

PLEASE NOTE VENUE

JOINT REGENERATION, LIVEABILITY AND HOUSING PORTFOLIO AND CULTURE, LEISURE AND TRANSPORTATION PORTFOLIO DECISION SCHEDULE



Monday 11th December 2006

at 9.30 am

in Training Room 3, Municipal Buildings, Church Square, Hartlepool

The Mayor, Stuart Drummond, responsible for Regeneration, Liveability and Housing and Councillor Tumilty, Cabinet Member responsible for Culture, Leisure and Transportation will consider the following items.

1. **KEY DECISIONS**
 - 1.1 Single Programme Project Proposals and Funding Bids – Head of Regeneration

2. **OTHER ITEMS REQUIRING DECISION**

None

3. **REPORTS FROM OVERVIEW OF SCRUTINY FORUMS**

None

**JOINT REPORT TO
REGENERATION, LIVEABILITY & HOUSING
PORTFOLIO HOLDER
AND
CULTURE, LEISURE AND TRANSPORTATION
PORTFOLIO HOLDER**

Report to Portfolio Holder
11th December 2006



Report of: Head of Regeneration

Subject: SINGLE PROGRAMME PROJECT PROPOSALS
AND FUNDING BIDS

SUMMARY

1.0 PURPOSE OF REPORT

The report seeks:

- a) authorisation to progress a Single Programme funded project proposal relating to the upgrading of paving and provision of a safety rail to part of the Headland Town Wall;
- b) approval for contributions from the major regeneration projects budget to the Town Wall scheme and a feasibility study for the Harbour bridge;
- c) endorsement of the preparation and submission of additional Single Programme bids to the Tees Valley Partnership.

2.0 SUMMARY OF CONTENTS

The report outlines a proposed scheme for the upgrading of a stretch of the Town Wall as part of the Hartlepool Coastal Walkway. The report sets out the details of the scheme and seeks approval to proceed, subject to the confirmation of Single Programme resources.

In addition, the report refers to the need for a feasibility study for the proposed Harbour Bridge, to be funded by a mix of public and private

sector funding, within which a £50,000 Borough Council contribution is proposed from the approved major regeneration projects budget.

The report also refers to an invitation from Tees Valley Partnership to submit project proposals for Single Programme funding in 2007/08 and seeks approval to progress detailed applications subject to them being confirmed by the Tees Valley Partnership as priorities for Single Programme support.

3.0 RELEVANCE TO PORTFOLIO MEMBER

Responsibility for Single Programme management and delivery falls within the remit of the Regeneration, Liveability and Housing Portfolio Holder. The Town Wall is maintained as part of the public highway therefore the implementation and future management of that project falls within the remit of the Culture, Leisure and Transportation Portfolio Holder

4.0 TYPE OF DECISION

Key Decision, test i) applies

5.0 DECISION MAKING ROUTE

Joint Portfolio Holder meeting 12th December

6.0 DECISION(S) REQUIRED

i) The Regeneration, Liveability and Housing Portfolio Holder and Culture, Leisure and Transportation Portfolio Holder are requested to approve the Town Wall scheme involving upgrading of paving and provision of safety railing subject to approval of Single Programme resources and receipt of any necessary statutory consents

ii) The Regeneration, Liveability and Housing Portfolio Holder is requested to approve the submission of additional bids for Single Programme resources as set out in the report.

iii) The Regeneration, Liveability and Housing Portfolio Holder is requested to approve a contribution of £20,000 towards the design cost of the Town Wall scheme and a contribution of £50,000 towards the Harbour Bridge's Feasibility Study from the Major Regeneration Project Budget.

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AND FUNDING BIDS

1. PURPOSE OF REPORT

1.1 The report seeks:

- a) authorisation to progress a Single Programme funded project proposal relating to the upgrading of paving and provision of a safety rail to part of the Headland Town Wall;
- b) approval for contributions from the major regeneration projects budget to the Town Wall scheme and a feasibility study for the Harbour Bridge;
- c) endorsement of the preparation and submission of additional Single Programme bids to the Tees Valley Partnership.

