

# NEIGHBOURHOOD SERVICES COMMITTEE AGENDA



**Monday 4 December 2017**

**at 2.00 pm**

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

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors, S Akers-Belcher, Belcher, Hind, Hunter, James, Loynes and Richardson.

**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 6 November 2017 (previously circulated)
- 3.2 To receive the Minutes and Decision Record of the meeting of the Emergency Planning Joint Committee held on 20 September 2017.

**4. KEY DECISIONS**

- 4.1 Local Safety Schemes – *Assistant Director, Environment and Neighbourhood Services*

**5. OTHER ITEMS REQUIRING DECISION**

- 5.1 Strategic Financial Management Report - as at 30 September 2017 – Director of Regeneration and Neighbourhoods and Director of Finance and Policy
- 5.2 Merlin Way – Proposed Bus Stop Locations – *Assistant Director, Environment and Neighbourhood Services*
- 5.3 Resident Permit Scheme – Consideration of Objections – *Assistant Director, Environment and Neighbourhood Services*
- 5.4 Introduction of Charges for Non-Household DIY Wastes – Update Report – *Assistant Director, Environment and Neighbourhood Services*



**6. ITEMS FOR INFORMATION**

No items.

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

**FOR INFORMATION**

Date of next meeting – Monday 22 January 2018 at 2.00pm in the Civic Centre,  
Hartlepool.



# **EMERGENCY PLANNING JOINT COMMITTEE**

## **MINUTES AND DECISION RECORD 20<sup>th</sup> September 2017**

The meeting commenced at 1.00pm at the Emergency Planning Annex,  
Stockton Police Station, Bishop Street, Stockton-on-Tees, TS18 1SY

### **Present:**

Councillor: Mick Thompson (Middlesbrough Borough Council) (In the Chair)

Councillors: Alec Brown (Redcar and Cleveland Borough Council)  
Marjorie James (Hartlepool Borough Council)

Officers: Stuart Marshall, Chief Emergency Planning Officer  
Jon Hepworth, Group Accountant (Regeneration and  
Neighbourhoods)  
Jo Stubbs, Democratic Services Officer

### **7. Apologies for Absence**

None

### **8. Declarations of interest by Members**

None

### **9. Minutes of the meeting held on 21<sup>st</sup> June 2017**

Received

### **10. Elected Member Training** (*Chief Emergency Planning Officer*)

#### **Purpose of report**

To provide members with an overview of the training available to members on resilience / emergency planning.

### **Issue(s) for consideration by the Committee**

The Chief Emergency Planning Officer gave members a brief overview of the various training options available to them and their fellow elected members. The Unit would be holding an emergency planning seminar for elected members on 10<sup>th</sup> November at Stockton Library. Members were asked to encourage their colleagues within the individual local authorities to attend. Also available was external training facilitated by the Emergency Planning College, something which Redcar and Cleveland Borough Council would shortly undertake. The Chair suggested that this be explored as a possibility by the Unit depending on the popularity of the November seminar. The Officer also advised that a number of training exercises were available for members to attend should they wish to do so. The Chair asked that a list of dates for training exercises be sent out to members.

### **Decision**

1. That members encourage attendance by their colleagues at the seminar on 10<sup>th</sup> November;
2. That consideration be given to the possibility of a one day training session by the Emergency Planning College depending upon the success of the November seminar;
3. That a list of dates for future training exercises be sent out to Committee members.

## **11. Financial Management Report for Period ending 31<sup>st</sup> July 2017** *(Author)*

### **Purpose of report**

To provide details of the revenue outturn forecast as at 31<sup>st</sup> July 2017.

### **Issue(s) for consideration by the Committee**

A summary of the outturn position was provided as set out in the report. £12 thousand of reserves had been utilised by the main Emergency Planning Unit (EPU) budget in order to fund a temporary post following a nil variance. There was also a nil variance on the Local Levy Fund and Local Resilience Forum. The Group Accountant advised members that the four local authorities had agreed in principle to proposals outlined at the previous meeting regarding future contributions to the Unit budget and refunds from the reserves to member authorities. Formal approval would hopefully be in place by the December meeting of the committee.

## **Decision**

That the latest forecast outturn be noted.

## **12. Activity and Incident Report (26<sup>th</sup> May 2017 – 31<sup>st</sup> August 2017) (Chief Emergency Planning Officer)**

### **Purpose of report**

1. To inform members of the activities, incidents reported and warning communications received and dealt with by the Unit between 5<sup>th</sup> March and 26<sup>th</sup> May 2017.
2. To provide oversight of the actions undertaken under the community resilience project hosted at the Unit and the actions associated with the Cleveland Local Resilience Forum.

### **Issue(s) for consideration by the Committee**

Between 26<sup>th</sup> May and 31<sup>st</sup> August –

21 warning communications had been received  
5 incidents of note had taken place  
13 training events had been held  
8 training exercises had been held

Information was also given regarding community resilience activities and LRF activities. Reference was made to actions taken to remove cladding from flats in Billingham following the Grenfell fire.

A member noted that the government were in the process of updating building regulations to include sprinklers on new social housing blocks. She felt this needed to be amended to include all properties over 3 storeys and all multiple occupancy properties.

The Chair referred to call ins on rubble, debris and flooding. The Chief Emergency Planning Officer advised that the Unit were further developing the risk assessment process, to include specific planning assumptions. These would provide a better understanding of the needs required following an incident against local and national resources.

## **Decision**

That the report be noted.

The meeting concluded at 1:50pm.

**P J DEVLIN, CHIEF SOLICITOR**  
**PUBLICATION DATE: 26 September 2017**

# NEIGHBOURHOOD SERVICES COMMITTEE

4<sup>th</sup> December 2017



**Report of:** Assistant Director (Environment & Neighbourhood Services)

**Subject:** LOCAL SAFETY SCHEMES

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Key Decision. Forward Plan, test ii applies. Ref RN12/17.

## 2. PURPOSE OF REPORT

2.1 To seek approval for a number of safety schemes across Hartlepool.

## 3. BACKGROUND

3.1 Safety schemes are requested at various locations, and are also identified from looking at accident data. An assessment of the data is carried out, including other factors such as speed survey results, the presence of a school/ playground, community concern. Accident levels have reduced to around their lowest ever in Hartlepool it is becoming more difficult to identify schemes based on accident data alone. Cluster sites are becoming rarer, as are accidents where engineering measures can be implemented to mitigate against them, however the information continues to be reviewed and problem sites are tackled appropriately.

## 4. PROPOSALS AND CONSULTATION

4.1 Schemes have been developed for the following locations:-

- **Rafton Drive (Appendix 1)** – A road hump scheme adjacent to the nearby playground. Residents and Ward Members have raised safety concerns about children crossing to and from the playground, and have also reported a number of near misses. Consultation results showed three respondents in favour and no objections to the scheme.
- **Bruce Crescent (Appendix 2)** – A road hump scheme outside of the Bruce Crescent entrance to West View Primary School. An accident

occurred earlier this year in a nearby street, which involved a vehicle losing control and colliding with 3 children on the footpath. The school have also voiced concerns about near misses, and would like to see safety measures introduced. No objections have been raised to the proposals. This scheme would be part of the Council's town-wide programme of safety improvements outside of schools.

- **Thorpe Street (Appendix 3)** – A traffic calming scheme consisting of two road humps and a raised crossing point at the School Crossing Patrol site. This forms part of the Council's town-wide programme of safety improvements outside of schools. The scheme originally incorporated road humps on the adjacent street (Penrith Street) as part of a wider package of traffic calming measures. Consultation results showed 6 in favour and 6 against. Reasons given for objection were that the scheme isn't necessary, the scheme is overkill, speed humps will damage cars, and that the existing 20mph limit is ignored. To take account of the objections, the scheme has been scaled back to just include the area outside of the school (Thorpe Street).
- **Northgate (Appendix 4)** – A zebra crossing to give easier access to the bus stop heading towards the town centre. This issue has been raised as a problem for several years now, and the crossing will assist senior school age children getting the bus to school, along with other pedestrians and bus users. Consultation results showed two respondents in favour and no objections to the scheme.
- **King Oswy Drive (Scheme not to go ahead)** – Consultation took place to install a parking lay-by outside of the King Oswy Club, close to the shopping parade, following representations from the shops to provide additional parking. However, consultation received three objections and only one response in favour, so it is proposed that this scheme does not go ahead.

## 5. RISK IMPLICATIONS

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

## 6. FINANCIAL CONSIDERATIONS

- 6.1 The individual scheme costs are as follows:-

- Rafton Drive - £25,000
- Bruce Crescent - £25,000
- Thorpe Street - £30,000
- Northgate - £20,000

- 6.2 All schemes are to be funded from the Council's Local Transport Plan.

**7. LEGAL CONSIDERATIONS**

7.1 Traffic regulation orders will need to be advertised for the road humps.

**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 The Neighbourhood Services Committee approves the proposed safety schemes for Rafton Drive, Bruce Crescent, Thorpe Street and Northgate.

**14. REASONS FOR RECOMMENDATIONS**

14.1 To reduce vehicle speeds and improve road safety at several locations, for all road users but predominantly children.

