring System	40	20	20	20	20	120	132
Headland AA (Study)	0	20				20	22
Sub Total	40	100	402	20	20	582	
Contingency	4	10	40	2	2	58	
Total (Incl Contingency)	44	110	442	22	22	640	

<i>Non Grant Aided Work over the Next 5 years</i>							
Cost £k	2006	2007	2008	2009	2010	Sub Total £k	Total (Incl Contingency)
Headland and North Pier Walls Maintenance and Refurbishment	250	250	250	250	250	1250	1375
North Pier Revetment (Part of element 6719(a))	50	100	900	80	0	1130	1243
Sub Total	300	350	1150	330	250	2380	
Contingency	30	35	115	33	25	238	
Total (Incl Contingency)	330	385	1265	363	275	2618	

FURTHER STUDY

Much of the economic justification for the improvement of coast protection relies on the value placed on the amenity and leisure use of the Hartlepool frontage. A Contingent Valuation Study was therefore carried out. This study included two parts, the determination of visitor/use numbers, and the estimation of the value people place on being able to use and enjoy the sea front at Hartlepool. The results of this study are contained in the CV Scoping Study Report (May, 2004).

PROPOSED FIVE YEAR PROGRAMME

It is recommended, where appropriate, that LDW13 forms be prepared for the following schemes in the next five years;

Maintaining the existing sea walls, piers, and breakwaters;
Protection of Town Wall with sand replenishment and control structures;
Upgrading of walls at the base of the North Pier;
Development of the existing monitoring system for the existing structures and beaches. This relates to the need for monitoring of coastal processes and the condition of the existing walls.
Appropriate Assessment for the Headland.

Coast protection works at Newburn Bridge were completed in 2003.

MONITORING

As detailed above, this strategy puts forward a phased approach for the implementation of coast protection measures. This need and urgency for implementing coast protection is dependent on the condition of the existing defences. A full regular programme of inspection and condition is already undertaken by hand, in the form of paper records. It is proposed to continue monitoring defence condition on an annual basis as a tool for deciding need and priority. In addition, long term records on beach levels will be required for future reviews of this strategy. A monitoring programme comprising the following elements is therefore recommended:

Continuation of the condition surveys of the existing defences;
Twice yearly beach profile monitoring over the entire study area;
The development of an electronic archive and storage system for the above based on the asset survey work and hazard assessments already completed for this study.

