

NEIGHBOURHOOD SERVICES COMMITTEE AGENDA



Monday 22 September 2014

at 9.30 am

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

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors Ainslie, Barclay, Dawkins, Gibbon, Jackson, James, Loynes

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 meetings held on 19 August and 21 August 2014 (*previously circulated*)
- 3.2 To receive the Minutes and Decision Record of the meeting of the Emergency Planning Joint Committee held on 5 August 2014

4. KEY DECISIONS

No items.

5. OTHER ITEMS REQUIRING DECISION

- 5.1 Northgate Bus Stop Re-Consultation - *Assistant Director (Neighbourhoods)*



6. ITEMS FOR INFORMATION

- 6.1 Headland Flooding Update (including presentation) - *Assistant Director (Neighbourhoods)*

7. ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT

Date of next meeting – 27 October 2014 at 9.30 am in the Civic Centre, Hartlepool.



EMERGENCY PLANNING JOINT COMMITTEE

MINUTES AND DECISION RECORD

5th August 2014

The meeting commenced at 10.00am in the Emergency Planning Unit,
Riverside Park, Middlesbrough

Present:

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

Councillor George Dunning (Redcar and Cleveland Borough Council) was in attendance as substitute for Councillor Steve Goldswain and Councillor Julia Rostron (Middlesbrough Borough Council) was in attendance as substitute for Councillor Charles Rooney

Officers: Alastair Smith, Assistant Director (Neighbourhoods)
Stuart Marshall, Chief Emergency Planning Officer
Chris Parkin, Group Accountant (Corporate)
Rachael Campbell, Principal Emergency Planning Officer
Jo Stubbs, Democratic Services Officer

1. Apologies for Absence

Apologies were submitted by Councillors Steve Goldswain (Redcar and Cleveland Borough Council), Charles Rooney (Middlesbrough Borough Council) and David Rose (Stockton Borough Council)

2. Declarations of interest by Members

None

3. To receive the minutes of the meeting held on 6th May 2014

Noted

4. **Quarter 1 Revenue Financial Monitoring Report 2014/2015** *(Chief Finance Officer)*

Purpose of report

To provide details of the progress against the Joint Committee's overall revenue budget for 2014/2015.

Issue(s) for consideration by the Committee

The Group Accountant outlined the performance and progress of the Emergency Planning Unit (EPU) against the approved 2014/2015 revenue budget. There was currently a adverse variance on the main Emergency Planning budget caused by income being received later than expected. This was offset by salary costs being lower than budgeted and a current favourable variance on other direct costs primarily relating to premises expenditure which would now be incurred later than anticipated. It was expected that the majority of the budget would be spent by the end of the financial year leaving a small favourable variance of £24,000. The variance primarily related to salary savings owing to some employees not yet reaching their maximum scale point.

It had been noted that a partner agency had contributed a disproportionately large amount into the training and exercise budget that other partners, including the EPU, were unable to match. Therefore the decision had been made to cap this budget at £5,000 and return an agreed amount to Cleveland Police currently held in reserve which reflects the higher contributions made in previous years. **Councillor Dunning declared an interest as a member of the Police and Crime Panel.** Further funding would be used to support a large scale training exercise planned for January 2015. Further details would be provided in due course.

Decision

That the report be noted and the underspend be transferred to reserves to support future service delivery.

5. **Potential Income Generation Activity** *(Chief Emergency Planning Officer)*

Purpose of report

To provide an overview of the income generation activity being undertaken by the Cleveland Emergency Planning Unit and proposed for the future

Issue(s) for consideration by the Committee

Following the identification of a £35 thousand budget shortfall by 2016/17 members had requested information on income generation activity being undertaken by the Cleveland Emergency Planning Unit now and in the future. The Chief Emergency Planning Officer outlined a number of activities as follows:

