

NEIGHBOURHOOD SERVICES COMMITTEE AGENDA



Monday 17 November 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 meeting held on 27 October 2014 (*previously circulated*)

4. KEY DECISIONS

No items.

5. OTHER ITEMS REQUIRING DECISION

- 5.1 Proposed Residential Parking Scheme – Hart Lane – *Assistant Director, Neighbourhoods*

- 5.2 Proposed School Time Parking Restriction – Talland Close – *Assistant Director, Neighbourhoods*
- 5.3 Safer Routes to School Project – Rossmere and St Teresa's Primary Schools – *Assistant Director, Neighbourhoods*
- 5.4 Safer Routes to School Project – Puffin Crossing at West View Road – *Assistant Director, Neighbourhoods*

6. ITEMS FOR INFORMATION

6.1

7. ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT

Date of next meeting – 15 December 2014 at 9.30 am in the Civic Centre, Hartlepool.



NEIGHBOURHOOD SERVICES COMMITTEE

17th November 2014



Report of: Assistant Director (Neighbourhoods)

Subject: PROPOSED RESIDENTIAL PARKING SCHEME –
HART LANE

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 This is a non-key decision.

2. PURPOSE OF REPORT

2.1 To report on the outcome of a consultation with residents regarding proposals to introduce a residents only permit parking scheme on a section of Hart Lane, Hartlepool.

3. BACKGROUND

3.1 A number of residents living on Hart Lane have requested improved traffic management controls be introduced to assist them with several parking issues they are experiencing.

3.2 The properties are close to Sacred Heart School and as a result, at key collection times the increased traffic in the area has led to reported instances of inconsiderate parking and the obstruction of driveways.

3.3 Currently the public adopted highway is unregulated, although a nearby pedestrian crossing has reduced the number of on street parking availability to both resident and parents alike.

3.4 Although the properties do have some limited off street parking, this is proving insufficient, and particularly during the school collection times, residents are obstructed from accessing their driveways, or the volume of traffic can impact on any available convenient on street parking available close to their properties.

4. PROPOSALS

- 4.1 A plan outlining the proposed restriction is shown as **Appendix A** of this report.
- 4.2 Residents have been consulted on the possibility of creating a residents only controlled parking scheme
- 4.3 Letters of consultation were sent out to the five properties most directly affected by the parking issues (being numbers 44 – 52 (even) Hart Lane).
- 4.4 The proposal was unanimously supported by all of the property owners who indicated they would welcome the creation of the residents controlled parking bays.
- 4.5 Residents were made aware that the permit parking scheme would operate under the same terms and conditions of the existing Hartlepool resident parking schemes. Permit controlled restrictions would be applicable Monday – Saturday between the hours of 8:00am and 6:00 pm. Residents were made aware of the benefits and limitations of the scheme and were sent a comprehensive explanation of the enforcement hours, permit application process and terms and conditions of use as part of this consultation process and area aware that the annual cost of each permit would be £20.

5. FINANCIAL CONSIDERATIONS

- 5.1 The creation of a residents only permit parking scheme would, subject to approval, require the legal orders to be formally advertised. The cost to advertise the scheme is estimated at £200 and would be met from the Parking Services operational budget.
- 5.2 Any new restrictions will need to be marked and signed in accordance with the requirements of the Traffic Signs and General Directions Order. The cost of the new carriageway markings and appropriate signs will be met from the Parking Services Maintenance budget. The initial costs are estimated at £100.
- 5.3 Residents will be offered permits at an annual cost of £20 per permit. This charge is consistent with other town centre residential controlled permit parking zones the authority operates.

6. LEGAL CONSIDERATIONS

- 6.1 The parking restrictions would be controlled by legal orders. As part of the legal process the restrictions are required to be advertised by the Head of Legal Services for a statutory period. Any objections received during the consultation period would be required to be reconsidered by this committee.

7. STAFF CONSIDERATIONS

- 7.1 Enforcement would be carried out by HBC Civil Enforcement Officers (parking) under the jurisdiction of the Traffic Management Act 2004.

8. EQUALITY AND DIVERSITY CONSIDERATIONS

- 8.1 There are no equality or diversity implications.

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

- 9.1 There are no Section 17 implications.

10. RECOMMENDATIONS

- 10.1 That the proposed resident's only parking scheme 44-52 Hart Lane be approved.
- 10.2 That the Head of Legal Services be requested to advertise the necessary legal orders for consideration.

11. REASONS FOR RECOMMENDATIONS

- 11.1 To reflect the views of the residents who responded to the consultation.
- 11.2 To assist with road safety concerns at school collection times, provide some on-street parking availability for residents and allow enforcement action to be taken against vehicles that obstruct or park inconsiderately in contravention of the restriction.

12. BACKGROUND PAPERS

- 12.1 There are no background papers.