**15. BACKGROUND PAPERS**

15.1 None.

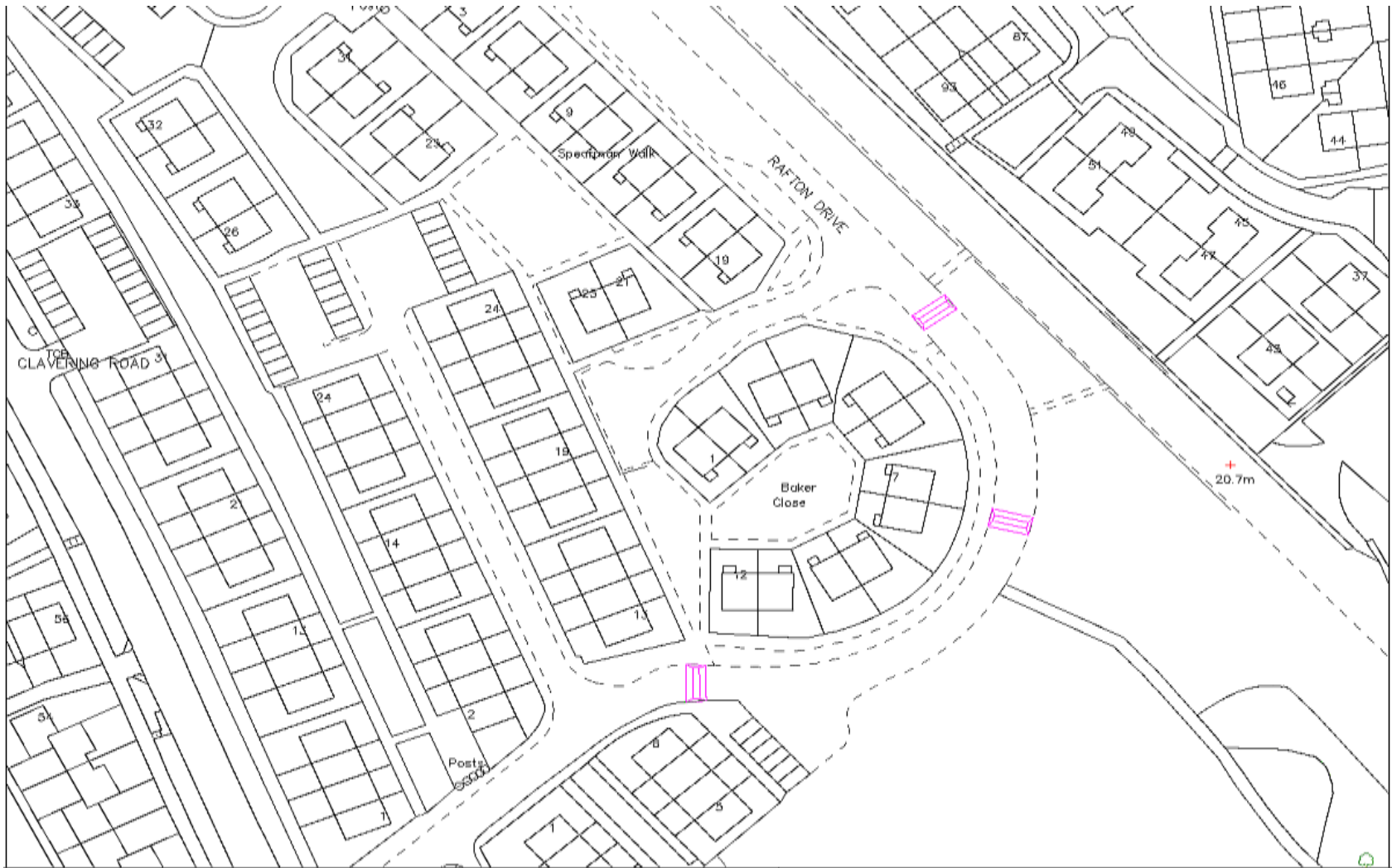
**16. CONTACT OFFICER**



16.1 Tony Hanson  
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E-mail: [peter.frost@hartlepool.gov.uk](mailto:peter.frost@hartlepool.gov.uk)

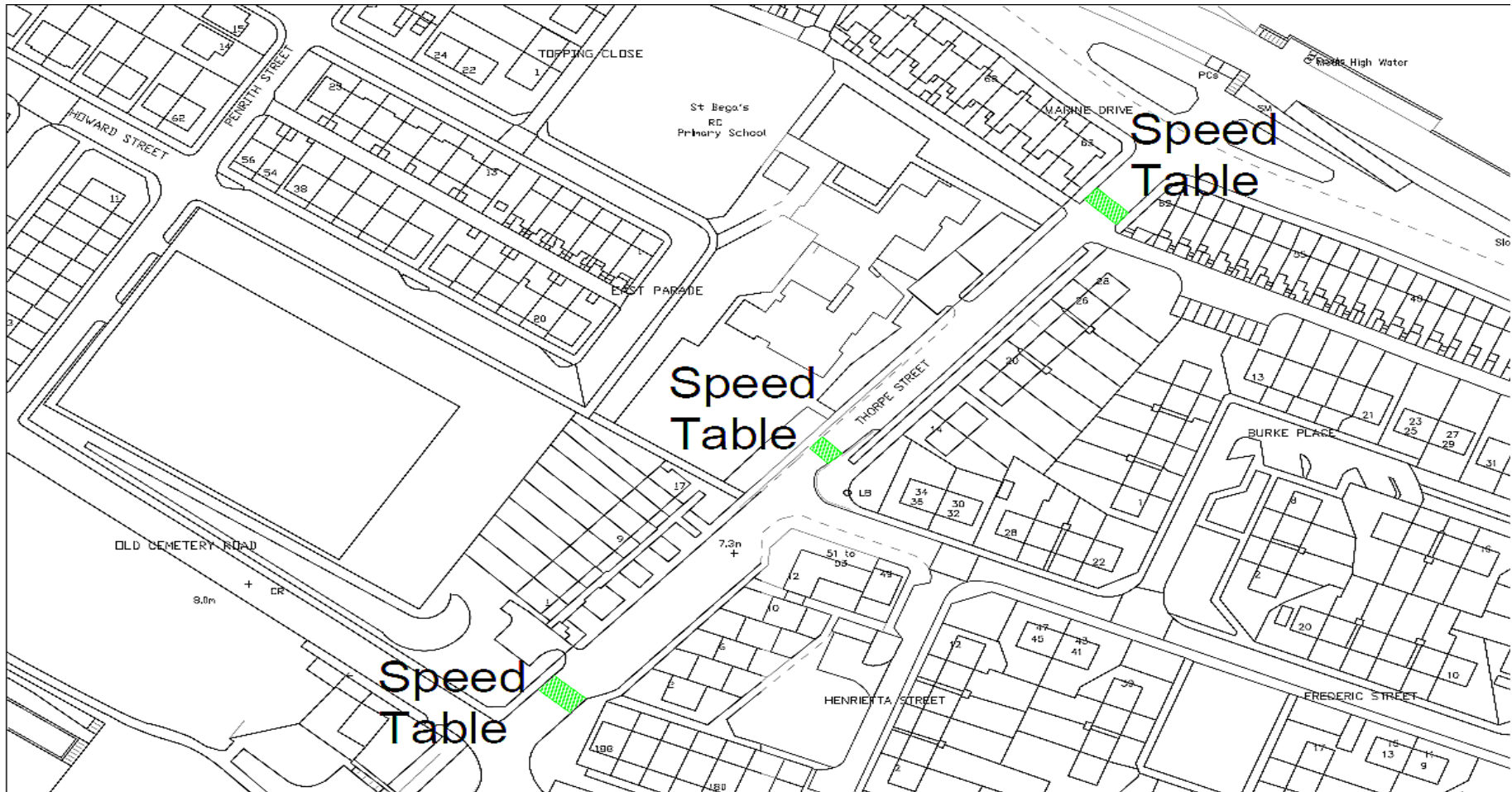
APPENDIX 1



APPENDIX 2



APPENDIX 3



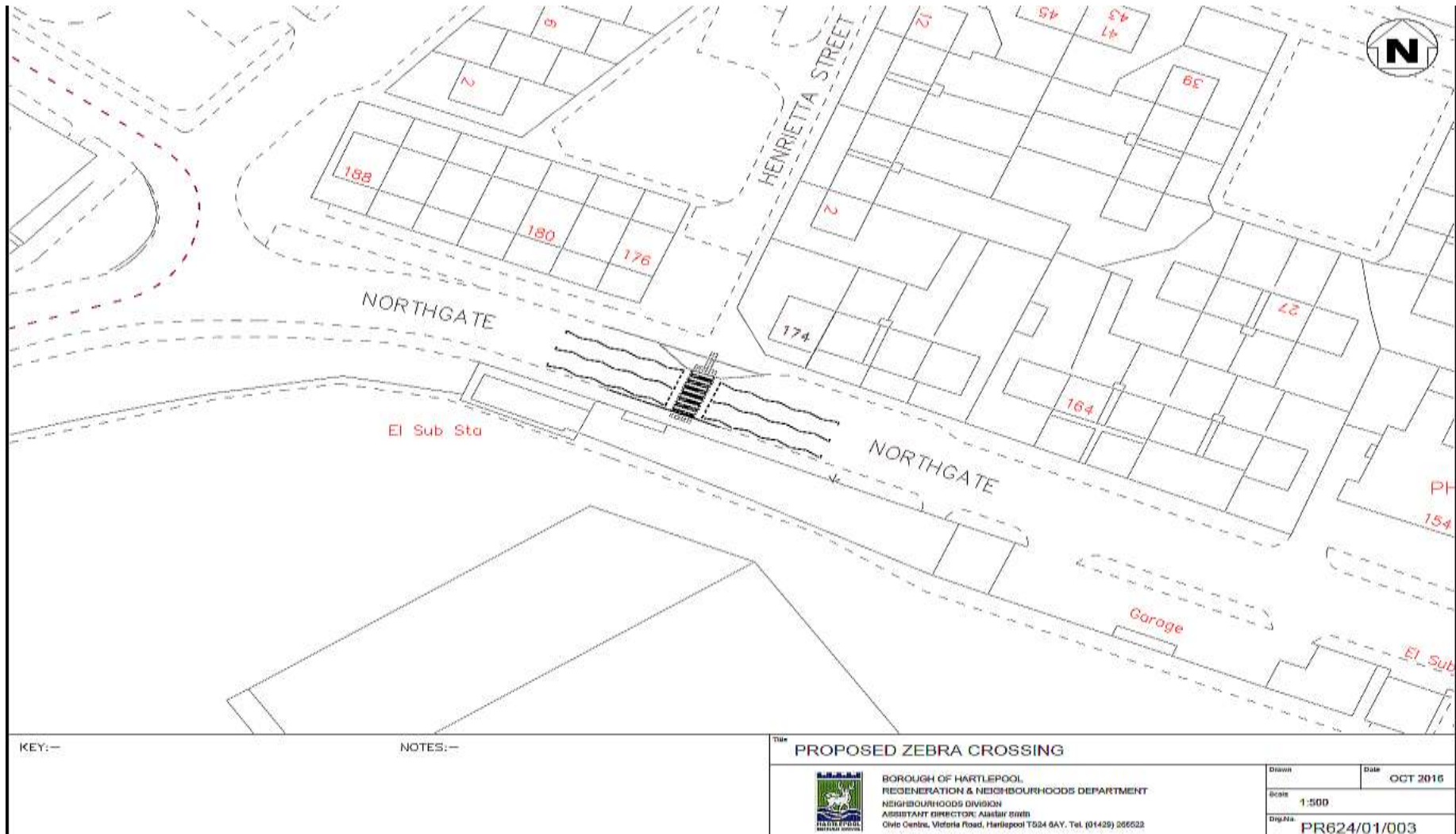
Thorpe Street - Traffic Calming



HARTLEPOOL BOROUGH COUNCIL  
 REGENERATION & NEIGHBOURHOODS DEPARTMENT  
 NEIGHBOURHOODS DIVISION  
 HIGHWAYS TRAFFIC AND TRANSPORT MANAGER: Mike Blair  
 Civic Centre, Victoria Road, Hartlepool TS24 8AY. Tel. (01429) 266522