- Review of recharge costs for statutory activities – although the Unit were not allowed to profit from statutory activities it had been identified that actual costs had been underestimated and did not take into account such things as length of meetings, travel time and associated follow up actions. This equated to an average additional cost recovery of £8,000 per annum
- Coping with school emergencies package – previously school awareness sessions had been offered free of charge however from 2013/14 a small cover charge had been applied which it was anticipated would lead to yearly revenue of £1700. Investigations would be undertaken into the possibility of offering similar packages for the care sector
- Provision of Emergency Planning College (EPC) training to partners – this would be offered at significantly reduced rates and was expected to generate £8,800 this year
- Provision of non-statutory training to industry – expected to result in £810 so far this year

Members queried what impact this shortfall would have on staffing levels. The Chief Emergency Planning Officer indicated that it was hoped that the income generation discussed and future anticipated savings from the premises move would mitigate against the need for redundancies. The Group Accountant confirmed that the reserves had been deliberately bolstered to ensure ongoing service delivery and manage future budget reductions.

Decision

That the report be noted and the income generation be supported and monitored.

6. CEPU Action Plan Update *(Chief Emergency Planning Officer)***Purpose of report**

To provide an overview of progress made towards the delivery of the CEPU action plan submitted at the Emergency Planning Joint Committee meeting

held 6th May 2014.

Issue(s) for consideration by the Committee

The Chief Emergency Planning Officer provided an overview of progress made against the Cleveland Emergency Planning Unit Action Plan submitted to members at their meeting in May 2014. Particular attention was drawn to ways in which the Unit could support communities at organised events and during emergency incidents. A more detailed report would be submitted to the next meeting.

The Chair requested that further information be provided on sub sea de gasification and associated risks to Cleveland. She outlined concerns regarding the proximity of proposed sites to Cleveland ((Sunderland / Seaham) and the impact that an incident could have on communities within Cleveland. The Chief Emergency Planning Officer to bring a report to the next meeting.

Decision

That the report be noted

7. Reported Incidents and Warnings Received (*Chief Emergency Planning Officer*)

Purpose of report

To inform members of the incidents reported and warning communications received and dealt with by the Cleveland Emergency Planning Unit between 12th April 2014 and 18th July 2014.

Issue(s) for consideration by the Committee

Between 12th April and 18th July 2014 the Cleveland Emergency Planning Unit received 1 weather warning. No flood alerts were issued. 43 notification blue alerts were issued and 4 red alerts. All 4 of the red alerts related to a fire at a Seal Sands industrial site. Details of 5 incidents of note were appended to the report.

Decision

That the report be noted

The meeting concluded at 10:35am

P J DEVLIN

CHIEF SOLICITOR

PUBLICATION DATE: 11th August 2014

NEIGHBOURHOOD SERVICES COMMITTEE

22nd September 2014



Report of: Assistant Director (Neighbourhoods)

Subject: NORTHGATE BUS STOP RE-CONSULTATION

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-key.

2. PURPOSE OF REPORT

2.1 To report the result of a recent consultation exercise (July 2014), relating to the possibility of re-locating the bus stop, which is currently adjacent 103 Northgate.

3. BACKGROUND

3.1 In 2011, consultation was undertaken in order to determine the level of support to re-locate the bus stop from outside of 103, to an area close to number 107 Northgate (which would include a newly constructed bus lay-by). The consultation responses proved to be negative, and the scheme was not progressed.

3.2 In early 2013, the Council was again approached about the possibility of re-locating the bus stop. This request was raised by the landlord of number 103 (which is divided into flats), as the intention was to improve the appearance of the building in an attempt to make the flats more desirable to potential tenants. A further consultation was undertaken with 11 residential properties in the vicinity of the bus stop, Ward Members and the Parish Council. There were 6 objections to the proposal, and 2 in favour of moving the bus stop and constructing the new bus lay-by.

3.3 At the meeting of the Neighbourhood Services Committee (August 9th 2013), Members approved the re-location of the bus stop & lay-by construction, to the area between Brig Open and 107 Northgate. As a result of this decision, the Council received correspondence from a Ward Councillor, residents of the Headland and a 200 named petition, opposing the approved re-location.

