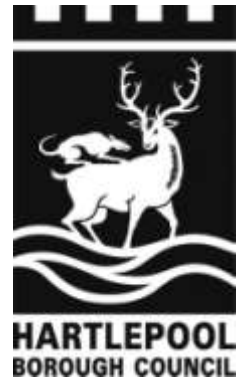


# NEIGHBOURHOOD SERVICES COMMITTEE AGENDA



**Monday 21 March 2016**

**at 10.00 am**

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

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors Ainslie, Barclay, Gibbon, Jackson, James, Loynes and Robinson

**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 Monday 29 February 2016 (*previously circulated*)

**4. KEY DECISIONS**

- 4.1 Concessionary Local Bus Travel 2016-17 – *Assistant Director, Neighbourhood Services*
- 4.2 Hartlepool Local Flood Risk Management Strategy – *Assistant Director, Neighbourhood Services*

**5. OTHER ITEMS REQUIRING DECISION**

No items.



**6. ITEMS FOR INFORMATION**

No items.

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

**ITEMS FOR INFORMATION**

**Date of next meeting – to be confirmed.**



# NEIGHBOURHOOD SERVICES COMMITTEE

21<sup>st</sup> March 2016



**Report of:** Assistant Director (Neighbourhoods)

**Subject:** **CONCESSIONARY LOCAL BUS TRAVEL  
2016 - 17**

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Key Decision test (i) and (ii) Applies. Forward Plan Reference No RN 19/15.

## 2. PURPOSE OF REPORT

2.1 To report the proposed re-imbusement arrangements with local bus operators for concessionary fares to be implemented from 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017 inclusive.

## 3. BACKGROUND

3.1 The English National Concessionary Travel Scheme (ENCTS) came into operation on 1<sup>st</sup> April 2008. Under ENCTS, holders of a concessionary pass are entitled to travel on buses free of charge between 9:30am and 11:00pm on weekdays and at any time at weekends anywhere in England. Under the Concessionary Bus Travel Act 2007 local enhancements are allowed to the ENCTS including, for example, removal of restrictions on the time of travel and use of companion passes.

3.2 In March 2011 agreement was reached with the operators to continue the fixed payment system in 2011/12, with a revised enhancement of a fixed price of 30p per journey for trips commencing before 9:30am.

3.3 This same arrangement for a local enhancement of the National Scheme has remained in place since this date.

3.4 The Department for Transport has now issued its guidance for ENCTS reimbursement in 2016/17.

3.5 The Confederation of Passenger Transport (CPT), Index showing costs in the bus industry to June 30<sup>th</sup> 2015, indicates a 1.6% increase for England. The data for Northern England is also showing an increase of 1.6%.

Vehicle maintenance is the biggest cost pressure. The maintenance materials element shows a 3.9% increase for Northern England, 2.1% for all ENCTS regions. The CPT report states that ‘experiences in the change of diesel costs continue to be affected by the differing outcomes of hedging programmes by various operators.’ This caused figures for individual operators to range from a 24% reduction to an increase of 30%, with a weighed average of -2.7%

3.6 Fares have continued to increase above the general inflation rate and the CPT cost index. This is important because DfT guidance is based not on cost increases but on the average adult fare. Increases averaging 3% were made across England to September 2015.

3.7 Across the Country Local bus passenger journeys have shown a decrease of 0.5% in 2015 compared to the same period in 2014.

3.8 ENCTS journeys have shown a broadly flat trend, this is thought to be mainly due to the rising eligibility age for pensioners

#### **4. PROPOSALS**

4.1 It is recommended that approval be given to the continued participation in the Tees Valley wide English National Concessionary Travel Scheme with an enhancement of a 30 pence flat fare for trips before 09:30 for the financial year 2016/2017

#### **5. RISK IMPLICATIONS**

5.1 There are no risk implications attached to this report

#### **6. FINANCIAL CONSIDERATIONS**

6.1 At the time of writing a system of fixed payments for implementing the ENCTS has been agreed between the Tees Valley Authorities and all the bus operators.

6.2 The current estimates show an overall decrease of approximately 0.6% (compared to a 2.26% increase in 2015/16) this is due to Leven Valley no longer receiving payments for ENCT (see point 6.5). As the network has largely remained the same and no one area has demonstrated any unique trends. It is proposed to apportion Local Authority payments using the same percentage split as 2015/16 thereby providing each authority with a proportionate decrease.

