

PLYMOUTH CITY COUNCIL

Subject: Extreme Weather Resilience Report
Committee: Cabinet
Date: 15 July 2014
Cabinet Member: Councillors Coker and Lowry
CMT Member: Anthony Payne (Strategic Director for Place)
Author: Philip Heseltine (Head of Integrated Transport), John Williams (Partnership Manager) and Chris Trevitt (Head of Partnerships & Operations)
Contact details Tel: 01752 307942 email: philip.heseltine@plymouth.gov.uk
Tel: 01752 304308 email: john.williams@plymouth.gov.uk
Tel: 01752 305441 email: chris.trevitt@plymouth.gov.uk
Ref: SD/I
Key Decision: No
Part: I

Purpose of the report:

The report updates cabinet of the effects on the City during the course of this winter's extreme weather and to detail the City's resilience in dealing with this.

Following the disruption to transport links to and from Plymouth during the winter of 2012/2013 arising from flooding and land slips, the succession of storm events across the three months from December 2013 through to February 2014 underlines that these instances are occurring more frequently. Whilst each of these incidents on its own is not unusual, the combination of prolonged strong winds and more water falling onto already saturated ground has proved critical and has exposed the fragility of the strategic transport network which connects Plymouth to the rest of the UK, and the vulnerability of Plymouth's highway network in relation to our plans for the economic growth of the City.

The impacts of the extreme weather have not been confined to transport infrastructure. High winds and wave action has taken its toll on the city's foreshore with extensive damage to its waterfront assets. Inability of the public to access the foreshore due to damage sustained by extreme wave action is an issue for a City marketing itself as Britain's Ocean City.

This report focuses specifically on the impacts the weather has had on Plymouth, in terms of the impact on local highway maintenance, strategic road and rail connections between the city and the rest of the UK, damage to properties and green infrastructure.

The Brilliant Co-operative Council Corporate Plan 2013/14 -2016/17:

The resilience of the City when faced with extreme weather conditions is critical in ensuring Plymouth remains a great place to live and the opportunities for growth are maintained at all times.

The growing international reputation of Plymouth as Britain's Ocean City will be enhanced by its ability to recover from the much publicised storm damage.

Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land

The resource implications of the recovery from the storm damage are detailed in the report.

A total of £569,000 has been expended to date in dealing with the initial recovery of the storms. £384,000 was, funded from existing resources the remainder coming from grants and insurance.

A further £1,574,000 of funding has been secured from the Department for Transport's Severe Weather Recovery Scheme to deal with storm damage to the road network.

A further £359,114 of funding was very recently secured from the Department for Transport's Pothole Fund to help fund the repair of the increased numbers and sizes of carriageway potholes on the City's road network resulting from the wettest winter on record.

A further £1,430,000 has been allocated from the Environmental Agency to deal with flood defence repairs.

There still remains a shortfall of £648,000 to re-instate all the damage incurred to the waterfront and public rights of ways, and other grant schemes currently available will be pursued to endeavour to meet this shortfall. The Environmental Agency monies, together with any other monies that are identified, will be added to the capital programme following the appropriate approval routes.

The Council supports the groundswell of opinion amongst local authorities nationally that there should be a single funding pot to address extreme/severe weather issues in order to simplify arrangements in respect of the application and receipt of said funds.

Further funding will be sought to bridge the shortfall from Government, as the Council have been made aware that there is an intention to cover all costs associated with severe weather damage centrally.

Other Implications: e.g. Child Poverty, Community Safety, Health and Safety and Risk Management:

- Health and Safety – this was the major concern during the response to the storms and emergency works were undertaken to protect the public from any risk resulting from damaged areas. The priority for repairs has been done on health and safety grounds and all measures have been taken to remove or reduce any resulting risks.
- Risk Management – on-going works will be prioritised on risk of flooding and future damage from extreme weather. Grant monies allocated to date from the Environmental Agency are aimed at flood protection and for works that ensure future flood resilience

Equality and Diversity

Repairs to existing infrastructure that has been subject to E & D scrutiny and application as required.

Recommendations and Reasons for recommended action:

Cabinet is recommended to note the information in the report.

Alternative options considered and rejected:Not applicable

Published work / information:

None

Background papers:

Title	Part I	Part II	Exemption Paragraph Number						
			1	2	3	4	5	6	7
Appendix I 3-Point Plan Summary	x								
Appendix II 3-Point Plan Proposed Programme for Improvement	x								
Appendix III Page I Damaged Shoreline Assets	x								
Appendix III Page II Storm Damage Location Map	x								
Appendix IV Storm Damaged Asset List	x								

Sign off:

Fin	AF/ PlaceF ESC141 5 005.08. 07.14	Leg	DVS/ 20723	Mon Off	DVS/ 20723	HR	N/A	Assets		IT	N/A	Strat Proc	N/A
Originating SMT Member: Simon Dale													
Have the Cabinet Members agreed the contents of the report? Yes													