2. BACKGROUND

- 2.1 The Single Programme is one of the Government's main strategic economic development and regeneration programmes. Regional responsibility for the Programme lies with One NorthEast but under devolved arrangements most of its programme is managed by the Tees Valley Partnership which is comprised of representatives of the five local authorities and key economic development/support and regeneration agencies such as Business Link, the Learning and Skills Council, Tees Valley Regeneration and the University of Teesside.
- 2.2 The Tees Valley Partnership is required to submit a 3 year Investment Plan to One NorthEast which identifies the project priorities for Single Programme funding over the identified period (currently 2005/6 to 2007/8) together with the indicative project budgets. Whilst funding is only approved year on year, the Investment Plan provides an important tool for programme management and project delivery. Priorities for inclusion in the Investment Plan are approved by the Tees Valley Partnership (TVP) with reference to the Regional Economic Strategy, assessments of outputs/outcomes, resource availability and other factors including deliverability. Future prioritization will also take account of the recently produced ten year Investment Plan for the Tees Valley City Region that was reported to Cabinet on 9th October, 2006. The approval process involves the initial submission of a Project Initiation Form (PIF)

providing a brief outline of the project, followed by a more rigorous project appraisal once the scheme has been approved in principle.

- 2.3 Within the current year (2006/7) programme, a potential capital underspend situation has arisen due to a number of projects not proceeding as initially anticipated. The TVP has therefore invited partners to submit additional bids for funding. It has also been identified that there is a strong potential for a programme underspend next year and in order to plan in advance, partners were asked to submit PIF's for projects starts next year (2007/8). A deadline of 4th November was set for these outline submissions.

3 PROJECTS COMMENCING IN 2006/7

- 3.1 Prior to this request for additional projects, informal discussions had been taking place with Tees Valley Regeneration (TVR) around the Council utilising some of the Single Programme resource allocated in principle for the development of the TVR projects to deliver schemes which help to integrate or 'link' Victoria Harbour with surrounding areas. One of the projects considered was to develop part of the Coastal Walkway. A length of coastline has been identified for upgrading which could be progressed in 4 distinct phases. These comprise: a stretch running northwards from the marina lock gates to the rear of Navigation Point; the coastal strip through Victoria Harbour; the proposed Headland Bridge link; a section of the Town Wall from the proposed bridge to that part of the Town Wall which has previously been upgraded with Single Regeneration Budget resources. Whilst the other three phases have much longer lead-in times for design and development, the Town Wall section was identified as one which could be commenced in the current financial year.
- 3.2 Initial design work has already been progressed on this, which involves replacing the existing concrete paved surface with natural sandstone to match in with the previous SRB-funded work and to erect a safety guard rail alongside the Wall. There is a significant 'drop' from the Wall itself to the adjacent road and any improvements carried out to the Town Wall would require the provision of a safety rail in accordance with health and safety requirements. Two railing designs have been produced and these will be the subject of consultation with adjacent residents. Planning consent will be required for the railing works which will also involve appropriate consultation.
- 3.3 The cost of this scheme is estimated to be £255,000 of which £235,000 is being requested from the Single Programme. The remaining £20,000 is proposed to be taken from the approved Major Regeneration Projects Budget which has been set up to support development work and linkages relating to Victoria Harbour. This latter budget would be used to complete the detailed design element of the scheme including the preparation of working drawings.

3.4 A feasibility study for the Harbour Bridge is also to be undertaken by TVR this financial year. The study will :

- collate available site data, physical constraints and design parameters;
- involve further technical studies;
- specify design performance and maintenance requirements;
- consider the design of the associated “ landing points” for the bridge and landscaping;
- identify all necessary approvals and associated procedures and timescales;
- identify the operational management arrangements;
- prepare, manage and monitor a detailed project programme;
- generate and analyse design options;
- provide costing information at various stages as options are developed and analysed, including full life cycle costing;
- develop a detailed design and procurement approach.

A bid towards the overall cost of the bridge (£15 million) was submitted to Sustrans for Big Lottery Living Landmarks funding in October this year seeking £3million towards the aforementioned overall cost. As part of this submission, funding for both the feasibility stage and for the overall development was outlined in the document. The estimated cost of the feasibility aspect of the work will be £500,000 and will need to be completed by April in order to meet the Sustrans project timetable. As with the main Bridge project, a mix of public and private sector funding for the feasibility study is proposed, with the bulk of the cost likely to be met by PD Ports, One NorthEast and/or English Partnerships. To assist in assembling this package, a contribution of £50,000 is proposed to be taken from the HBC Major Regeneration Projects Budget.