13. CONTACT OFFICER

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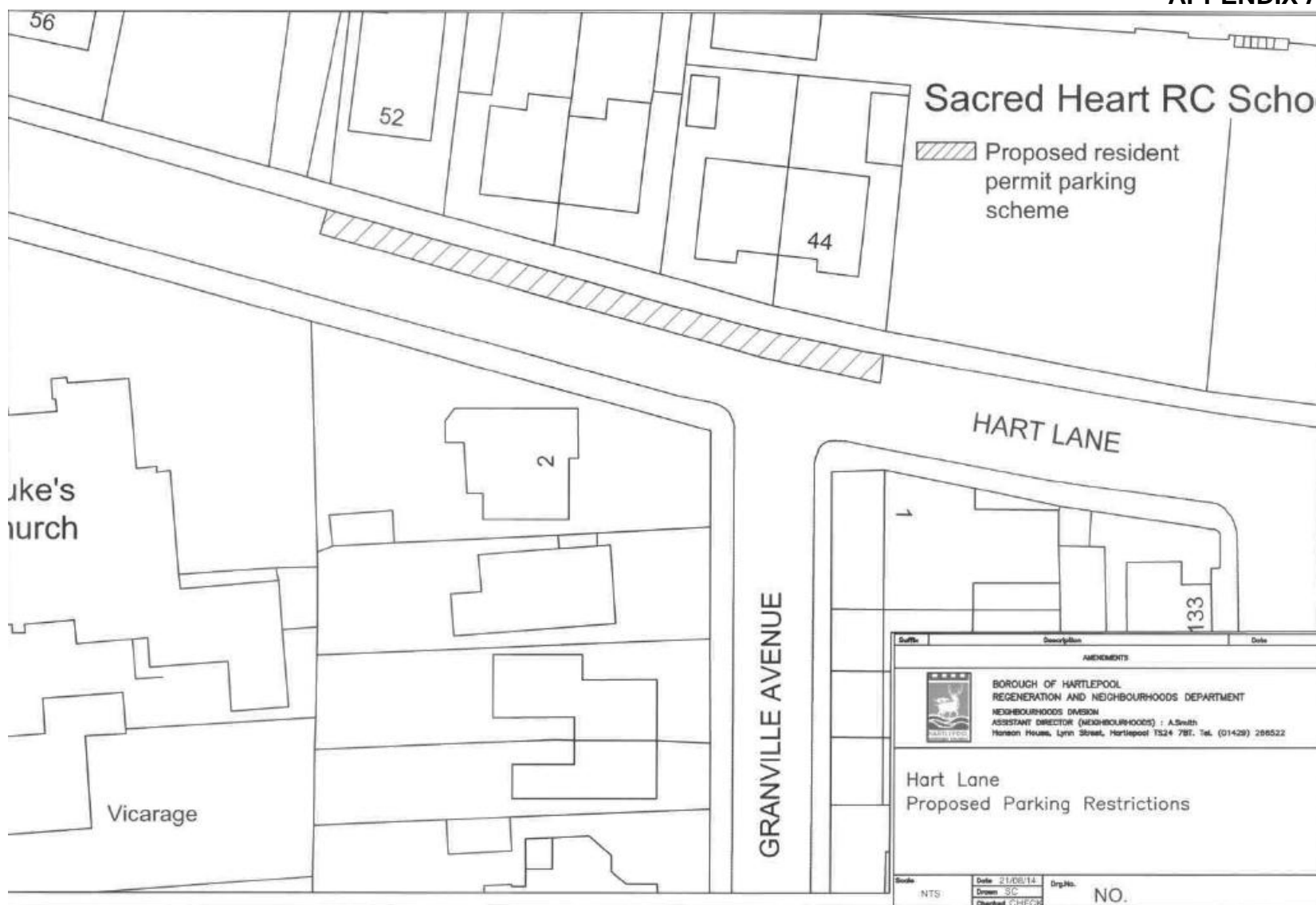
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APPENDIX A



NEIGHBOURHOOD SERVICES COMMITTEE

17th November 2014



Report of: Assistant Director (Neighbourhoods)

Subject: PROPOSED SCHOOL TIME PARKING
RESTRICTION – TALLAND CLOSE

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 This is a non-key decision.

2. PURPOSE OF REPORT

2.1 To report on the outcome of a consultation with residents regarding proposals to introduce a residents only permit parking scheme and / or controlled school time parking restrictions.

3. BACKGROUND

3.1 This issue was first reported to the Regeneration and Neighbourhood Portfolio Holder in December 2012.

3.2 Talland Close is a cul-de-sac with a pedestrian access to Clavering Road. The closeness of this pedestrian access way to Clavering Primary School is encouraging some parents to park in Talland Close as a convenient parking area during school collection times.

3.3 In December 2012, The Portfolio Holder for Regeneration and Neighbourhoods considered a request to create parking restrictions to address the highways and road safety concerns. Although recognising that a measure of parking control was required, the meeting was also attended by local residents who questioned if a resident only parking controlled area would be a more effective and acceptable option to address the parking issues. As a result the Portfolio Holder deferred the decision on the school time restriction until a further consultation on the feasibility of a residents permit scheme was carried out.

- 3.4 Officers met with residents in advance of any consultation to assess the extent of the parking issues / concerns and to explain and discuss with residents the benefits and limitations of both options.
- 3.5 Although a residents only parking scheme would prevent non residents from parking for any length of time, such a restriction would unlikely prevent the short term parent drop off and collections associated with the school.
- 3.6 Properties on Talland Close do have some existing limited off street parking, which particularly during the school collection times, is proving insufficient to meet the excess vehicular demand and this has led to reported cases of driveway obstruction and cases of inconsiderate parking by parents.

4. PROPOSALS

- 4.1 Residents recognise that a permit controlled parking scheme, would unlikely resolve all of the parking issues which are predominantly short stay visits by parents, dropping off and collecting from the near by Clavering Primary School.
- 4.2 Talland Close provides a convenient parking area away from Clavering Road but has insufficient on street parking availability to accommodate any significant visitor numbers. As a result, and for this short period coinciding with the school times, the area can become busy. The problem area is predominantly that closest to the pedestrian walkway between 30- 36 Talland Close, but clearly any partial traffic management control restricted to this area risks the displacement of vehicles into any unregulated areas.
- 4.3 As a consequence residents were consulted on the three possible traffic management options:
 - 1) A residents permit scheme.
 - 2) A prohibition of waiting in Talland Close from its junction with Westwood Way.
 - 3) A partial restriction concentrating on the main problematic area closest to the pedestrian walkway.
- 4.4 A total of 48 properties were consulted and responses were received from 22 residents (45%), of which 18 did not consider the residents permit zone would be a suitable workable option. 20 of the responses considered a full or partial prohibition of parking, where loading is prohibited during school times was more likely to resolve the issues residents were experiencing.
- 4.5 A restriction of parking along the entire length of Talland Close would however reduce much of the on-street space currently available and many residents considered this loss of parking space would be to their detriment. Despite an acceptance that a partial restriction may merely displace some parents, a

partial controlled restriction was the most supported of the options proposed to residents.

- 4.6 Talland Close is not in a town centre location and would be extremely difficult and resourceful to patrol by mobile Civil Enforcement Officers. However, due to the nature and school road safety origins of the contravention, this prohibition of waiting control could be policed by the Local Authority's mobile camera car. The use of camera enforcement in this case, would allow more frequent patrols to take place.
- 4.7 The full effect, both in terms of compliance and potential inconvenience on residents of a prohibition of waiting restriction are difficult to access. There are clearly issues affecting the residents but a partial control order risks displacement of vehicles into other residential areas which may not currently be affected by the school parking issues. It may therefore be beneficial to trial an Experimental Order over a 12 month period and review the success, or otherwise, of the parking controls whilst assessing what affect any controls have on the longer term attitude and driver behavior to school collection runs.
- 4.8 Any parking control would be combined with an ongoing education and awareness campaign encouraging the use of alternative modes of school transport to reduce the dependency on car travel. This education programme would be delivered by officers from the authority's road safety team in conjunction with Clavering Primary School.
- 4.9 The extent of the proposed Experimental Order is shown as **Appendix A** of this report.

5. FINANCIAL CONSIDERATIONS

- 5.1 There is no requirement to formally advertise an experimental order of this nature. There would therefore be no advertising costs associated at this stage.
- 5.2 Any new restrictions will need to be marked and signed in accordance with the requirements of the Traffic Signs and General Directions Order. The cost of the new carriageway markings and appropriate signs will be met from the Parking Services Maintenance budget. The initial costs are estimated at £200.