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APPENDIX 4



# NEIGHBOURHOOD SERVICES COMMITTEE REPORT

4<sup>th</sup> December, 2017



**Report of:** Director of Regeneration and Neighbourhoods and  
Director of Finance and Policy

**Subject:** STRATEGIC FINANCIAL MANAGEMENT REPORT –  
AS AT 30<sup>th</sup> SEPTEMBER, 2017

## 1. TYPE OF DECISION/APPLICABLE CATEGORY

Non-Key.

## 2. PURPOSE OF REPORT

2.1 The purpose of the report is to inform Members of the 2017/18 forecast General Fund Outturn, 2017/18 Capital Programme Monitoring and provide details for the specific budget areas that this Committee is responsible for.

## 3. BACKGROUND AND FINANCIAL OUTLOOK

3.1 As detailed in the Medium Term Financial Strategy (MTFS) report submitted to Finance and Policy Committee on 22<sup>nd</sup> November 2017, the Government will implement further cuts in funding for Councils up to 2019/20. Over the years covered by the MTFS (2017/18 to 2019/20) this means a further grant cut of £9.8m. The Council set a balanced budget for 2017/18, which includes the use of one off reserves. After reflecting the impact of inflation and legislative changes the Council faces a net deficit for the next two years of £7.495m, which is predicated on annual Council Tax increases of 3.9% (inclusive of 2% Social Care Precept). Detailed proposals for managing the 2018/19 and 2019/20 budget deficits were also submitted to Finance and Policy Committee on 22<sup>nd</sup> November 2017.

3.2 In view of the ongoing financial challenges the Corporate Management Team will continue to adopt robust budget management arrangements during 2017/18 and as detailed in section 5 it is becoming increasingly difficult to manage the annual budget. This position will need to be managed carefully over the remainder of the financial year, particularly over the winter period where some services face their highest demand and therefore cost of providing services.

#### 4. REPORTING ARRANGEMENTS 2017/18

- 4.1 The availability and reporting of accurate and up to date financial information is increasingly important as future budget cuts are implemented and one-off resources are used up.
- 4.2 The Finance and Policy Committee will continue to receive regular reports which will provide a comprehensive analysis of departmental and corporate forecast outturns, including an explanation of the significant budget variances. This will enable the Committee to approve a strategy for addressing the financial issues and challenges facing the Council.
- 4.3 To enable a wider number of Members to understand the financial position of the Council and their service specific areas each Policy Committee will receive a separate report providing:
- a brief summary of the overall financial position of the Council as reported to the Finance and Policy Committee;
  - the specific budget areas for their Committee; and
  - the total departmental budget where this is split across more than one Committee. This information will ensure Members can see the whole position for the departmental budget.

#### 5. SUMMARY OF OVERALL COUNCIL FINANCIAL POSITION

- 5.1 An assessment of the forecast 2017/18 outturn has been completed and an over spend of £0.250m is anticipated. The 2017/18 outturn has been prepared to reflect expenditure incurred to date and forecast to be incurred in the rest of the financial year. As Members will be aware from previous years significant elements of the Council's budget are demand led and affected by expenditure over the winter months, including care costs in relation to older people and winter maintenance. The outturn forecasts will be closely monitored and regular updates will be reported to Finance and Policy Committee. The forecasts need to be considered in the context of the complexity of managing a gross General Fund budget of £260m and a net budget of £73m.

##### Forecast overspend / (under spend) 2017/18

2016/17 Actual Outturn £'000		2017/18 Latest Forecast - Overspend/ (Under spend) £'000
1,502	Forecast Departmental budgets outturn	2,465
0	Forecast Departmental reserve usage	(1,645)
(1,240)	Forecast Corporate budgets outturn	(570)
<b>262</b>	<b>Net Forecast overspend</b>	<b>250</b>

- 5.2 The majority of the forecast overspend relates to continuing costs in relation to Looked after Children (LAC), including the cost of care proceedings.
- 5.3 In order to address the forecast 2017/18 over spend of £0.250m the following options are being explored and further details will be reported to a future meeting of Finance and Policy Committee:
- identify 'discretionary spending' which can be stopped, or delayed;
  - reserves review has been completed. One off funding may need to be allocated to offset the overspend;
  - capitalise existing revenue spending.

## 6. 2017/18 FORECAST GENERAL FUND OUTTURN – Neighbourhood Services Committee

- 6.1 The Neighbourhood Services Committee has responsibility for services managed by the Director of Regeneration and Neighbourhoods. Budgets are managed at a Departmental level and therefore a summary of the Departmental position is provided below. The table sets out the overall budget position for the Department broken down by Committee, together with a brief comment on the reasons for the forecast outturn.

### Budgets Managed by the Director of Regeneration and Neighbourhoods

Budget £'000	Description of Expenditure	September Projected Outturn Adverse/ (Favourable) Latest Forecast £'000	Comments
1,610	Finance & Policy Committee	235	This adverse variance relates to projected income shortfalls across several service areas including Building Consultancy.
3,078	Regeneration Services Committee	230	This adverse variance relates to projected income shortfalls across several service areas including Planning and Economic Regeneration - External Funding.
14,634	Neighbourhood Services Committee	(430)	Favourable variances on the Vehicle Fleet, Passenger Transport and Concessionary Fares budgets are offset by an adverse variance on Waste and Environmental Services and Car Parking.
<b>19,322</b>	<b>Total Regeneration &amp; Neighbourhoods</b>	<b>35</b>	

- 6.2 Further details of the specific budget areas this Committee is responsible for are provided in **Appendix A**.



## 7. CAPITAL MONITORING 2017/18

- 7.1 The 2017/18 MTFS set out planned capital expenditure for the period 2017/18 to 2020/21.
- 7.2 Expenditure against budget to the 30<sup>th</sup> September, 2017 for this Committee can be summarised in the following table and further details are provided in **Appendix B**.

Department	2017/18 Budget Including Future Years	2017/18 Budget	2017/18 Actual to 30/09/17	2017/18 Remaining Expenditure	2017/18 Re-phased Expenditure	2017/18 Variance from Budget Adverse/ (Favourable) £'000
	£'000	£'000	£'000	£'000	£'000	£'000
Regeneration and Neighbourhoods	10,218	9,387	3,248	4,821	1,272	(46)

- 7.3 The main items to bring to the attention of the Committee are detailed below.

### 7.4 Burn Road Recycling Centre Improvements

- 7.5 The final cost of this scheme exceeded the available budget by £15,000 as a result of unforeseen costs. The shortfall has been met by a contribution from the Waste Management revenue budget which is included in the forecast revenue outturn.

### 7.6 Seaton Car Parking Pay & Display

- 7.7 The Seaton Pay and Display Capital scheme covered the one-off costs associated with introducing car parking charges at Seaton Carew. The estimated cost of the works, including the purchase and installation of ticket machines, line marking and signage was £60,000. The cost was funded by prudential borrowing with the annual cost of the loan of £10,000 repaid from the income generated by the scheme, as approved by the Neighbourhoods Committee on 22<sup>nd</sup> November, 2016.
- 7.8 Following further consultation the scheme has been expanded to include disc parking areas, business bays and residential controlled permit zones at a cost of £46,000. It is proposed to fund the cost of the additional works from the unallocated Local Transport Plan (LTP) Grant. The Medium Term Financial Strategy approved by Council, delegated authority to the Neighbourhood Services Committee to approve schemes to be funded from the LTP grant. The current balance of unallocated grant is £95,000 and this proposal will commit £46,000 leaving a balance of £49,000 to support future highways related schemes.

## 8. CONCLUSIONS

8.1 An updated assessment of the forecast 2017/18 budget outturn has been prepared, reflecting expenditure to date and forecast over the remainder of the year. As detailed in Section 5 a 2017/18 General Fund revenue budget over spend of £0.250m is forecast. This mainly reflects Children's Services pressures and potential Regeneration and Neighbourhoods income shortfalls. To address the forecast deficit the following options are being explored and further details will be reported to a future meeting:

- identify 'discretionary spending' which can be stopped, or delayed;
- reserves review has been completed. One off funding may need to be allocated to offset the overspend;
- capitalise existing revenue spending.

## 9. RECOMMENDATIONS

9.1 It is recommended that Members:-

- (i) note the report and approve the allocation of £46k from the unallocated Local Transport Plan Grant to fund the cost of the additional works required as part the Seaton Car Parking changes.

## 10. REASONS FOR RECOMMENDATIONS

10.1 To update the Members on the Committees forecast 2017/18 General Fund Revenue budget outturn and provide an update on the Capital Programme for 2017/18 and provide funding for the additional Capital works required in Seaton.