4 PROJECTS COMMENCING IN 2007/8

- 4.1 Within the 2007/8 Single Programme the Hartlepool package has funding approval for the next phase of the Central Area Attractors (Maritime Experience) project and the Tees Valley-wide Building Futures scheme. Approval in outline (subject to resource availability) has also been given to the funding of the Coastal Arc Coordinator post.
- 4.2 In terms of potential new projects next year, Project Initiation Forms have been submitted in relation to the three schemes highlighted below. All of these schemes are incorporated within the project proformas included in the City Region Investment Plan and are priorities within the Coastal Arc programme. It should be noted that these are very much outline submissions at this stage and more detailed work will be required to develop the projects should agreement be forthcoming to include them in next year's programme :-

i)- Heugh Battery/Friarage Development – this is intended to provide infrastructure improvements to support the proposed development of the Heugh Gun Battery Visitor facilities and the potential development of the Friarage Manor House site for which a planning development brief has recently been prepared. The scheme is likely to involve access improvements and car parking in the vicinity of the two sites.

ii)- Southern Business Zone Feasibility and Initial Development – the Southern Business Zone includes thirteen industrial estates to the south of the town centre including Longhill, the estates off Brenda Road and Queen's Meadow. The overall intention is to improve and upgrade the appearance of these areas and support business expansion and development and job creation and retention, along the lines of recent work carried out in parts of Longhill and Usworth Road. The overall project will be delivered through a staged process that will need to start with a comprehensive study to identify the underlying issues in more detail, the development of a strategy and implementation plan, a feasibility assessment of the plan, a detailed cost plan and a phased implementation plan. The PIF requests funding for this study together with support towards a first phase of improvements.

iii)- Town Centre/Marina – the continued improvement of the town centre creating a vibrant central area and improving linkages between the town centre, marina and Victoria Harbour is essential for the development of Hartlepool as a visitor location and to encourage inward investment and trade. The Town Centre Strategy completed in 2004 set out a broad approach to tackling some of these issues. The next stage is to carry out more detailed feasibility and design work around key sites and premises. The programme will need to be developed in a phased manner and subject to resource availability. The PIF seeks funding to initiate this feasibility work, identify a first phase of activity and to commence implementation of the first identified schemes.

5. FINANCIAL IMPLICATIONS AND RISK

- 5.1 In relation to the Town Wall project the major funder would be the Single Programme with the Council being requested to contribute £20,000 towards the overall costs. The scheme costings and specification have been based on similar work carried out on the adjacent area of the Town Wall. A contingency sum will be built into the costs to cover unforeseen items of expenditure.
- 5.2 In terms of longer term maintenance, the quality of materials should ensure that in the short term maintenance costs will be minimal. Future replacement and repair costs are likely to be higher as the proposed sandstone is more expensive than concrete paving, however, the nature of the site and the objectives of the scheme within a key regeneration and conservation area determine the type of materials to be used. The scheme has been considered by the Council's Asset Management Group

who have indicated their agreement to the scheme in relation to the Asset Management Plan.

- 5.3 The Harbour Bridge is potentially of major strategic benefit, offering the prospect of a visually striking link between the Headland and Victoria Harbour, the marina and the town centre. It must also, obviously, accommodate the operational requirements of the Port Authority and the port users. These factors, coupled with the particular challenges presented by the scale and location, require a detailed technical, functional and aesthetic assessment of design options to identify a solution which is fit for purpose and presenting good value for money. The proposed feasibility study is intended to address these issues and minimise risks of the design process failing to meet these aims.
- 5.4 In relation to the schemes submitted for inclusion in the 2007/8 programme, specific cost implications to the Council can not be determined at this stage as specific scheme details have not yet been determined. These will be the subject of future Portfolio Holder reports, should they be approved by the Tees Valley Partnership. All of the schemes are likely to require a mix of public and private sector funding to enable their completion.

6 RECOMMENDATIONS

- 6.1 The Portfolio Holders are requested to agree the following recommendations:
- i) The Regeneration, Liveability and Housing Portfolio Holder and Culture, Leisure and Transportation Portfolio Holder are requested to approve the Town Wall scheme involving upgrading of paving and provision of safety railing subject to approval of Single Programme resources and receipt of any necessary statutory consents.
 - ii) The Regeneration, Liveability and Housing Portfolio Holder is requested to approve the submission of additional bids for Single Programme resources as set out in the report.
 - iii) The Regeneration, Liveability and Housing Portfolio Holder is requested to approve a contribution of £20,000 towards the design cost of the Town Wall scheme and a contribution of £50,000 towards the Harbour Bridge Feasibility Study from the Major Regeneration Project Budget.