6. LEGAL CONSIDERATIONS

- 6.1 An experimental order of this nature can be approved for a temporary 12 month period under delegated powers. There after, any longer term approval of legal orders would be required to be formally advertised.

7. STAFF CONSIDERATIONS

- 7.1 Enforcement would be carried out by the Council's Civil Enforcement Officers (parking) under the jurisdiction of the Traffic Management Act 2004.
- 7.2 Talland Close is not within a town centre location and the deployment of officers would be difficult and resourceful to patrol. Contraventions of this nature can however use enforcement by approved camera technology and the enforcement at this location would therefore be an extension of the existing school road safety enforcement programme.

8. EQUALITY AND DIVERSITY CONSIDERATIONS

- 8.1 There are no equality or diversity implications.

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

- 9.1 There are no Section 17 implications.

10. RECOMMENDATIONS

- 10.1 That a residential permit controlled zone in Talland Close should not proceed.
- 10.2 That a 12 twelve month experimental prohibition of waiting restriction operating Monday – Friday including a loading ban between the hours 8:30 – 9:30 and 14:30 – 15:30 be approved. The impact of such controls can then be reported back to this committee when, subject to the restrictions continuing, formal approval of the legal Orders would be required.

11. REASONS FOR RECOMMENDATIONS

- 11.1 To reflect the views of the majority of residents who responded to the consultation.
- 11.2 To assist with road safety concerns at school collection times, provide some on-street parking availability for residents of Talland Close and allow enforcement action to be taken against vehicles that obstruct or park inconsiderately in contravention of the parking restriction.

12. BACKGROUND PAPERS

- 12.1 Regeneration and Neighbourhoods Portfolio report 10th December 2012.

13. CONTACT OFFICER

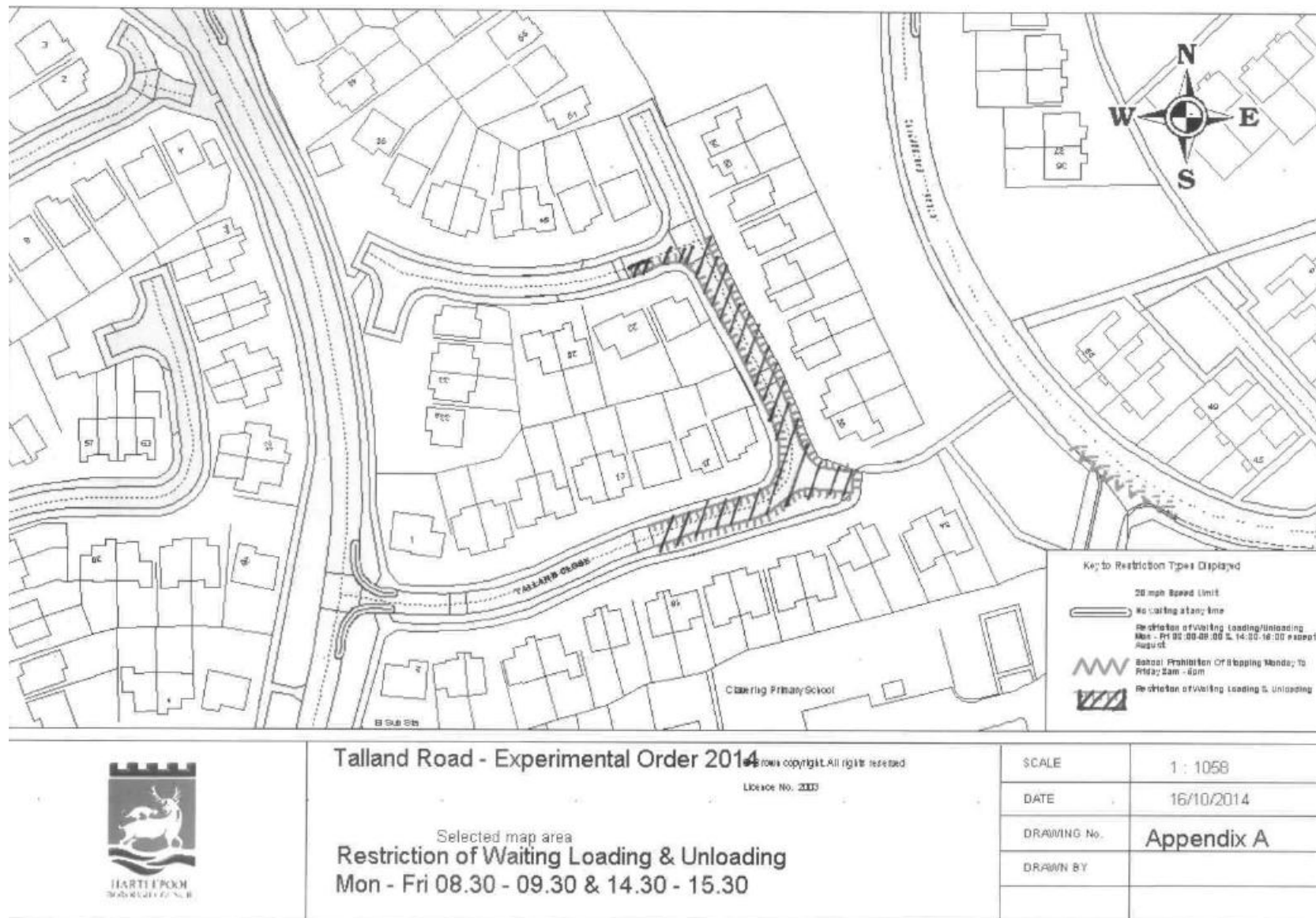
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APPENDIX A



NEIGHBOURHOOD SERVICES COMMITTEE

17th November 2014



Report of: Assistant Director (Neighbourhoods)

Subject: SAFER ROUTES TO SCHOOL PROJECT –
ROSSMERE AND ST TERESA'S PRIMARY
SCHOOLS

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non key decision.

2. PURPOSE OF REPORT

2.1 To seek approval for a Safer Routes to School scheme that will improve road safety and help promote walking to school by making improvements to the pedestrian environment.

3. BACKGROUND

3.1 Since 2012, Hartlepool Borough Council have worked in conjunction with the national charity Living Streets to Deliver the Walk to School Outreach project at Schools in Hartlepool. This is a Department for Transport funded project that aims to encourage walking to school as it can have significant health, environmental and safety benefits. The project includes work such as parent surveys, school route audits and working with school councils. From this, barriers that prevent or discourage walking are identified.