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

**TABLE 3 – INITIAL ESTIMATE OF 2016/17 ENCTS COSTS**

	<b>Estimated 2016 - 2017</b>
<b>Darlington</b>	<b>£3,151,570</b>
<b>Hartlepool</b>	<b>£2,277,900</b>
<b>Middlesbrough</b>	<b>£4,207,672</b>
<b>Redcar</b>	<b>£2,990,895</b>
<b>Stockton</b>	<b>£4,108,924</b>

- 6.4 Each of the authorities will be provided with a more detailed breakdown of pressures based on different operators once the data is available. It must be stressed that these are very much provisional figures and should not be assumed to be a 'ceiling'; especially in the absence of average fare data, any announced fare increases and data from some small operators.
- 6.5 The bus operator Leven Valley went into administration in March 2015 therefore no payments for ENCTS were made to them during the financial year although negotiations had taken place, a figure agreed and payments allocated to each Local Authority that has led to a budget surplus. It should also be noted that there was a further in year settlement for Stagecarriage of approximately £50,000 to take account of additional services due to Leven Valley entering administration. It has been suggested that £200,000 of this surplus is partly refunded to each Authority based on the percentage payment split; Hartlepool have been calculated to receive a refund in the region of £27,220 and this will be reflected in the overall final outturn. If the total final outturn exceeds the forecast outturn, which has already been committed to support the 2016/17 budget, a proposal for using any uncommitted resources will be reported to the Finance and Policy Committee for consideration and approval.
- 6.6 In considering the issues outlined in this report Members are reminded that significant additional Government Grant cuts will be made over the period 2016/17 to 2018/19. As a result the Council faces a budget deficit for the next three years of between £16.3m and £18.3m, depending on the level of Council Tax increases approved by Members over this period. The recommended strategy for managing the 2016/17 budget position is predicated on the use of significant one-off resources to provide a longer lead time to make permanent budget reductions and the following table summarises the annual budget deficits. Detailed proposals for achieving 2017/18 and 2018/19 budget reductions will need to be developed. Any additional budget pressures will increase the budget cuts which will need to be made and will need to be referred to the Finance and Policy Committee for consideration.

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

## 7. LEGAL CONSIDERATIONS

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

## 8. CHILD AND FAMILY POVERTY

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

## 9. EQUALITY AND DIVERSITY CONSIDERATIONS

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

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

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

## 11. STAFF CONSIDERATIONS

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

## 12. ASSET MANAGEMENT CONSIDERATIONS

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

**13. RECOMMENDATIONS**

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

**14. REASONS FOR RECOMMENDATIONS**

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

**15. BACKGROUND PAPERS**

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

**16. CONTACT OFFICER**

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# NEIGHBOURHOOD SERVICES COMMITTEE

21<sup>st</sup> March 2016



**Report of:** Assistant Director (Neighbourhoods)

**Subject:** **HARTLEPOOL LOCAL FLOOD RISK  
MANAGEMENT STRATEGY**

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Key Decision test (ii) applies. Forward Plan Reference No **RN02/16**.

## 2. PURPOSE OF REPORT

2.1 The purpose of this report is to seek approval for the Council's Local Flood Risk Management Strategy (hereafter 'the Strategy') and to update members on the Council's duties as a Lead Local Flood Authority (LLFA).

## 3. BACKGROUND

3.1 The Flood and Water Management Act 2010 (FWMA 2010) was introduced to address the concerns and recommendations raised in the Pitt Report following the 2007 floods.

3.2 The Pitt Review recommended that the approach to flood risk management should be coordinated and consistent, incorporating communication with communities at risk and ensuring greater clarity in the roles and responsibilities of all Risk Management Authorities (RMA's).

3.3 A key recommendation of the Pitt Review included increasing local authority responsibility in the management of local flood risk by taking the lead in tackling problems of local flooding and co-ordinating all relevant agencies. Consequently, Hartlepool Borough Council has developed this Strategy.

3.4 The FWMA 2010 required the establishment of LLFA's which have the key role to: "*Develop, maintain, apply and monitor a strategy for local flood risk management in its area, where local flood risk refers to a flood from a) surface water runoff, b) groundwater and c) ordinary watercourses.*"



- 3.5 Since September 2015 this Strategy has been developed building upon the conclusions of the Hartlepool Surface Water Management Plan (2012). The completed Strategy requires adoption by Hartlepool Borough Council members and will require a review every 6 years.
- 3.6 A copy of the document can be found in the Members Library.