## 11. APPENDICES

Appendices A and B attached.

## 12. BACKGROUND PAPERS

Strategic Financial Management Report – as at 30<sup>th</sup> September 2017 to Finance and Policy Committee 22.11.17  
Medium Term Financial Strategy 2017/18 to 2019/20 report to Finance and Policy Committee 22.11.17.

## 13. CONTACT OFFICERS

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## REVENUE FINANCIAL MONITORING REPORT FOR FINANCIAL YEAR 2017/18 as at 30th September, 2017

Approved 2017/2018 Budget  £'000	Description of Service Area	September Projected Outturn Adverse/ (Favourable) Latest Forecast  £'000	Director's Explanation of Variance
<b>Neighbourhood Services Committee</b>			
(407)	Cemetery and Crematoria	0	
270	Parks, Open Spaces & Beach Safety	0	
31	Allotments	0	
(503)	Car Parking & Enforcement	40	Adverse variance relates to some one-off costs incurred in year.
398	Engineering Services (incl Coastal Protection and Contaminated Land)	0	
1,526	Grounds Maintenance	(10)	Favourable variance relates to advance savings achieved in relation to vehicles.
1,995	Highway Maintenance & Insurance	(60)	It is difficult to predict the outturn for this area however it is anticipated that there will be favourable variance in this area by the end of the year.
(319)	Highways Trading	60	The adverse variance relates to a shortfall in income. This will be offset by an underspend on the maintenance budget above.
426	Highways Traffic & Transp Management	0	
1,384	Passenger Transport	(60)	The favourable Variance relates to the Home to School Transport budget. This is a demand led service and forecasts will need to be refined in October based on the requirements in the new Academic Year.
130	Road Safety	0	
(219)	Vehicle Fleet	(230)	The favourable variance relates to temporary savings on vehicle borrowing costs as vehicles are kept for longer. The review of vehicles may result in some vehicles being withdrawn and others financed over a longer period and the permanent savings associated with these changes have been factored into the Departments future savings programme.
(1)	NDORS (National Driver Offender Rehabilitation) Scheme	0	
1,191	Network Infrastructure	(80)	The favourable variance relates to an underspend on Energy costs associated with Street Lighting following the LED replacement programme. Additional savings have been included in 2018/19 to reflect this position.
0	Section 38's	(60)	Favourable variance relates to the net income received on adopted schemes in 2017/18.
(1)	Traffic Management	0	
2,427	Sustainable Transport	(120)	Favourable variance reflects the negotiated position for Concessionary Fares which is less than the agreed budget in 2017/18. Additional savings have been included in budget proposals for 2018/19 to reflect this position.
1,411	Street Cleansing	0	
4,895	Waste & Environmental Services	90	The adverse variance reflects various budget pressures facing this service including changes at the Household Waste Recycling Centre. This has been offset by a favourable variance on income from recyclable materials.
<b>14,634</b>	<b>Neighbourhood Services Committee Sub Total - Before the Creation of Reserves</b>	<b>(430)</b>	
<b>Creation of Reserves</b>			
<b>14,634</b>	<b>Neighbourhood Services Committee Total - Net of Reserves</b>	<b>(430)</b>	

**NEIGHBOURHOOD SERVICES COMMITTEE  
PLANNED USE OF RESERVES**

The above figures include the 2017/2018 approved budget along with the planned use of Departmental Reserves created in previous years.  
The details below provide a breakdown of these reserves

Approved 2017/2018 Budget £'000	Description of Service Area	Planned Usage 2016/2017 £'000	Variance Over/ (Under) £'000	Director's Explanation of Variance
<b>Neighbourhood Committee</b>				
30	Environmental Apprentices	30	0	
50	Fleet	50	0	
40	Flood Prevention Reserve	40	0	
50	Winter maintenance	50	0	
38	Concessionary Fares	0	(38)	This variance relates to the profile of expenditure over years.
15	Bikeability	15	0	
16	Speed Cameras	16	0	
149	Environmental Enhancements	149	0	
<b>388</b>	<b>Total</b>	<b>350</b>	<b>(38)</b>	

**CAPITAL MONITORING REPORT PERIOD ENDING 30TH SEPTEMBER 2017**

**BUDGETS MANAGED BY THE DIRECTOR OF REGENERATION & NEIGHBOURHOODS**

**APPENDIX B**

Project Code	Scheme Title	BUDGET		EXPENDITURE IN CURRENT YEAR					Type of Financing	2017/18 COMMENTS
		A	B	C	D	E	F	G		
		2017/18 and Future Years Budget £'000	2017/18 Budget £'000	2017/18 Actual as at 30/09/17 £'000	2017/18 Expenditure Remaining £'000	Expenditure Rephased into 2018/19 £'000	(C+D+E) 2017/18 Total Expenditure £'000	(F-B) 2017/18 Variance from Budget £'000		
7272	Wheelie Bin Purchases	90	90	42	48	0	90	0	RCCO	The annual budget for new wheelie bins.
7239	Belly Bins	90	90	90	0	0	90	0	RCCO	Current scheme now complete.
7466	DSO Vehicle Purchases	1,413	1,413	39	611	763	1,413	0	UDPB	Replacement of vehicles has been kept to the minimum possible while services are reviewed.
7878	Community Safety CCTV Upgrade/Relocation	416	416	284	132	0	416	0	MIX	All works expected to be completed within budget in the current year.
CR	Crematorium Chapel refurbishment	320	33	2	31	0	33	0	RCCO	Essential works are required to the chapel.
Allot	Allotments Improvements	205	205	0	0	205	205	0	UDPB	The Neighbourhoods Committee at its meeting on 27th July 2016 approved for £100k to be re-phased to fund relocation costs as a result of the required future expansion of Stranton Cemetery. The relocation of tenants continues and is anticipated to be completed by March 2018. A second phase of the Allotments review is underway on a proposed programme of works. This review will be tabled at the allotments Focus Group for information before being taken to the Neighbourhood Consists of various Highways & Traffic schemes. Any rephased reflects the need to carry forward funding as a result of unforeseen delays/design /consultation. It is envisaged that the Structural Highways Maintenance (SHM) element will be fully spent.
LTP	Local Transport Plan (LTP) - Schemes	2,643	2,643	1,191	1,189	263	2,643	0	GRANT	
PLAY	Parks & Playgrounds	106	62	21	41	0	62	0	GRANT	This budget is for major works to ensure the safety of parks and playgrounds.
8897	Burn Road Recycling Centre Improvements	317	317	317	0	0	317	0	MIX	Includes a RCCO of £15,000 to fund unforeseen costs.
7006	Seaton Carew Car Parking	13	13	0	0	13	13	0	RCCO	Relates to extension and improvement of off- street car
7179	Marina Way Land Adoption	8	8	8	0	0	8	0	RCCO	Funded by an RCCO.
7243	Seaton Carew Car Parking Pay & Display Scheme	96	96	96	0	0	96	0	MIX	Capital expenditure relating to the implementation of car parking charges at Seaton, including new pay and display machines, disc parking areas, business bays and residential controlled permit zones. Match funding from LTP will be used to fund works required as part of the additional changes required as a result of public Works due to start 30th October, 2018.
7504	Seaton - Coastal Communities Fund Scheme	1,123	1,123	88	1,035	0	1,123	0	GRANT	
7900	EA - Hartlepool Marina - North Pier Study	30	30	17	13	0	30	0	GRANT	Ongoing study anticipate spend to budget
7903	EA - Hartlepool Drainage Scheme Study	60	60	0	60	0	60	0	GRANT	Ongoing study anticipate spend to budget
8954	LGF - A689 Cycleway Phase 1	91	91	91	0	0	91	0	GRANT	Grant funded by TVCA/LTP
8955	LGF - Access to Oaksway	98	98	98	0	0	98	0	GRANT	Grant funded by TVCA/LTP
8957	Stranton Allotment Relocation	34	34	33	1	0	34	0	UDPB	Works completed.
8958	Elwick By-Pass Growing Places	597	597	34	563	0	597	0	UDPB	Relates to land purchase and survey work to be completed prior to construction in April 2018. Funded by a 'Growing Places' TVCA loan.
8965	TVCA Brenda Road Cycleways TV4	6	6	6	0	0	6	0	GRANT	Grant funded by Tees Valley Combined Authority.
8591	Coast Protection - Headland Town & Block Sands	2,387	1,887	790	1,097	0	1,887	0	MIX	Ongoing 5 year scheme to upgrade key coastal structures on the Headland Walls and Block Sands as per Council report 21st July 2014. At this stage anticipated spend to budget, completing in 18/19.
8444	Coast Protection - Town Wall Strengthening	46	46	0	0	0	0	(46)	GRANT	Scheme completed under budget. A request has been made to the Environment Agency to transfer the remaining grant to the Headland scheme above to reduce the HBC borrowing requirement.

**CAPITAL MONITORING REPORT PERIOD ENDING 30TH SEPTEMBER 2017**

**BUDGETS MANAGED BY THE DIRECTOR OF REGENERATION & NEIGHBOURHOODS**

**APPENDIX B**

Project Code	Scheme Title	BUDGET		EXPENDITURE IN CURRENT YEAR					Type of Financing	2017/18 COMMENTS
		A	B	C	D	E	F	G		
		2017/18 and Future Years Budget £'000	2017/18 Budget £'000	2017/18 Actual as at 30/09/17 £'000	2017/18 Expenditure Remaining £'000	Expenditure Rephased into 2018/19 £'000	(C+D+E) 2017/18 Total Expenditure £'000	(F-B) 2017/18 Variance from Budget £'000		
8578	Coast Protection - South Management Unit	29	29	1	0	28	29	0	GRANT	Study covering North Gare breakwater rephased to
	<b>Neighbourhoods Committee Total</b>	<b>10,218</b>	<b>9,387</b>	<b>3,248</b>	<b>4,821</b>	<b>1,272</b>	<b>9,341</b>	<b>(46)</b>		

**Key**

RCCO Revenue Contribution towards Capital  
 MIX Combination of Funding Types  
 UCPB Unsupported Corporate Prudential Borrowing

GRANT Grant Funded  
 CAP REC Capital Receipt  
 UDPB Unsupported Departmental Prudential Borrowing

# NEIGHBOURHOOD SERVICES COMMITTEE

4<sup>th</sup> December 2017



**Report of:** Assistant Director (Environment & Neighbourhood Services)

**Subject:** **MERLIN WAY – PROPOSED BUS STOP LOCATIONS**

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

## 2. PURPOSE OF REPORT

2.1 To report objections to proposed bus stop locations in Merlin Way

## 3. BACKGROUND

3.1 Stagecoach has started running bus services along the full length of Merlin Way, with the service 3 and 3A now running half hourly along the road. The section between the A179 and Bluebell Way does not have any recognised bus stops as it has only recently been adopted by the Council, and passengers currently have to hail the bus or walk to the nearest stop which is located south of Bluebell Way. This can involve a lengthy walk for some residents.