3.2 In Year 1 walking rates at participating Hartlepool primary schools increased 8% on average to 66%. The number of children walking to school increased from 2,610 to 2,970, equating to over 350 fewer peak-time car trips on the school journey.

3.3 Since the project started 16 School Route Audits have been carried out at a number of schools in Hartlepool. These are designed to enable school communities and local authorities to create local streets fit for the walk to school. The aim is to work with children, parents and staff to identify physical barriers to walking on the streets in the vicinity of their school, with a focus on the following:

- Footway surfaces and obstructions
- Facilities and signage
- Maintenance and enforcement issues
- Personal safety
- Crossing points, access routes and desire lines
- Road layout and space allocation
- Aesthetics
- Traffic
- Places to socialise and play

3.4 These audits have helped to identify the need for the proposal outlined in this report.

4. PROPOSALS

4.1 Through the Walk to School Outreach Project, delivered in conjunction with Living Streets, a potential Safer Routes to School scheme has been identified.

4.2 School Safety 20mph Zone for St Teresa's and Rossmere Primary Schools

Both St Teresa's and Rossmere Primary School have been involved with the Walk to School Outreach project. From this work, concerns relating to vehicle speeds and parking problems in the residential area to the south / east of the schools have been identified as barriers to encouraging walking to school.

In addition to this, we are aware of other concerns relating to vehicle speeds and the difficulty for pedestrians crossing over Balmoral Road in particular.

For these reasons, a 'School Safety Zone' incorporating a 20mph speed limit is proposed for Callander Road, Campbell Road, Calder Grove, Cullen Road and Balmoral Road. Traffic calming, in the form of speed cushions, is proposed for Callander Road and Balmoral Road.

It is envisaged that the introduction of 20mph zones will help to create more pleasant communities for all to enjoy as reduced vehicle speeds can help to:

- Make it easier to cross roads, particularly for children and the elderly, and access local facilities and encouraging children to become more active.
- Make the streets safer for everyone, helping to reduce the number and severity of collisions.
- Make walking, cycling and outdoor play more attractive, which will have a positive impact on health and the community.

A plan showing the proposals is provided in **Appendix 1**.

5. CONSULTATION

- 5.1 Consultation on the Scheme has been undertaken with local residents, schools, ward members and the Council's Traffic Liaison Group.

Residents

- 5.2 Consultation has been undertaken with 170 properties in the vicinity of the proposed crossing. 42 responses have been received, of which 36 (85%) have been in favour of the proposal, 4 (10%) have been against and 2 (5%) didn't state whether they supported or not but provided comments.

From the comments provided, there is strong support for the principle of the scheme and a number of respondents feel there is an issue with vehicle speeds, in the area (but particularly on Balmoral Road) and that traffic calming is needed.

Of the responses against the scheme (and indeed the two did not indicate support or not) then the comments provided are in general support of the scheme, but have made specific comments in relation to the proposed speed cushions on Balmoral Road. The comments question whether a 20mph limit would not suffice as there have been no Road Traffic Collisions in this area.

In response to these objections then it is considered that the traffic calming proposed on Balmoral Road is suitable and comparable to similar traffic calming elsewhere in Hartlepool. The traffic calming is proposed on the basis of concerns about vehicle speeds making the road difficult for pedestrians to cross, particularly in the vicinity of the junction with Callander Road and Benmore Road. The traffic calming is focused on this specific area

Other comments made have been around the parking situation in the area at schools times. It is the case that there are various parking restrictions in place and enforcement is undertaken with the camera car. In addition, we will be working with the schools to encourage parents / carers to park safely and responsibly.

Ward Members

- 5.3 Details on the proposed scheme have been provided to ward members for comment. No responses have been received, although it should be noted that Councillor Gibbon did initially raise concerns around vehicle speeds and crossing Balmoral Road in a meeting with the Road Safety Team Leader in 2012 which have in part led to the development of this proposal.

Local Schools

- 5.4 In addition to the local residents, consultation has been carried out at St Teresa's RC Primary School and Rossmere Primary Schools via the School Route Audit Process.

- 5.5 The Audit found that School children and parents all identified a lack of suitable crossing points in the vicinity of the school. Some concerns around the speed of traffic were also identified as well concerns around the number of vehicles parked in the area at school times, and in particular, obstructive parking that sometimes occurred.

Council's Traffic Liaison Group

- 5.6 The proposed scheme was discussed at the Council's Traffic Liaison Group in April 2014. The group consists of Police, Fire, Ambulance, bus operators, driving instructors representatives, taxi representatives, and Council Traffic, Parking and Road Safety Officers. No objections to the proposal were raised.

6. FINANCIAL CONSIDERATIONS

- 6.1 The table below sets out a summary of the proposed scheme, the costs, and the schools / wards that would benefit.

Proposed Scheme	Estimated Cost	Schools Served	Location Ward
St Teresa's and Rossmere 20mph Zone	£30,000	St Teresa's and Rossmere Primary School	Fens and Rossmere

- 6.2 The scheme will be funded from the Safer Routes to School Budget within the Council's Local Transport Plan Capital allocation for 2014 / 2015.

7. EQUALITY AND DIVERSITY CONSIDERATIONS

- 7.1 The range of Safer Routes to School Improvements will help improve access to the schools identified for all pedestrians and cyclists, but particularly pedestrians with disabilities and mobility problems, the elderly, and pedestrians with pushchairs as examples. Please see Equality Impact Assessment form as (**Appendix 2**).

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

- 8.1 There are no Section 17 considerations.

9. RECOMMENDATIONS

- 9.1 It is recommended that the Committee approves the schemes outlined in section 4 of this report.

10. REASONS FOR RECOMMENDATIONS

- 10.1 The scheme identified will improve road safety for school journeys, help promote walking to school thereby bringing associated health and environmental benefits as well as helping achieve the objectives of Hartlepool's 3rd Local Transport Plan.

11. BACKGROUND PAPERS

- 11.1 None.