4. PROPOSALS

- 4.1 Due to the large number of objections to the re-location it was proposed, at the Neighbourhood Services Committee meeting on the 11th November 2013, to further review the proposals, and for the outcome to be reported back to a future meeting of the Committee. However, Members were of the unanimous view that the original decision of the Committee on 9th August should stand.
- 4.2 Following this, a formal complaint was received from a resident into the process and the decision made on the issue. Following investigation, the Committee was required to give consideration to the matter being placed on a future agenda of the Neighbourhood Services Committee, ensuring that both the complainant and ward councilors receive prior written notice of such meeting.
- 4.3 Consequently, an additional consultation exercise has been carried out, as detailed in section 5 of this report, to assist with the decision making process.

5. CONSULTATION

- 5.1 A further consultation has now been undertaken (July 2014), with letters sent to 52 local residential & business properties (evens 4 to 46 and odds 75 to 129 Northgate), Ward Councillors, the Parish Council and Neighbourhood Manager. A total of 21 responses have been received, with 3 in favour of the proposal and 18 against.

Total number of properties consulted	52	
Total number of responses	21	40%
Number in favour of proposal	3	5.76%
Number against the proposal	18	35%

6. FINANCIAL CONSIDERATIONS

- 6.1 As stated in the 9th August 2013 Committee report, the estimated cost of the scheme is £40,000, funded by the Tees Valley Bus Network Improvements project (which is jointly funded between the Department for Transport and Hartlepool Borough Councils Local Transport Plan – with a 65% / 35% split respectively).

7. EQUALITY AND DIVERSITY CONSIDERATIONS

- 7.1 There are no equality or diversity implications.

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

- 8.1 There are no Section 17 implications.

9. RECOMMENDATIONS

- 9.1 That the bus stop remain in its current location, following a negative response to the consultation exercise.

10. REASONS FOR RECOMMENDATIONS

- 10.1 Due to the significant majority of consultees (18 from 21 respondents) who are against the proposal.

11. BACKGROUND PAPERS

- 11.1 Members will be provided with copies of the consultation replies for consideration.

12. CONTACT OFFICER

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NEIGHBOURHOOD SERVICES COMMITTEE

22nd September 2014



Report of: Assistant Director (Neighbourhoods)

Subject: HEADLAND FLOODING UPDATE

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 For information.

2. PURPOSE OF REPORT

2.1 To update Members on initiatives that have been undertaken to address the issue of access to Hartlepool Headland during flooding events following the floods of December 2013.

3. BACKGROUND

- 3.1 On 5th December 2013 the British Isles experienced the worst tidal surge seen in 60 years, which was accompanied by severe storm weather, with winds of up to 80mph recorded across Scotland and northern parts of England
- 3.2 As a result of this the Environment Agency issued 60 severe flood warnings (risk to life) and a further 120 flood warnings in England and Wales.
- 3.3 The surge was the worst since January 1953, although flood defences built since then meant many parts of the country were better protected than they were in the 1950s, with high water levels on the River Tees being the highest recorded in 150 years.
- 3.4 During the event over 300 people were evacuated, 10,000 premises lost electric supply and 3 Top Tier COMAH sites were inundated in the Tees Valley area.
- 3.5 Hartlepool fared relatively well during the storm, with no property damage, nor evacuations required, although residents in the Marina area were alerted to the possibility by the Police.