## 4. PROPOSALS

4.1 It is proposed to site three sets of bus stops on Merlin Way, between Bluebell Way and the A179. Each bus stop will consist of low floor kerbing, bus stop markings and a clearway (this prevents other vehicles from parking in the stop). It is not proposed to provide bus shelters in these locations. The stop at location one on the side opposite the housing will in the future have funding from the Upper Warren development to provide a half width bus lay-by.

- Location 1 – Outside No.'s 123 – 131 Merlin Way, (**See Appendix 1**)
- Location 2 – Outside No. 9 Thistle Close and 11 Tulip Close (**See Appendix 2**)
- Location 3 – Outside No1 & 2 Orchid Way (**See Appendix 3**)

- 4.2 The stops have been sited so that they are located away from residents' houses wherever possible, and also a reasonable distance apart from each other. Ideally bus stops would not be sited close to junctions or bends, but unfortunately the layout of Merlin Way does not allow for this, whilst avoiding locating them directly in front of residents' houses. The identification of bus stop locations was carried out in conjunction with Stagecoach, and the locations chosen were considered the most appropriate given the above criteria.

## 5. CONSULTATION

- 5.1 Residents located close to each bus stop were sent letters and a plan showing the proposed stops. From a total of 38 letters sent out, 7 objections have been received:- three for location 1, three for location 2, and one for location 3. The objections raised are shown below, along with a response to them.

**Location 1** – Objectors feel the presence of the bus stops will cause a danger for pedestrians crossing the road, particularly as they are located close to the shops and Public House. Also that the stops are located on an incline which generates fast traffic in both directions, whilst the bus stop on the housing side is located close to driveway access points, making it difficult to access. The land opposite the house is undeveloped and is subject to a planning application for a retirement village. Residents are also concerned about litter being generated by people waiting at the stops.

There have been no recorded injury accidents in this location. A controlled crossing is planned to be provided north of this point as part of the Upper Warren development, which will provide a safe pedestrian crossing point for the shops and pub. Speed surveys have indicated that there are issues with speeding traffic on Merlin Way in general, speed activated signage has been introduced on the road to tackle this and a request has been made to the Police to add Merlin Way to the sites which receive regular speed camera enforcement.

The stops are located close to the driveway access points, however it is not anticipated that buses will take any more than 20 - 30 seconds to pick up / drop of passengers. It is therefore not unreasonable for residents to wait until the bus has cleared before they exit their drive, on the rare occasion this may happen. The planning application for the retirement village has now been withdrawn, however a bus stop located close to such a development would be beneficial. The concerns about litter may be addressed by providing a litter bin.

**Location 2** – There are concerns that the proposed bus stops will reduce house prices, result in a reduction in privacy, plus an increase in litter and anti social behaviour. The possibility of trespass and climbing over private fences to get to the stops was also raised, and that the location of the bus



stop is too close to the Primrose Road junction. Residents consider that the stop is not required and is too close to existing stops.

There may be a negative impact on house prices if public transport is not accessible, whereas providing good links to bus services could actually increase house values.

The concerns about litter may be addressed by providing a litter bin. The bus stop locations are masked by garages in order to helping maintain residents' privacy.

The bus stop is located 24 metres from the junction with Primrose Road. Ideally this would be sighted a little further westwards but it would then conflict with the proposed stop on the other side of the road, and take the stop away from the garage which masks it from nearby properties. The stop is located 382 metres and 231 metres from the proposed stops either side. It is not considered that these stops are too close together.

**Location 3** – Views expressed that the bus stop could increase dangerous traffic conditions on this section of road, located opposite a busy junction. The stops will make congestion, pollution and traffic noise unbearable, and the stop is located close to existing stops.

There have been no recorded injury accidents on this section of road, although it is acknowledged that there have been some damage only accidents. Ideally stops would not be located close to or opposite junctions, however it was considered the best option in this instance.

A parking lay-bay is to be constructed within the verge south of Orchid Road before the end of this financial year. This will help remove parked cars from the main carriageway on Merlin Way which will help reduce congestion, pollution and traffic noise as well as making this section of road safer. The stop is located approximately 350m north of the existing stop and 230 metres from the proposed location 2. It is not considered that these stops are too close together.

## 6. RISK IMPLICATIONS

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

## 7. FINANCIAL CONSIDERATIONS

- 7.1 The estimated cost of providing the bus stops is approximately £12,000. This includes low floor bus kerbs and paving at each stop, along with a bus stop pole and flag. The lay-by referred to in location 3 is not included in these costs, but if the bus stops are approved the intention is that these works will be done at the same time.

**8. LEGAL CONSIDERATIONS**

8.1 There are no legal considerations attached to this report.

**9. CHILD AND FAMILY POVERTY**

9.1 There are no child and family poverty implications attached to Public Transport to this report.

**10. EQUALITY AND DIVERSITY CONSIDERATIONS**

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

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

11.1 There are no Section 17 considerations attached to this report.

**12. STAFF CONSIDERATIONS**

12.1 There are no staff considerations attached to this report.

**13. ASSET MANAGEMENT CONSIDERATIONS**

13.1 There are no asset management considerations attached to this report.

**14. RECOMMENDATIONS**

14.1 That the proposed bus stops in all three locations along Merlin Way are approved.

**15. REASONS FOR RECOMMENDATIONS**

15.1 Residents' views are appreciated, however access to public transport is an important element of any modern housing estate. This is particularly relevant for children and the elderly who are the most likely users of the bus service. Without the provision of bus stops the use of the service will be lower and it may eventually be removed due to being unsustainable.