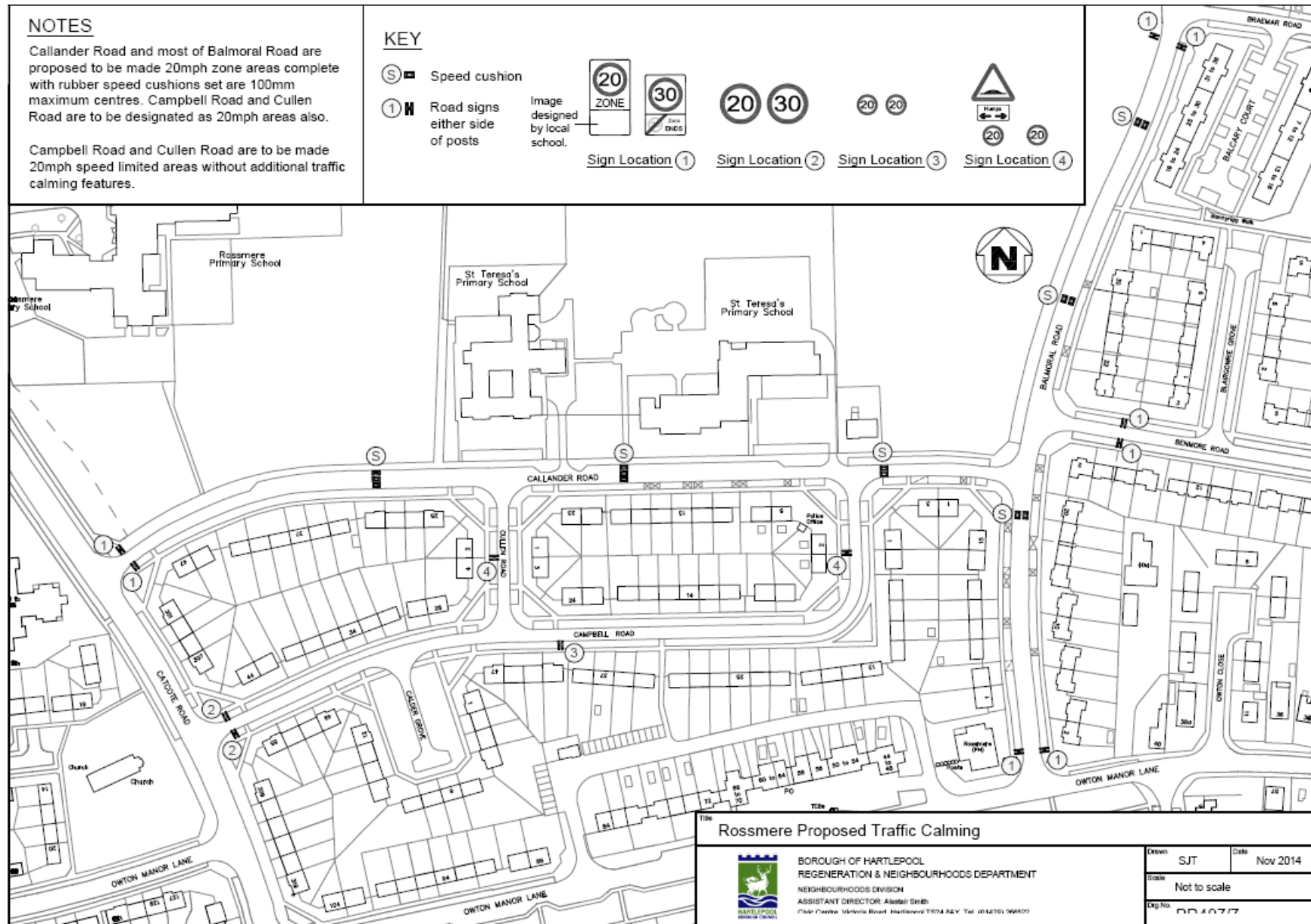
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EQUALITY IMPACT ASSESSMENT FORM**APPENDIX 2**

Department	Division	Section	Owner/Officer					
Regeneration and Neighbourhoods	Technical Services	Sustainable Travel and Road Safety	Robert Snowball					
Function/Service	Installation of a School Safety Zone around St Teresa's and Rossmere Primary School							
Information Available	The school safety zone is designed to improve the pedestrian environment to improve and enhance walking to school. Traffic calming is also included to reduce vehicle speeds and make crossing over roads in the area easier and safer							
Relevance Identify which strands are relevant or may be affected by what you are reviewing or changing	Age	Yes						
	Disability	Yes						
	Gender Re-assignment							
	Race							
	Religion							
	Gender							
	Sexual Orientation							
	Marriage & Civil Partnership							
	Pregnancy & Maternity							
Information Gaps								
What is the Impact	The proposal improves the existing situation for all pedestrians							
Addressing the impact	The outcome of the impact assessment may be one or more of the following four outcomes; You must clearly set out your justification for the outcome/s.							
	1. No Impact- No Major Change – The proposal crossing will enhance the situation for all pedestrians.							
	2. Adjust/Change Policy – N/A							
	3. Adverse Impact but Continue – N/A							
	4. Stop/Remove Policy/Proposal – N/A							
Actions								
It will be useful to record and monitor any actions resulting from your assessment to ensure that they have had the intended effect and that the outcomes have been achieved.								
Action identified	Responsible Officer	By When	How will this be evaluated?					

Date sent to Equality Rep for publishing	00/00/00
Date Published	00/00/00
Date Assessment Carried out	00/00/00

NEIGHBOURHOOD SERVICES COMMITTEE

17th November 2014



Report of: Assistant Director (Neighbourhoods)

Subject: SAFER ROUTES TO SCHOOL PROJECT – PUFFIN
CROSSING AT WEST VIEW ROAD

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-key decision.

2. PURPOSE OF REPORT

2.1 To seek approval for a Safer Routes to School scheme that will improve road safety and help promote walking to school by making improvements to the pedestrian environment.

3. BACKGROUND

3.1 Since 2012, Hartlepool Borough Council have worked in conjunction with the national charity Living Streets to Deliver the Walk to School Outreach project at Schools in Hartlepool. This is a Department for Transport funded project that aims to encourage walking to school as it can have significant health, environmental and safety benefits. The project includes work such as parent surveys, school route audits and working with school councils. From this, barriers that prevent or discourage walking are identified.

3.2 In Year 1 walking rates at participating Hartlepool primary schools increased 8% on average to 66%. The number of children walking to school increased from 2,610 to 2,970, equating to over 350 fewer peak-time car trips on the school journey.

3.3 Since the project started 16 School Route Audits have been carried out at a number of schools in Hartlepool. These are designed to enable school communities and local authorities to create local streets fit for the walk to school. The aim is to work with children, parents and staff to identify physical barriers to walking on the streets in the vicinity of their school, with a focus on the following:

- Footway surfaces and obstructions
- Facilities and signage
- Maintenance and enforcement issues
- Personal safety
- Crossing points, access routes and desire lines
- Road layout and space allocation
- Aesthetics
- Traffic
- Places to socialise and play

3.4 These audits have helped to identify the need for the proposal outlined in this report.

4. PROPOSALS

4.1 Through the Walk to School Outreach Project, delivered in conjunction with Living Streets, a potential Safer Routes to School scheme has been identified.