FUTURE REVIEWS

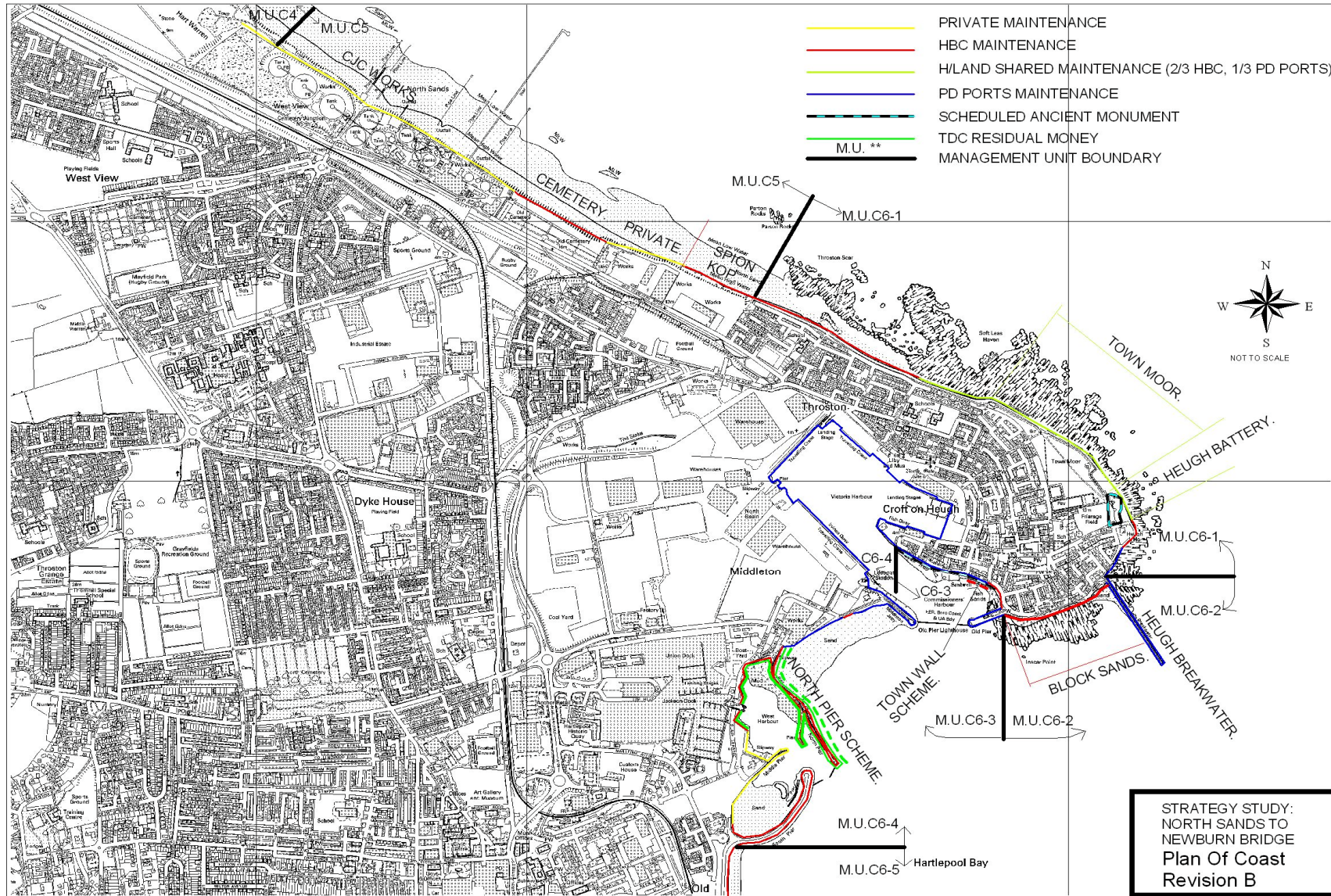
All coastal defence strategies should be subject to periodic review to reflect changes in the area, improvements in understanding of the processes involved, the results of monitoring and any other information gained from scheme implementation. They are a vital link in the feedback chain, which ensures the expertise and knowledge accumulated is used actively in the development of future strategic planning. This strategy should be reviewed on a rolling five-year programme from the date of the adoption of the final document.

Coastal Strategy Study, North Sands to Newburn Bridge, (Management Units C5 and C6), Summary of Report Recommendations Jan 2006

Location	Key Issues	Proposals	Costs	Time Scale	Funding Source	DEFRA priority score (Threshold 19)	Risk of not proceeding	Cross ref. to Strategy Study
C5-1 North Sands	Closure of CJC Works and concern that the abandonment could result in unacceptable levels of contamination on the SPA and in the sea (controlled waters)	Management Realignment, i.e. do as little as possible without compromising public safety.		Ongoing	CJC Chemicals	NA	Danger to public. Unacceptable contamination of beach and sea Marine Drive at risk. Human remains strewn on beaches.	Stage C, Section 7
		Reinforce rock armour at the end of Marine Drive.	£50K	5-10 years	HBC Revenue	NA		Stage B, Table 5.1
	Erosion of Spion Kop Cemetery.	Disinter bodies in Spion Kop Cemetery and re-bury elsewhere.	£2K/body	10-100 years	HBC Revenue	NA		
C6-1 Headland	Major Schemes not eligible for grant (low priority scores).	Monitor and maintain (includes systematic reconstruction of walls, a short section year on year.)	£170K/year	Every Year	HBC Revenue plus contributions from port authority (1/3, 2/3 share respectively)	NA	Promenade, Town Moor, Lighthouse, Gun Battery, Redheugh Gardens suffer loss through erosion.	Stage C, Section 7
	Extreme pressures on revenue budget.							
	Ecological designations preventing scheme acceptance.							
	Gun Battery is a Scheduled Ancient Monument.	Upgrade wall from Corporation Road to Heugh Breakwater	£9.48M	5-10 years	Unknown	6.6	Promenade unsafe in storm conditions.	
	Public Safety in storm conditions.							