**16. BACKGROUND PAPERS**

16.1 None.

**17. CONTACT OFFICER**

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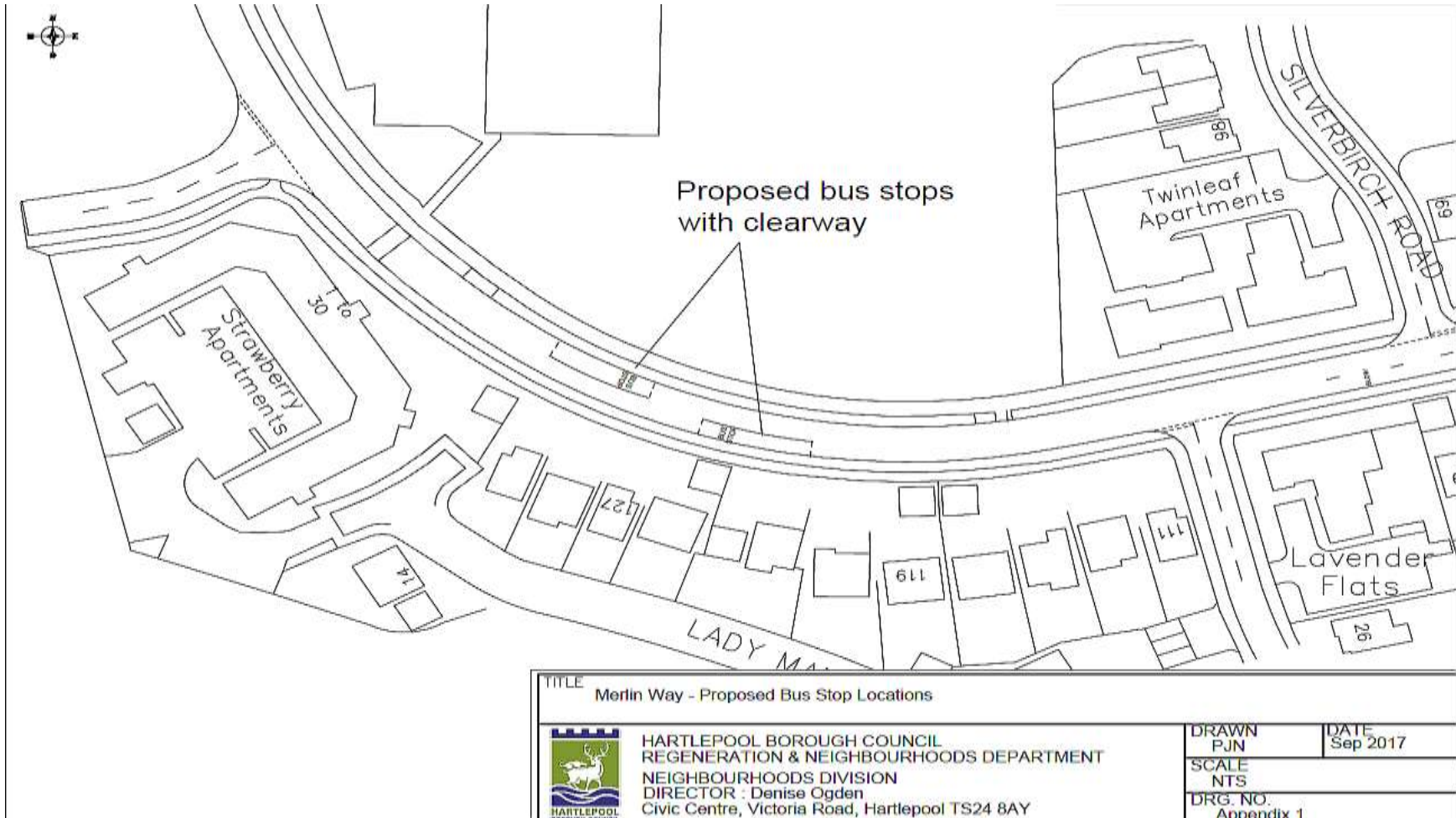
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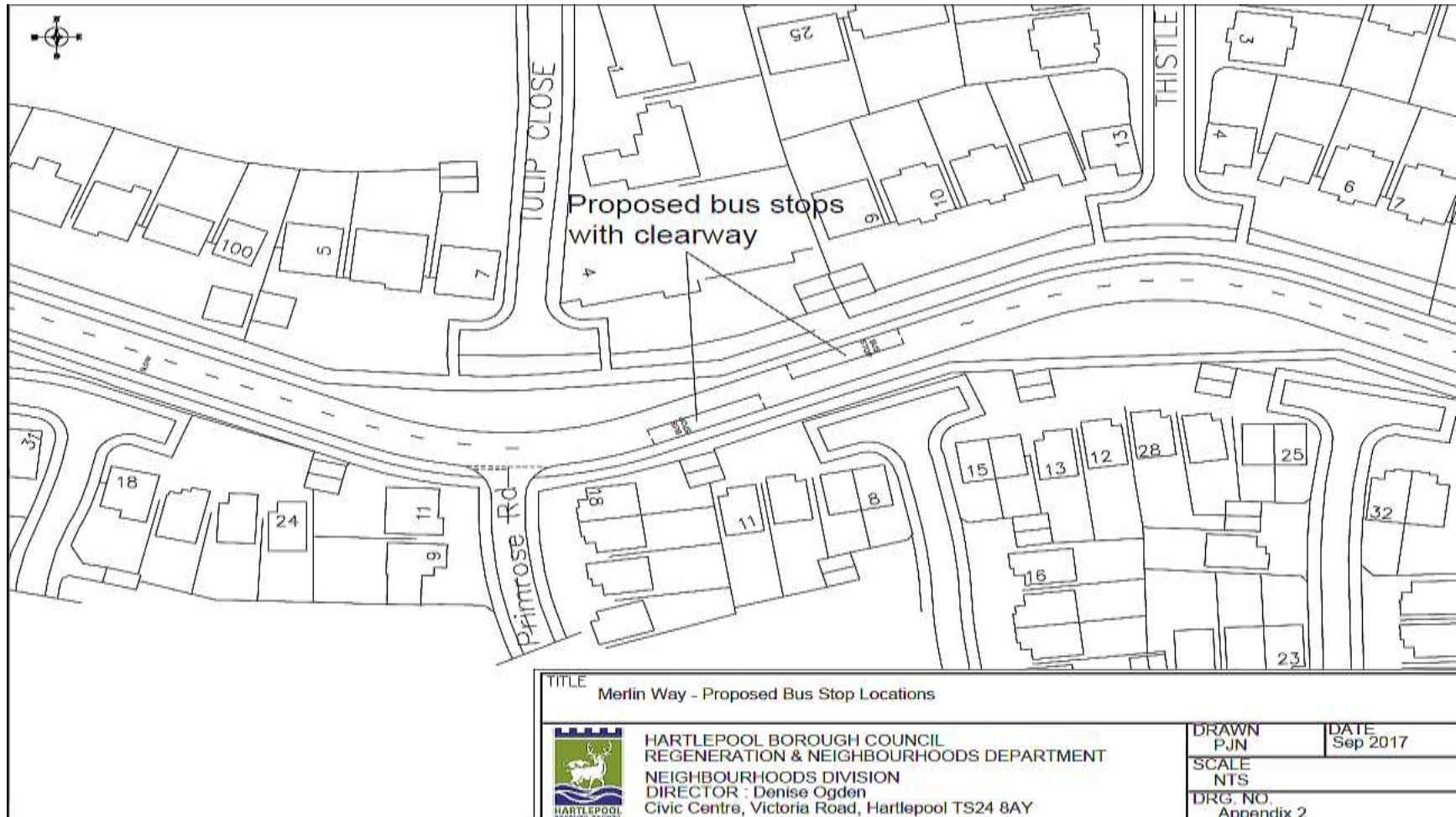
Tel: (01429) 523200

E-mail: [peter.frost@hartlepool.gov.uk](mailto:peter.frost@hartlepool.gov.uk)

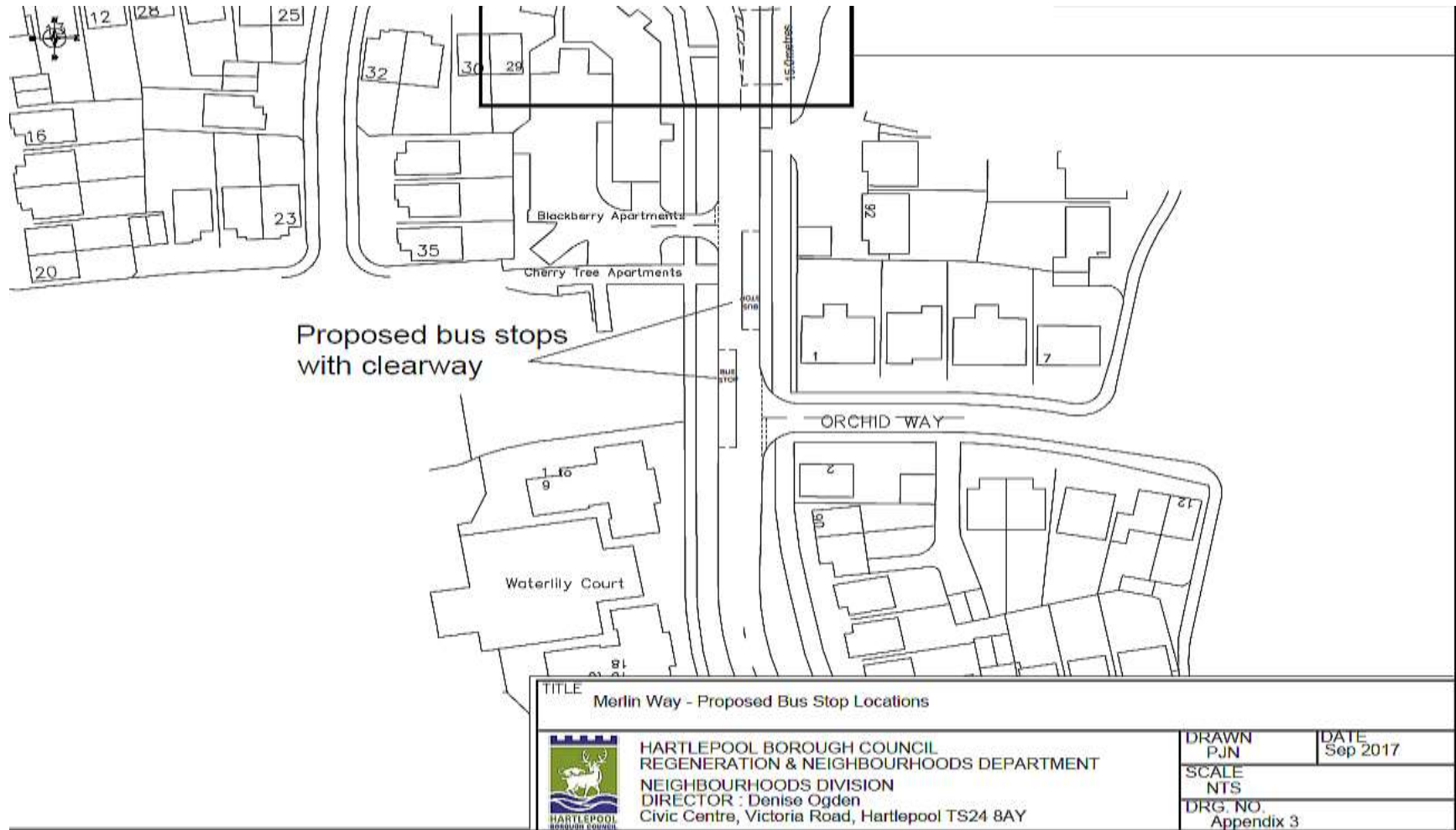
LOCATION 1



LOCATION 2



LOCATION 3



# NEIGHBOURHOOD SERVICES COMMITTEE

4<sup>th</sup> December 2017



**Report of:** Assistant Director (Environment and Neighbourhood Services)

**Subject:** **RESIDENT PERMIT SCHEME – CONSIDERATION OF OBJECTIONS**

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## 1. TYPE OF DECISION / APPLICABLE CATEGORY

1.1 Non-key.

## 2. PURPOSE OF REPORT

2.1 To consider objections made in relation to residential parking proposals which had previously been supported by Members.

## 3. BACKGROUND

3.1 A report was submitted for consideration in June 2017 and Members were asked to consider consultation responses from residents living at a number of locations. Residents had previously reported issues of concern and had asked for assistance in order to improve parking availability and offer a degree of regulated traffic management control.

3.2 Members considered the results of an informal consultation on a proposal to introduce a resident only parking scheme and agreed in principle to support the introduction of such restrictions at Eltringham Road, Hutton Avenue, Lansdowne Road and Stanhope Avenue. Members rejected the inclusion of Arncliffe Gardens, Eamont Gardens, Wansbeck Gardens and extensions to the existing schemes at Linden Grove and Grange Road as the consultation demonstrated a clear lack of support from residents.

3.3 As a result of the Members decision, the Head of Legal Services advertised the appropriate legal Orders and during this formal consultation period, has received objections to the proposal. The legal procedures require that Members must now consider the objections and decide if this impacts on their original decision made in June 2017.