4.2 Puffin Crossing at West View Road

Through the work with Living Streets a common barrier to walking across a number of schools was the difficulty of crossing of West View Road around the junction between King Oswy Drive and Davison Drive, not only at school times, but across the whole day and at weekends. There are also a number of bus stops around the area and getting to them requires crossing West View Road in this location.

To help assist with crossing the road at this location a scheme has been designed to install a Puffin Crossing. The crossing would assist a significant number of school pupils to cross the road at this location as well as being a permanent facility that will help to improve the pedestrian links between Davison Drive, King Oswy Drive and to bus stops in the area.

A Puffin Crossing is a signal controlled crossing. A green man indicates when pedestrians should cross and there are detectors on the crossing to ensure that a red light is shown to traffic until all pedestrians have finished crossing over the road.

The proposed Puffin Crossing will replace the existing pedestrian refuge at this location.

A plan of the proposed scheme is provided in **Appendix 1**.

5. CONSULTATION

5.1 Consultation on the Scheme has been undertaken with local residents, schools, ward members and the Council's Traffic Liaison Group.

Residents

- 5.2 Consultation has been undertaken with 120 properties in the vicinity of the proposed crossing. 28 responses have been received, of which 27 have been in favour of the proposal and 1 against. The majority of comments received have been strongly in favour of the proposal and the one against is on the basis that they do not believe the crossing would be used properly.

Ward Members

- 5.3 Details on the proposed scheme have been provided to ward members for comment. One Member has requested a short section of additional footway be provided to enhance links to the nearby bus stop.

Local Schools

- 5.4 In addition to the local residents, consultation has been carried out at St John Vianney RC Primary School, West View Primary School, Barnard Grove Primary School and St Hild's School via the School Route Audit Process. We worked directly with pupils in addition to collecting parent and staff surveys. School staff, children and parents in each of the audits identified a lack of suitable crossing points in the area. Of particular concern was crossing West View Road between Davison Drive and King Oswy Drive. Parents emphasised the following:

“The busy roads around the school are a concern and the lack of safe crossing across West View Road and the bottom end of King Oswy Drive, especially”

“A crossing would be ideal at the junction of King Oswy Drive and West View Road, as it can be busy to and from school times”

- 5.5 Children highlighted that they found West View Road difficult to cross due to the volume of traffic at peak times. This prompted the Living Streets Hartlepool Co-ordinator and HBC Road Safety team to carry out a school crossing survey at the site in June 2013. We also installed pedestrian counters for a two week period in September 2014 (data to follow) to ascertain how many people use this point to cross on a daily basis.

Council's Traffic Liaison Group

- 5.6 The proposed scheme was discussed at the Council's Traffic Liaison Group in April 2014. The group consists of Police, Fire, Ambulance, bus operators, driving instructors representatives, taxi representatives, and Council Traffic, Parking and Road Safety Officers. No objections to the proposal were raised.

6. FINANCIAL CONSIDERATIONS

- 6.1 The table below sets out a summary of the proposed schemes, their costs, and the schools / wards that would benefit.

Proposed Scheme	Estimated Cost	Schools Served	Location Ward
West View Road Puffin Crossing	£37,750	St Hild's, St John Vianney, West View and Barnard Grove	De Bruce

- 6.2 The schemes will be funded from the Safer Routes to School budget within the Council's Local Transport Plan Capital allocation for 2014 / 2015.

7. EQUALITY AND DIVERSITY CONSIDERATIONS

- 7.1 The range of Safer Routes to School Improvements will help improve access to the schools identified for all pedestrians and cyclists, but particularly pedestrians with disabilities and mobility problems, the elderly, and pedestrians with pushchairs as examples. Please see Equality Impact Assessment form as (**Appendix 2**).

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

- 8.1 There are no Section 17 considerations.

9. RECOMMENDATIONS

- 9.1 It is recommended that the Committee approves the schemes outlined in section 4 of this report.

10. REASONS FOR RECOMMENDATIONS

- 10.1 The scheme identified will improve road safety for school journeys, help promote walking to school thereby bringing associated health and environmental benefits as well as helping achieve the objectives of Hartlepool's 3rd Local Transport Plan.

11. BACKGROUND PAPERS

- 11.1 None.

12. CONTACT OFFICER

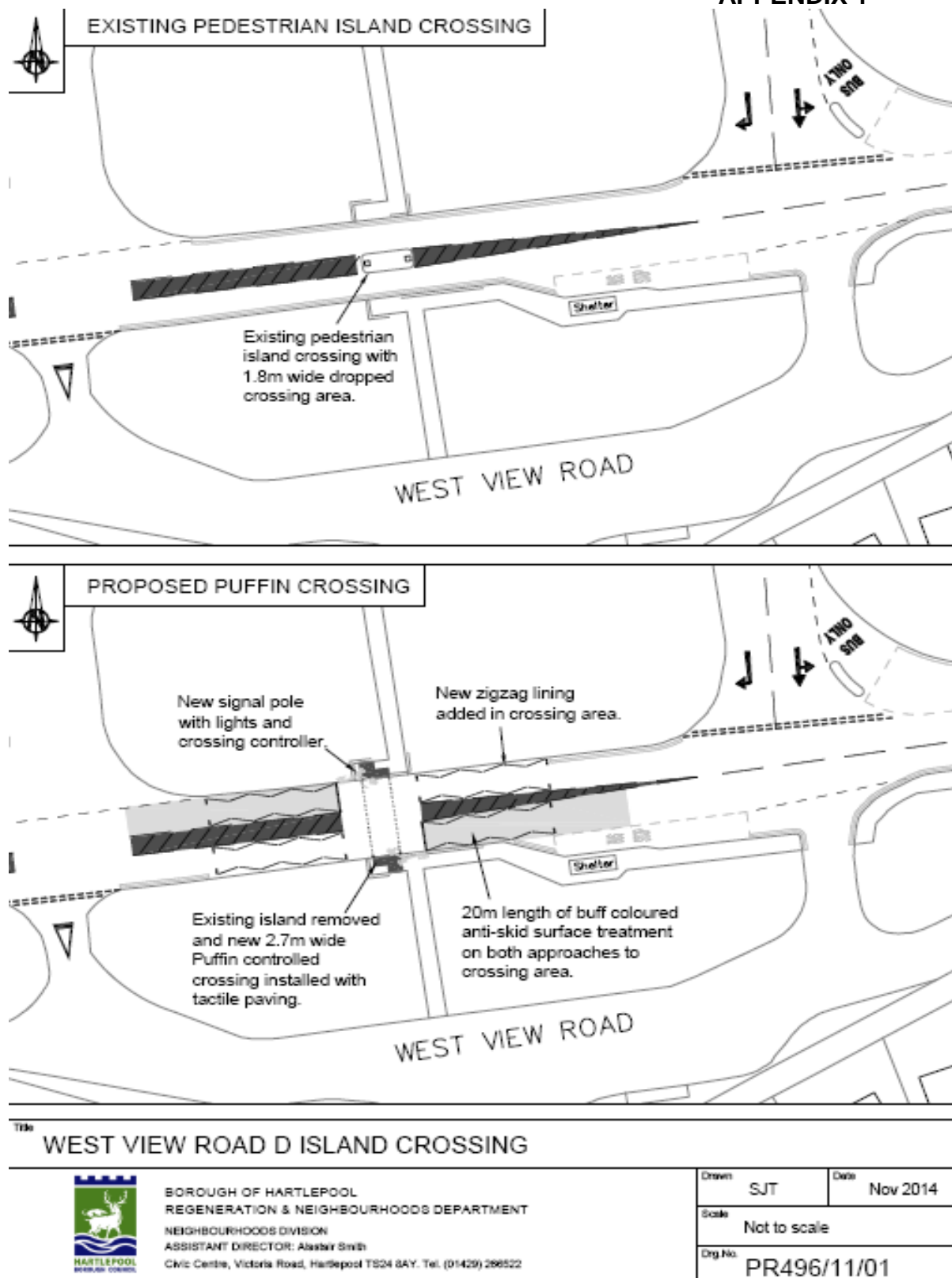
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APPENDIX 1