Location	Key Issues	Proposals	Costs	Time Scale	Funding Source	DEFRA priority score (Threshold 19)	Risk of not proceeding	Cross ref. to Strategy Study
C6-2 Block Sands and Heugh Breakwater	<p>If breakwater lost, effects on other coast protection structures. (Block Sands, Pilot Pier, Town Wall, Middleton Beach, North Pier.)</p> <p>Safety of small craft entering port in storm conditions (fishing boats and yachts.)</p> <p>Public Access.</p> <p>If breakwater lost, effects on Marina and implications for public image and tourism.</p>	Maintain all assets.	Unknown	Next 5 years	Block Sands revenue. Breakwater Port Authority.	NA	Possible loss of Block Sands, highways, Pilot Pier, Town Wall, Middleton Beach, North Pier, Marina	Stage C, Page 40 Table 5.3
		<p>Upgrade breakwater.</p> <p>Consider loss of 1/3 in length.</p> <p>Upgrade Block Sands.</p>	£4.62M	5-10 years	Unknown	9.0		Stage C, Section 7
C6-3 Town Wall	Loss of Town Wall Scheduled Ancient Monument	Construct offshore breakwater, replenish sand and re-construct groyne to protect Town Wall.	£486K	Next 5 years	Potential grant aid from DEFRA	29.2	Loss of Town Wall Scheduled Ancient Monument and housing.	Stage C, Section 7
		Maintain all assets	£8K/year	5-100 years	Part HBC revenue, part Port Authority	NA		Stage B, Table 5.4

Location	Key Issues	Proposals	Costs	Time Scale	Funding Source	DEFRA priority score (Threshold 19)	Risk of not proceeding	Cross ref. to Strategy Study
C6-4 Marina	Loss of North Pier causing loss of Marina and Bird Island (Site of Special Scientific Interest)	Upgrade North Pier	£1.7M	Next 10 years	HBC (TDC residual monies)	11.7	Loss of Middleton Beach and North Pier causing loss of Marina, Bird Islands and cabins.	Stage B, Table 5.5 Stage C, Section 7
		Maintain North Pier which remains after upgrade	£20K/year	Ongoing	HBC revenue	NA		
		West Harbour Walls	£0.5K/year nominal. part unknown	Ongoing	Part HBC revenue Part private	NA		
		Maintain Middleton Beach Walls	£0.5K/year nominal	Ongoing	Part HBC revenue (cabins frontage), Part Port	NA		
		Maintain South Pier	£8K/year	Ongoing	HBC revenue	NA		
C6-5 South Pier to Newburn Bridge	None	Maintain	£8K/year	Ongoing	HBC revenue	NA	Protects railway, highways, statutory undertakers' major infrastructure, housing and industrial area. Loss is very long term as structures are very robust and relatively new.	Stage B, Table 5.7 Stage C, Section 7



Report of: Director of Neighbourhood Services

Subject: MINOR WORKS PROPOSAL – DROPPED CROSSINGS

1 PURPOSE OF REPORT

- 1.1 To consider the continuation of the dropped crossing scheme for potential funding from the Central Neighbourhood Consultative Forum Minor Works Budget.

2 BACKGROUND

2.1 Dropped Crossings - various locations

Members and residents may recall a previous commitment to providing dropped crossings in the Central area on a rolling programme basis. Last financial year £3,500 was allocated to this scheme. A further **£3,500** is requested to carry out the next batch of dropped crossings during this financial year.