#### 4. PROPOSALS

- 4.1 The decision of Members in June 2017 was to pursue the introduction of a resident's only parking scheme at Eltringham Road, Hutton Avenue, Lansdowne Road and Stanhope Avenue.
- 4.2 The scheme would operate under the terms and conditions of the established resident permit Traffic Regulation Orders. The permit charge would be consistent with the existing town wide incremental fee being dependant on number of permits issued per household and regulated times of enforcement would apply Monday – Saturday between the hours 8am – 8pm.
- 4.3 Of those areas that progressed to formal advertising stage, no objections have been received to the inclusion of Eltringham Road or Stanhope Avenue. However, a single letter of objection has been received opposing the inclusion of Hutton Avenue and a petition signed by 39 residents has been submitted which objects to the inclusion of Lansdowne Road within a permit controlled zone.
- 4.4 Hutton Avenue – An objection was received from a resident living in Grange Road, who was concerned that the introduction of parking restrictions in Hutton Avenue would reduce the opportunity for Grange Road residents to park. At present Grange Road only has limited parking availability and at times of overcapacity, the unregulated areas of Hutton Avenue and Mulgrave Road provide a convenient overspill for the Grange Road residents. Grange Road (between Thornville Road and Grosvenor Street) are currently already included within the resident parking scheme. A further consultation with residents considered the possibility of extending the restrictions on Grange Road to include those properties between Thornville Road and Mulgrave Road but this proposal failed to gain majority residential support.
- 4.5 Lansdowne Road – A petition (signed by 39 residents) objecting to the introduction of a residents only permit parking scheme has been received. The lead petitioner sought views from residents of numbers 38- 81 Lansdowne Road, being properties closest to Elwick Road. It is the view of a significant number of residents who signed the petition that they don't consider such a scheme is necessary between Lister Street and Elwick Road.
- 4.6 A copy of the petition and letter of objection will be available to view at the meeting.
- 4.7 It may be possible to revise the original Lansdowne Road proposal in a way that removes the concerns of those residents that signed the petition and yet still address preferred options of the majority of residents who responded to



the consultation. A modified scheme which would see permit controls introduced in the section of Lansdowne Road between Park Road and Lister Street, whilst those properties between Lister Street and Elwick Road would remain unregulated.

- 4.8 **Appendix 1** of this report shows the original preferences of those residents who responded to the HBC consultation and demonstrates the impact of the modified proposal if the restrictions were only partially applied in Lansdowne Road.

## 5. CONSULTATION

- 5.1 The formal Legal Orders were advertised by the Head of Legal Services as Statutory Notices in the local press and site notices have been displayed in the locations affected though out the period of consultation.

## 6. RISK IMPLICATIONS

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

## 7. FINANCIAL CONSIDERATIONS

- 7.1 Extending the resident permit scheme to include new streets or extend existing locations could be achieved at minimal financial cost. Carriageway markings and appropriate signage would be required in order to comply with statutory legislation. This cost would be met from the existing parking maintenance budget. The associated administrative and permit costs would be recovered from the permit charge paid by the resident.

## 8. LEGAL CONSIDERATIONS

- 8.1 As the proposed revisions to the resident permit scheme in Lansdowne Road are a reduction of the previously advertised scheme, the Head of Legal Services has advised that the modified scheme would not be required to be re-advertised
- 8.2 A Traffic Regulation Order would be enforced under the jurisdiction of the Traffic Management Act 2004.

## 9. CHILD AND FAMILY POVERTY

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

## **10. EQUALITY AND DIVERSITY CONSIDERATIONS**

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

## **11. SECTION 17 OF THE CRIME & DISORDER ACT 1998 CONSIDERATIONS**

11.1 There are no Section 17 considerations attached to this report.

## **12. STAFF CONSIDERATIONS**

12.1 Any parking restrictions would be enforced by Hartlepool Borough Council Civil Enforcement Officers. Any new locations would be added and included to the existing parking controlled zones.

## **13. ASSET MANAGEMENT CONSIDERATIONS**

13.1 The associated signage and carriageway markings will be included on the Asset Register and routinely checked by Highway Inspectors.

## **14. RECOMMENDATIONS**

14.1 Members note that no objections were received in relation to the proposed schemes in Eltringham Road and Stanhope Avenue. As a result, the Traffic Regulation Order for both locations will become effective and the parking bays will be signed and marked to reflect the new restrictions.

14.2 Members note the objection received in relation to Hutton Avenue, but approve the Traffic Regulation Order as per the advertised legal order and previous decision made in June 2017.

14.3 That Members note the petition opposing the inclusion of Lansdowne Road into the resident only permit scheme and a modified scheme, which would see a reduced number of properties on Lansdowne Road (between Park Road and Lister Street) be included within the permit controlled zone as shown in **Appendix 2**. The properties on Lansdowne Road (between Lister Street and Elwick Road) would remain unregulated as shown in **Appendix 3**.

## **15. REASONS FOR RECOMMENDATIONS**

15.1 The proposed objection has not been made by a resident of Hutton Avenue. The majority of residents within Hutton Avenue favour the introduction of such restrictions as demonstrated in the previous consultation responses.

- 15.2 Residents of Grange Road may notice a detrimental impact on parking availability should Hutton Avenue be included in the resident scheme, but it should be noted that Grange Road residents were also consulted on a proposed permit parking scheme but this failed to obtain majority residential support and was therefore rejected by Members in June 2017.
- 15.3 The revised scheme would allow those properties on Lansdowne Road (between Park Road and Lister street) to benefit from the permit parking scheme and would be reflective of the findings of the initial consultation. Excluding those properties on Lansdowne Road (between Lister Street and Elwick Road) would reflect the views of the majority of residents who signed the petition opposing the scheme and prefer instead to remain outside of the permit controlled zone.

## 16. BACKGROUND PAPERS

- 16.1 Neighbourhood Services Committee 12/6/17.

## 17. CONTACT OFFICER

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## APPENDIX 1

## Lansdowne Road - (Park Road - Lister Street)

Number of properties consulted	Property numbers	Number of responses received	% of return (of return)	Number of Resident's in favour of the permit scheme	% in favour (of return)	Number of residents against permit scheme	% against (of return)
37	3-41(odd) 2-34(even)	20	55	17	85	3	15

## Lansdowne Road - (Lister Street- Elwick Road)

Number of properties consulted	Property numbers	Number of responses received	% of return (of return)	Number of Resident's in favour of the permit scheme	% in favour (of return)	Number of residents against permit scheme	% against (of return)
38	43-81(odd) 36-72 (even)	19	50	5	26	14	74

APPENDIX 2



APPENDIX 3



# NEIGHBOURHOOD SERVICES COMMITTEE

4<sup>th</sup> December 2017



**Report of:** Assistant Director (Environment and Neighbourhood Services)

**Subject:** INTRODUCTION OF CHARGES FOR NON - HOUSEHOLD 'DIY' WASTES - UPDATE REPORT

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-key.

## 2. PURPOSE OF REPORT

2.1 The Neighbourhood Service Committee agreed to the introduction of charges for non-household waste at Burn Road Household Waste Recycling Centre (HWRC) from April 2017 as part of the Council's Mid – Term Financial Strategy for 2017/'18. This report will provide an update on the impact of these charges specifically with regards to:

- Reduction of tonnages and costs associated with the disposal of non household 'DIY' wastes; and
- Concerns that the introduction of charges may result in an increase in these materials being flytipped.

2.2 The report highlights the detailed analysis of flytipped waste that was undertaken to help provide an informed view regarding this concern, and also provides an insight into the broader issue of flytipping in the Borough.

2.3 The report also seeks to gain approval to amend an error in the pricing structure which was presented to Committee as part of the 'Three Year Savings Programme on 13<sup>th</sup> December 2016.

## 3. BACKGROUND

3.1 In April 2017 the Council introduced charges for the disposal of certain non-household 'DIY' waste at the Household Waste Recycling Site at Burn Road. These charges were as follows:

- *Soil, hardcore, ceramics, plate glass and rubble - £3 for up to 25kg bag;*
- *Asbestos -£7.20 up to 25kg bag;*
- *Plasterboard -£6 up to 25 kg bag; and*
- *Tyres - £3.20 each.*

The charges are in line with other authorities in the Tees Valley, in order to provide a consistent approach, and mitigate the potential for waste from other boroughs coming to Hartlepool.

- 3.2 Construction and demolition waste from households is not defined as household waste for the purposes of Section 51 of the Environmental Protection Act (EPA) 1990, which sets out the duty for waste disposal authorities (WDAs) to provide HWRCs to residents to dispose of their typical household waste free of charge.

Examples of construction and demolition waste include:

- doors and windows;
- fitted kitchens or wardrobes;
- inert material such as rubble, concrete, bricks and roof tiles;
- plasterboard; and
- soil from landscaping activities; and any other building materials.

- 3.3 Hartlepool does not currently charge for the disposal of low grade wood items such as kitchens and wardrobes.

- 3.4 It is also apparent that, prior to the charges being introduced, individuals were disposing of commercial waste through the HWRC rather than paying for legitimate disposal. This was at a cost to the Council.

#### 4. **IMPACT OF CHARGES ON WASTE TONNAGES AND COSTS**

- 4.1 One of the primary objectives of introducing the charges was to decrease the costs associated with the disposal of non household 'DIY' wastes, in order to achieve financial savings.
- 4.2 In the Three Year Savings Programme presented to Committee in December 2016, the potential savings were projected to be around £50k per annum, based on a continuity of use of 25%.
- 4.3 Tonnages from the first quarter of 2017 show that the charges seem to have had a significant impact in waste reduction. In particular the disposal of rubble/demolition waste has reduced to around 10% of previous year's tonnages (**see Appendix 1**).
- 4.4 In 2016/17 the disposal of the non-household materials from the HWRC cost Hartlepool Borough Council £35,902.40. The first quarter of this year has achieved a saving of over £11,000 against the first quarter of 16/17.



The table in **Appendix 2** shows the reduction in costs from comparative periods in 2016/2017 and 2017/2018.