- 3.6 There were only two incidents of note in the town one being the breach of the sea defences at Greatham Creek and the other being the Headland becoming isolated due to flooding in the Thorpe Street area.
- 3.7 This report is intended to provide feedback on the events of the day around the Headland issue and to provide details of intended actions, by Hartlepool Borough Council and other agencies, to minimise the risk of a similar situation occurring in the future.
- 3.8 At the peak of the storm, water levels on the highway at Thorpe Street were such that it was not possible to pass in a car. The photographs in **Appendix 1** were taken at the peak of the surge and give a good indication of the depth of the water in relation to a standard car.
- 3.9 Tidal levels exceeded the height of the dock walls resulting in overspill into the docks operational area, making it impossible for any pumping operations to be carried out from the highway in the Thorpe Street area.
- 3.10 The Headland was isolated to normal traffic travelling on West View Road and Northgate for a period of around 3 hours from 16:30 hours to 19:30 hours according to Fire Service records of the incident.
- 3.11 During this period a fire tender was located on the Headland side of Thorpe Street and would have been available to respond to any incidents during the period of isolation.

4. PROPOSALS

- 4.1 Once Thorpe Street was blocked two alternative routes operated for short periods of time. Some traffic was permitted to travel through Tees and Hartlepool Port Authority land, (the Docks), until such time as the overtopping of the quay made this unsafe. Also, for a short period of time the Police directed traffic through the Brus Tunnel and across Central Park onto Old Cemetery Road although there is only anecdotal evidence to this effect (and some tyre tracks on the grass at Central Park).
- 4.2 Brus Tunnel has, in the past, been used as an alternative access route onto the Headland in flooding events, however, due to its restrictive width and subsequent blocking of the private land at Old Cemetery Road this is not a viable future option.
- 4.3 Negotiations are ongoing with the Port Authority in respect of a possible alternative route for both a passenger service and emergency service vehicles if similar events occur, however this will be subject to surge levels for the reasons described earlier.
- 4.4 The flooding was caused, in this instance, by the level of water generated by the surge. The gullies in this area connect directly to a long sea outfall off the

end of Thorpe Street. Sea water was forced back up this outfall as tidal levels rose out of the gullies flooding the highway. There are currently no controls in place on the pipe system to stop this from happening.

- 4.5 Since this event discussions have taken place with Northumbrian Water with regard to having controls installed. Northumbrian Water Authority agreed to an accelerated programme of works, which subsequently begun mid-August, to provide two “flaps” which will close at high tide preventing water reaching the public highway. This will in essence prevent the highway flooding during any future high tide events.
- 4.6 The one event which may provide a risk of flooding is a situation whereby there is a high tide (closing the flaps and preventing water from the gullies reach the sea) and a significant rain event. The outfall pipe is relatively large in diameter and, due to its long length, will provide adequate storage for the rain water until such time as the flaps are released by the receding tide. The risk of Thorpe Street flooding in such an event is thought to be minimal.
- 4.7 Other contingency plans that have been considered are:
- Emergency road access between West View Road and Old Cemetery Road via Heortnesse Road
 - Pontoons
 - Storage facilities in highway drainage associated with potential new roundabout for “Steetley” housing development.

5. RISK IMPLICATIONS

- 5.1 With the introduction of the tidal flaps’ to be installed by Northumbrian Water, it is felt that the risks of vehicular access to the Headland being cut off by way of flood water at Thorpe Street at a future date is minimal.
- 5.2 In the event of other causes that may restrict access at this location (e.g. RTS) the emergency services will deal with these through their emergency procedures.

6. FINANCIAL CONSIDERATIONS

- 6.1 The installation of the tidal flaps is the responsibility of Northumbrian Water and will be fully funded by them
- 6.2 Any additional works felt appropriate will be at the cost of Hartlepool Borough Council

7. EQUALITY AND DIVERSITY CONSIDERATIONS

- 7.1 There are no equality or diversity implications.

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

8.1 There are no Section 17 implications.

9. RECOMMENDATIONS

9.1 That Members note the report.

10. REASONS FOR RECOMMENDATIONS

10.1 To update members on works that have been undertaken to prevent and mitigate any future flooding events in the Thorpe Street area which could prevent vehicular access to the Headland via this route.

11. BACKGROUND PAPERS

11.1 None.

12. CONTACT OFFICER

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APPENDIX 1