EQUALITY IMPACT ASSESSMENT FORM**APPENDIX 2**

Department	Division	Section	Owner/Officer
Regeneration and Neighbourhoods	Technical Services	Sustainable Travel and Road Safety	Robert Snowball
Function/Service	Installation of a Puffin Crossing on West View Road.		
Information Available	Pedestrian Crossing will provide an enhanced pedestrian environment and can help improve accessibility for all pedestrians regardless of age or any disability by making crossing over a busy road safer and easier.		
Relevance Identify which strands are relevant or may be affected by what you are reviewing or changing	Age	Yes	
	Disability	Yes	
	Gender Re-assignment		
	Race		
	Religion		
	Gender		
	Sexual Orientation		
	Marriage & Civil Partnership		
	Pregnancy & Maternity		
	Information Gaps		
What is the Impact	The proposed crossing is an improvement on the existing situation for all pedestrians		
Addressing the impact	The outcome of the impact assessment may be one or more of the following four outcomes; You must clearly set out your justification for the outcome/s.		
	1. No Impact- No Major Change – The proposed crossing will enhance the situation for all pedestrians.		
	2. Adjust/Change Policy – N/A		
	3. Adverse Impact but Continue – N/A		
	4. Stop/Remove Policy/Proposal – N/A		
Actions			
It will be useful to record and monitor any actions resulting from your assessment to ensure that they have had the intended effect and that the outcomes have been achieved.			
Action identified	Responsible Officer	By When	How will this be evaluated?

Date sent to Equality Rep for publishing	00/00/00		
Date Published	00/00/00		
Date Assessment Carried out	00/00/00		

NEIGHBOURHOOD SERVICES COMMITTEE

Monday 17th November 2014



Report of: Assistant Director (Neighbourhoods)

Subject: FLOODING SCHEME UPDATE

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 For information.

2. PURPOSE OF REPORT

2.1 To update Members on the work undertaken to address flooding issues throughout Hartlepool.

3. BACKGROUND

3.1 As the lead Local Flood Authority, Hartlepool Borough Council is required to develop a strategy to tackle local flood risks.

3.2 The Council has a role in overseeing the management of local flood risks, primarily arising from;

- **Groundwater flooding** - results from heavy or prolonged rainfall that causes the groundwater table to rise above its normal level.
- **Surface water (rainfall) runoff** – results from flows over surfaces such as roads and fields that can not easily absorb water.
- **Ordinary watercourses (streams and ditches)** - channels which carry water away from the surrounding area during or after a storm event.

3.3 The Flood & Water Management Act 2010 also requires the lead Local Flood Authority to investigate significant flood incidents. This duty is not necessarily to investigate the flood event itself but to investigate the process by which the various flood risk management authorities undertook their duties in order to learn lessons which can minimise flood risk in the future.

3.4 The need to investigate a particular flood is determined on a case-by-case basis taking into consideration a number of factors such as the likely flood source, the number of properties affected and the health and safety risk posed by the event.

3.5 Since the implementation of the Floods and Water Management Act 2010, the Council has undertaken various projects to both investigate and remediate flooding sites across the Borough. A selection of these schemes are detailed below.

3.6 North Close, Elwick

In September 2013 severe weather conditions led to a property in North Close becoming flooded by surface water run-off, with water actually entering the property. The Council investigated the event and established that surface water was running off a nearby field onto the highway and then from the highway into the property in North Close. In order to mitigate the problem in the short term additional highway drainage was introduced and existing systems were cleansed and repaired as necessary and Northumbrian Water undertook their own investigations and repairs to the main sewerage system into which some of the gullies discharged.

In order to resolve the more significant, longer term, problem of the surface water run-off Officers liaised with the land owner and gained access to the land to carry out mitigation works in the form of a field drain and headwall to prevent further run-off. This work cost approximately £30,000 and was funded through the Revenue Coast Protection and Land Drainage budget.



Fig 1 New Drainage Ditch



Fig 2 New Headwall protecting North Close.

3.7 Riverston Close,

Flooding to the rear of number 4 Riverston Close has occurred on several occasions over a number of years. The resultant flood risk investigation identified that, while flood water had reached the airbrick level of the property, no significant property damage had occurred. Officers deemed that property flooding had only been avoided due to the evasive action of the resident and as such there was a flood risk to the property. Further investigations identified that the nearby watercourse flowed through a dense wooded area and that within 20m of the property boundary this watercourse became culverted. During storm events debris, including tree foliage, was carried down stream and caused a blockage at the culvert entrance. Once the culvert became blocked the natural flow path was down the public footpath and into the garden of number 4 Riverston Close. It was not economically viable to install measures to prevent debris movement so an additional entry point was created into the top of the culvert via a gully system. This additional opening allows flow to be reintroduced into the culvert before reaches the adjacent properties. This work cost approximately £10,000 and was funded through the Floods and Waters grant.