#### **4. PROPOSALS**

- 4.1 The FWMA 2010 forms a key driver for this Strategy and has influenced the development of the document.
- 4.2 The Strategy is consistent with the Environment Agency's National Flood and the Coastal Erosion Risk Management Strategy.
- 4.3 The Strategy was required to identify all RMA'S within the Borough. RMA's are required to act in a manner consistent with the National Strategy and form effective partnerships to deliver effective flood risk management.
- 4.4 The key RMA's for Hartlepool Borough Council include;
- Hartlepool BC as the Lead Local Flood Authority;
  - Environment Agency;
  - Highway Authority and Highways England; and
  - Northumbrian Water.
- 4.5 This Strategy has developed a set of local objectives to enable the management of flood risks through a framework of measures which seek to strengthen the regeneration, planning policy and service delivery within the Council. The Strategy objectives have been drawn from the work undertaken by the Surface Water Management Plan (2012), the Strategic Flood Risk Assessment (2010) and the Preliminary Flood Risk Assessment (2011).
- 4.6 The local objectives for the Strategy are:
- Understand the areas that flood.
  - Manage the local flood risk in Hartlepool.
  - Enable people, communities, businesses and local bodies to work more effectively together.
  - Put communities at the heart of what we do and help Hartlepool residents during flood events, and recover as quickly as possible after incidents
  - Promote sustainable solutions.
- 4.7 The Strategy has also developed a set of local measures to set out how we aim to meet the local objectives. Some of the local measures include;

1. Maintaining the effective flood risk management approach to utilise the flow capacity of ordinary watercourse channels.
  2. Establish and maintain a register of assets that help to manage flood risks.
  3. Partnership and co-ordination of risk management activities to ensure prioritisation of capital investment.
  4. Establish and maintain a register of assets that help to manage flood risks and maintenance regime of ditches and gullies.
  5. Natural flood risk management measures, channel restoration, use of farmland to temporarily store water, reinstating wetlands, reduction in run off, aquifer recharge, biodiversity, and green amenity spaces through use of SuDS.
  6. Using sustainable drainage systems in new developments and re-developments to manage surface water flood risk.
- 4.8 The Surface Water Management Plan (2012) identified eight priority areas within the Borough for flood risk management and a further 37 intermediate sites. These priority and intermediate sites form the focus of this Strategy in terms of identifying and prioritising measures to reduce flood risk.
- 4.9 Consultation has been undertaken with the Environment Agency, Northumbrian Water and Natural England as well as internal Council departments and the general public. All feedback obtained from this consultation process has been incorporated into the document where appropriate.
- 4.10 The Strategy is intended to be a 'living' document which will be monitored and updated to reflect changing issues and priorities.

## **5. RISK IMPLICATIONS**

- 5.1 Although there is no statutory deadline for producing the Strategy, Central Government have indicated that Strategies should be in place by April 2016. Failure to implement a Strategy may impact on the ability to secure future external funding towards flood risk and coastal schemes.

## **6. FINANCIAL CONSIDERATIONS**

- 6.1 There are currently no financial considerations attached to this report.

## **7. LEGAL CONSIDERATIONS**

- 7.1 The Council has been designated a LLFA under the FWMA 2010.

7.2 The requirements for a Local Flood Risk Management Strategy are set out in the FWMA 2010. This Act translates the European Floods Directive into UK legislation. These legislative requirements together with the recommendations of the Pitt Review have informed the development of this Strategy.

## **8. CHILD AND FAMILY POVERTY**

8.1 There are no child and family poverty implications attached to this report

## **9. EQUALITY AND DIVERSITY CONSIDERATIONS**

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

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

10.1 There are no Section 17 considerations attached to this report

## **11. STAFF CONSIDERATIONS**

11.1 Consideration should be given to the resources required to investigate flooding incidents across the Borough in accordance with '*Table 4-1: Criteria for flood investigations*' within the Flood Risk Strategy.

## **12. ASSET MANAGEMENT CONSIDERATIONS**

12.1 There are no asset management considerations.

## **13. RECOMMENDATIONS**

13.1 It is recommended that the Council adopt the Local Flood Risk Management Strategy.

13.2 It is recommended that Members note the criteria for flood investigations.

## **14. REASONS FOR RECOMMENDATIONS**

14.1 To comply with the requirements of the FWMA 2010.

**15. BACKGROUND PAPERS**

- 15.1 A copy of the document can be found in the Members Library.

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