## 5. THE IMPACT OF CHARGES ON FLYTIPPING

- 5.1 In 2015/16 the clearance and disposal of flytipped wastes cost the Council £121,876.
- 5.2 One of the key concerns associated with the introduction of the charges was that it may directly contribute to increased cases of flytipping. In order to establish if there was any validity to this concern, a comprehensive monitoring programme was introduced.
- 5.3 The monitoring programme was facilitated by the installation of a new weighbridge in April 2017, as part of the improvement works at the waste transfer site adjacent to the HWRC. This weighbridge facility enabled the accurate recording of the types and weight of the waste materials that were being brought in from Environmental Services cleansing activities (see **Appendix 3**).
- 5.4 The Council has a statutory obligation to record and report the number of flytipping incidents and the data below shows the incidences in period following the introduction of the charges in comparison to the same period in 2016:

Month	Incidences of flytipping 2016	Incidences of flytipping 2017
April	167	127
May	176	146
June	182	90

- 5.5 The recorded incidences of flytipping have actually decreased following the introduction of the charges in April 2017.
- 5.6 There is a statutory requirement to record where the flytipping has occurred this is illustrated below:

Land type	April 2017	May 2017	June 2017
Highway	8	2	5
Footpath /Bridleway	14	13	12
Back Alley	84	96	40
Railway	0	0	0
Council Land	15	17	17

The majority of flytipped waste occurs in back street areas, this waste is generally bulky waste items such as wardrobes, mattresses, fridges, these can currently be deposited free of charge at the HWRC.

- 5.7 Anecdotal evidence gathered from local waste companies suggests that householders are now using alternative methods to dispose of 'DIY' type wastes. A number of local skip hire companies have reported an increase in the hire of skips since the charges were introduced, along with a notable increase in the amounts of non-domestic DIY type wastes now entering their waste streams.
- 5.8 Analysis of the data collected through monitoring of the fly-tipped waste in Hartlepool, appears to show the following:
- The amount of fly-tipping incidents in the Borough has not increased since the introduction of charges for non-household 'DIY' type wastes;
  - The 'DIY' type wastes make up only a small fraction of the waste that is flytipped (0.1 %);
  - Over 90% are Bulky waste items (furniture, mattresses, fitted kitchens and wardrobes etc) make up the vast majority of the waste that is tipped. There is currently no charge for the disposal of these wastes at Burn Road HWRC; and
  - The back streets are the areas in which the most incidents of fly-tipping occur.

## 6. AMENDMENT TO CHARGES AGREED IN NEIGHBOURHOOD SERVICES COMMITTEE

- 6.1 An amendment is required to address an error that occurred in the Three Year Saving Programme, presented to Committee in December 2016.
- 6.2 In item 6.4, it was stated that charges would be introduced in line with other authorities and the following rates were given:

£12 – 25kg of Asbestos;  
 £3 – 25kg of Plasterboard, soil, rubble, plate glass; and  
 £3 – per Tyre.

These rates should have been as listed:

- *Soil, hardcore, ceramics, plate glass and rubble - £3 for up to 25kg bag;*
- *Asbestos - £7.20 up to 25kg bag;*
- *Plasterboard - £6 up to 25 kg bag; and*
- *Tyres - £3.20 each.*

## 7. PROPOSALS

- 7.1 Based upon the evidence collected in the first 6 months of operation since the charges at the Household Waste Recycling Facility were introduced, it is proposed that the Council continue with the current arrangements and review further once 12 months data has been collected.
- 7.2 It is also acknowledged that further work needs to be undertaken in promoting the facility and the additional services carried out by the Council, such as bulky waste collections, that help to reduce certain types of waste from being flytipped on our streets or public open land.
- 7.3 Therefore it is proposed that a positive media campaign be undertaken that informs the public of the Council services on offer and how to appropriately dispose of items that are no longer required, while explaining the impacts of flytipping that hopefully encourages the public to be more responsible with their waste.

## 8. RISK IMPLICATIONS

- 8.1 Failure to implement the recommendations may result in the Council not delivering its financial targets and legal obligations.

## 9. FINANCIAL CONSIDERATIONS

- 9.1 A decision to remove the charges for non – statutory waste will prevent Neighbourhood Services from achieving the projected £50k savings associated with this action.
- 9.2 The reduction of fly-tipping and other waste crimes will, over time, reduce the costs borne by local councils of clearing fly-tipped materials.

## 10. LEGAL CONSIDERATIONS

- 10.1 The Council has a statutory obligation under Section 45 of the Environmental Protection Act 1990 to undertake the following;

### ***Clearance of litter and refuse***

Under Part 45 of EPA 1990 “principal litter authorities” must ensure, so far as is practicable, clearance of litter and refuse from “relevant land” section 89(1)(c)).

## 11. CONSULTATION

- 11.1 This is an update report following the introduction of charges at the HWRC so no consultation has taken place for this particular piece of work.

**12. CHILD AND FAMILY POVERTY**

- 12.1 The proposed budget savings have been identified that will have the least impact on frontline services. There are no significant Child and Family Poverty impacts associated with these proposals.

**13. EQUALITY AND DIVERSITY CONSIDERATIONS**

- 13.1 There are no equality and diversity considerations relating to this report.

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

- 14.1 Failure to tackle environmental crimes such as flytipping may impact on impact on communities' feelings of safety such as physical damage, fly tipping, abandoned vehicles and graffiti.

**15. STAFF CONSIDERATIONS**

- 15.1 There are no staff considerations relating to this report.

**16. ASSET MANAGEMENT CONSIDERATIONS**

- 16.1 Failure to address flytipping on Council owned land may be detrimental to its asset value.

**17. RECOMMENDATIONS**

- 17.1 That Committee approves the following -
- i) Agree to the continuation of the current charging scheme at the HWRC, Burn Road.
  - ii) Increase support to tackle flytipping in backstreet areas by working more collaboratively across Council services.
  - iii) Agree to amend the error in the Committee report 'Three Year Savings Programme – Neighbourhoods' to reflect the actual current charges and to enable the projected savings to be achieved.
  - iv) Undertake a positive educational and media campaign around charges and flytipping.
  - v) To review further at a future Committee after 12 months data has been gathered and analysed in more detail.

**18. REASONS FOR RECOMMENDATIONS**

- 18.1 To achieve the savings agreed in the 'Three Year Savings Plan-Neighbourhoods' presented in December 2016.
- 18.2 To support HBC in its statutory duties under the Environmental Protection Act 1990.

**19. BACKGROUND PAPERS**

- 19.1 Three Year Savings Plan – Neighbourhood Services Committee December 2016.

**20. CONTACT OFFICER**

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APPENDIX 1

2015

	HWRC Soil	HWRC- Plate Glass	HWRC - Plasterboard	HWRC - Tyres	HWRC - Rubble	HWRC - Asbestos
<b>Apr</b>	27.26	9.3	0	4.48	222.89	0
<b>May</b>	99.28	0	0	3.64	180	0
<b>June</b>	85.72	8.5	0	7.05	173.76	0
<b>July</b>	113.12	8.66	0	5.51	154.24	0
<b>Aug</b>	66.32	0	0	5.82	191.78	0
<b>Total</b>	<b>391.70</b>	<b>26.46</b>	<b>0.00</b>	<b>26.50</b>	<b>922.67</b>	<b>0.00</b>

2016

	HWRC Soil	HWRC- Plate Glass	HWRC - Plasterboard	HWRC - Tyres	HWRC - Rubble	HWRC - Asbestos
<b>Apr</b>	72.3	0	11.12	1.39	150.16	0
<b>May</b>	136.9	8.52	4.72	0	161.06	0
<b>June</b>	86.62	14.46	9.24	1.8	164.22	0
<b>July</b>	77.92	0	2.78	1.07	161.86	0
<b>Aug</b>	77.8	11.52	4.46	1.77	156.92	0
<b>Total</b>	<b>451.54</b>	<b>34.50</b>	<b>32.32</b>	<b>6.03</b>	<b>794.22</b>	<b>0.00</b>

2017

	HWRC Soil	HWRC- Plate Glass	HWRC - Plasterboard	HWRC - Tyres	HWRC - Rubble	HWRC - Asbestos
<b>Apr</b>	23.6	9.72	5.32	1.46	26.18	0
<b>May</b>	0	0	0	1.06	11.8	0
<b>June</b>	10.1	0	0	0	18	0
<b>July</b>	8.52	0	0	2.27	22.94	0
<b>Aug</b>	0	0	0	0	19.36	0
<b>Total</b>	<b>42.22</b>	<b>9.72</b>	<b>5.32</b>	<b>4.79</b>	<b>98.28</b>	<b>0.00</b>

**TOTAL COMPARISON FOR CHARGEABLE WASTE FOR QUARTER 1**

**2016/17**

	Soil	Plate Glass	Plaster-board	Tyres	Rubble	Total Costs
<b>April</b>	£1,301.40	£0.00	£667.20	£83.40	£1,801.92	
<b>May</b>	£2,464.20	£170.40	£283.20	£0.00	£1,932.72	
<b>June</b>	£1,559.16	£289.20	£554.40	£108.00	£1,970.64	
	£5,324.76	£459.60	£1,504.80	£191.40	£5,705.28	<b>£13,185.84</b>

**2017/18**

	Soil	Plate Glass	Plaster-board	Tyres	Rubble	Total Costs
<b>April</b>	£424.80	£194.40	£319.20	£87.60	£314.16	
<b>May</b>	£0.00	£0.00	£0.00	£63.60	£141.60	
<b>June</b>	£181.80	£0.00	£0.00	£0.00	£216.00	
	£606.60	£194.40	£319.20	£151.20	£671.76	<b>£1,943.16</b>

**1ST QUARTER SAVINGS 2017 - 2018 £11,242.68**

The charges have also generated over £1,500 of income since the charges were introduced in April up to August.;

Month	Income (including VAT)
April	£1892.00
May	£1465.00
June	£2000.00
July	£1486.00
August	£1591.00

\* actual income is the amount excluding VAT

APPENDIX 3