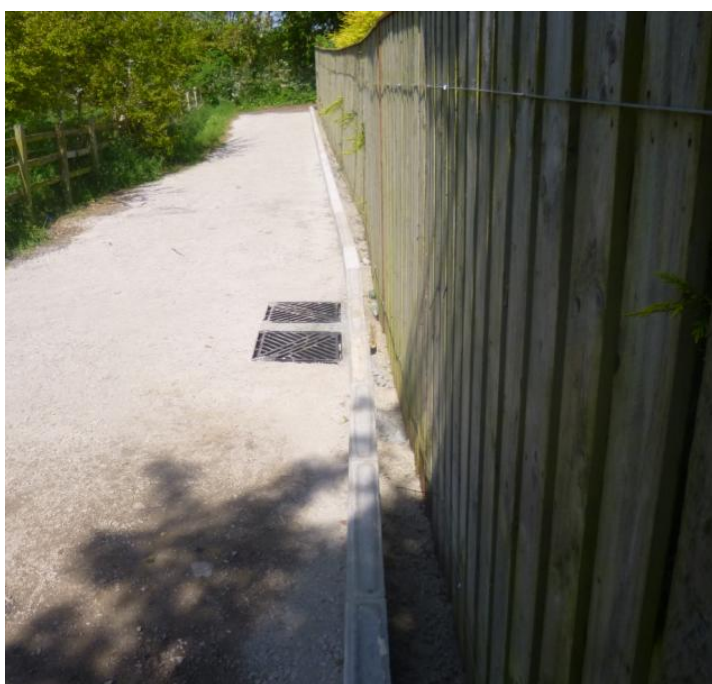


Fig 3 Reinstatement Works



Fig 4 New Culvert Entry Point

3.8 Padstow Close

Padstow Close was identified as one of the key flood risk sites by the Hartlepool 'Surface Water Management Plan' in 2012. A total of 14 properties were deemed to be at risk of flooding with potential flooding sources being from the highway of Newquay Close and from the field to the rear of the properties, both of which are considerably higher than Padstow Close. Topographic, visual and walkover surveys were all undertaken as part of the Council's investigation works.

The topography of the site coupled with the buried medieval village under the field meant undertaking earthworks was effectively ruled because of the historical importance of the site. The preferred option was to install property level protection to the affected properties to ensure flood water could not enter them. These measures included flood doors, water block air bricks and non return valves to drainage outlets. Property level protection was installed in 12 of the 14 houses (as 2 properties opted out of the scheme). The scheme was funded by the Environment Agency's Local Levy fund, costing approximately £60,000 and were complete in late 2013.



Fig 5 Typical Flood Protection Door

3.9 Greatham Works

A number of issues were reported in Greatham Village with 3 notable hotspots namely Bank Top Cottage, Greatham High Street and Greatham Post Office. Officers investigated all 3 flooding sites and concluded that they were independent problems that would be further investigated on an individual basis.

The resident of Bank Top Cottage had reported surface water migrating up through the road surface and the nearby gullies not being able to take this flow. Further reports of embankment slippage were attributed to the same issue. Officers investigated the existing drainage network and noted that the existing road gullies and pipe network were heavily silted up. Attempts to

remove these blockages proved unsuccessful due to the amount of silt material.

The Council installed 3 new road gullies and a new carrier pipe which was connected further downstream. Embankment stability work was also undertaken while onsite.

Reports of a blocked gully on the High Street were investigated. The gully was beyond economical repair and Officers established that the original gully was not in the optimal location. A new channel block was installed to divert flows around the radius and into another nearby gully. No further flooding reports have been received for this location since the repair work was completed.

Several reports of flooding affecting the Post Office were investigated. It was established that there were insufficient gullies to adequately remove surface water in the carriageways 'low spot'. Installation work for 2 new road gullies is currently ongoing (October 2014).

In total approximately £40,000 has been spent rectifying flooding issues in Greatham over this financial year. This funding has come from both the Coast Protection/ Land Drainage budget and the Floods and Waters grant.



Fig 6 Drainage Investigation Works



Fig 7 Drainage Investigation Works

3.10 A689 Wynyard

In November 2012 a severe storm event caused flooding as a result of surface water running off both the nearby fields and the highway itself. The flooding on this occasion was so severe that the main carriageway (A689) was forced to close with traffic being diverted through Wynyard.

Hartlepool Borough Council is responsible for this section of carriageway and as such conducted a post event investigation. The CCTV investigations of the existing pipe network showed that the highway drainage system was heavily blocked and the down stream culvert was also blocked with tree roots and debris.

Officers arranged for a cleansing of the drainage system up to the point where the culvert enters Stockton Borough Council's boundary. A new chamber was also construction to ensure ease of access for future maintenance.

The Council now cleanse the drainage system on an annual basis and the 2014 cleansing work has recently been undertaken (October 2014) which has revealed some major pipe deformation and areas of partial collapse in the 300mm highway drain. Officers are currently awaiting the CCTV report but anticipate some sections of the drainage network under the A689 will require replacement. Officers are also currently in discussion with Wynyard Estates about the possibility of opening up sections of the culverted watercourse to create spill way areas. This will help reduce the pressure on the drainage network during times of peak flow. Discussions are currently ongoing however it is anticipated that this work can be undertaken at the same time as the potential pipe repairs.



Fig 8 and 9 A689 drainage Investigation Works

4. PROPOSALS

- 4.1 Officers will continue to respond to flooding incidents under the duties bestowed on them a Lead Flood Authority.
- 4.2 Incidents requiring more then a gully cleanse will continue to be investigated by Officers who will prioritise flooding schemes on the basis of property level flooding and the protection of major infrastructure being the most critical in the first instance.

- 4.3 Officers will continue to work through the recommendations of the Surface Water Management Plan 2012 and produce a drainage strategy based on these
- 4.4 Officers will work with land owners in areas prone to surface water run off to discuss the possibility of opening up historic drainage ditches to capture surface water at source.

5. RISK IMPLICATIONS

- 5.1 Hartlepool Borough Council as a Lead Local Flood Authority has a duty to investigate flooding instances.
- 5.2 HBC will continue to prioritise flooding schemes as per section 4.2.

6. FINANCIAL CONSIDERATIONS

- 6.1 Hartlepool Borough Council currently have two revenue budgets for investigating and remediating flooding issues, Coast Protection/ Land Drainage (£305k) and Floods and Waters (£90k). The Floods and Waters budget was a 4 year grant which ends this financial year. The Council's gully maintenance is funded separately.
- 6.2 Hartlepool Borough Council will continue to utilise the Local Levy where possible to fund schemes that would not attract national funding.

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 Hartlepool in accordance with duties accorded by the Flood & Water Management Act 2010.

11. BACKGROUND PAPERS

11.1 None.

12. CONTACT OFFICER

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