

APPENDIX 1

Extract of Executive Board, Executive Board Sub Committee and Executive (Transmodal Implementation) Sub Board Minutes Relevant to the Environment and Urban Renewal Policy and Performance Board

EXECUTIVE BOARD MEETING HELD ON 17 MARCH 2011

EXB103 HALTON'S LOCAL TRANSPORT PLAN (LTP3)- KEY DECISION

The Board received a report of the Strategic Director, Environment and Economy on Halton's Third Local Transport Plan (LTP3).

The Board were advised that Local Transport Plans (LTPs) were initially introduced by the Transport Act 2000, which set a statutory requirement for local transport authorities to produce a LTP every five years and to keep it under review. The Local Transport Act 2008 retained the statutory requirement to produce and review LTPs and supporting policies but changed aspects of the statutory framework, including giving local authorities the flexibility to review and update the LTP as it considered appropriate.

The Board were reminded that, as a Unitary Authority, Halton Borough Council was the transport authority for the area of Halton and as such was required to produce a LTP. The current LTP (LTP2) ran until March 2011, with the third LTP (LTP3) due to commence in April 2011.

As required by the 2008 Act, LTP3 was in two parts; the first set out a long term strategy to 2026 and the second consisted of a short term implementation plan, setting out in detail how the strategy would be delivered. Separating strategy and implementation allowed the two parts of the LTP to be renewed (when necessary) on different timescales.

Although Halton had produced an individual LTP3, it had been recognised that working in partnership with the Merseyside Integrated Transport Authority (Merseytravel) or ITA, which was statutorily obliged to produce the LTP on behalf of itself and the Merseyside Districts, would be beneficial for the sub-region. As a result, Halton and Merseyside synchronised the preparation of their evidence bases and there was impetus of a similar long term vision and strategy across the sub-region. However, it should be acknowledged that Halton's rolling implementation plan was separate from Merseyside's, based on Halton specific characteristics.

Although the LTP would be submitted to the Government by the end of March 2011, the Department for Transport (DfT) would no longer formally assess the Plan, impose mandatory targets or require submission of formal monitoring reports. However, the DfT would continue to take account of the overall quality of a LTP, especially where this was relevant to its decisions, for example in relation to funding.

Reason(s) For Decision

LTP3 was the key policy document for transport in Halton.

Alternative Options Considered And Rejected

The strategy element of LTP3 was aligned with national, regional and local policies. In section 11 of the LTP various proposals had been described that could be delivered during the 15 year life of the strategy. These had been prioritised for delivery in the Implementation Plan taking into account affordability, timescale for delivery, value for money and effectiveness of achieving the LTP3 goals.

Implementation Date

LTP3 would be effective from 1st April 2011.

The Board wished to place on record their thanks to Dick Tregea, Strategic Director, Environment and Economy for his work on this and other projects and wished him well for the future.

<1>RESOLVED : That

- 1) final approval be given to the draft Third Local Transport Plan (LTP 3) for Halton, incorporating a long term strategy for transport and a shorter term Implementation Plan; and
- 2) further editorial and technical amendments that do not materially affect the LTP3 be agreed by the Operational Director – Highways, Transportation and Logistics in consultation with the Executive Board Member for Transportation, as necessary, before the document is published.

EXB104 HOUSEHOLD WASTE COLLECTION - KEY DECISION

The Board received a report of the Strategic Director, Environment and Economy on a draft Household Waste Collection Policy.

The Board were advised that on 5th January 2011 the Environment and Urban Renewal Policy and Performance Board received a report on a draft Household Waste Collection Policy (the Policy). Members of the Board subsequently resolved that a report be presented to the Executive Board recommending the adoption of the draft Household Waste Collection Policy, a copy of which was attached as Appendix 1 to the report.

The Policy had been developed taking into account the pressures the Council faced, both in terms of meeting landfill diversion targets and the increasing costs of waste treatment and disposal. It had drawn upon best practice and common approaches adopted by local authorities across the country. The Policy set out both existing and new policies and Members' attention was drawn in particular to the policies on charging and collecting side waste as detailed in paragraphs 4.5 to 4.14 of the report.

Reason(s) For Decision

It was important that the Council's Household Waste Collection Policies remained fit for purpose in order to support the Council in meeting its waste related targets and objectives, and to ensure that services continued to be delivered as efficiently and effectively as possible.

Alternative Options Considered And Rejected

The Council had a wide range of options available in relation to its waste collection policies and service standards. The options available were considered by Members of the Waste Management Working Party who were tasked by the Safer Halton Policy and Performance Board to review the Council's policies and service standards relating to the collection of household waste. The work carried out by the Working Party included research into the approaches adopted by other local authorities and took into account local circumstances within Halton.

Implementation Date

Implementation was expected in April 2011.

<1>RESOLVED: That

- 1) the adoption of the Household Waste Collection Policy attached at Appendix 1 to the report be approved; and
- 2) The Strategic Director – Communities be given the power to authorise suitable individuals to enforce compliance with the Household Waste Collection Policy.

EXECUTIVE BOARD MEETING HELD ON 31 MARCH 2011

EXB120 HALTON CORE STRATEGY - CHANGES TO PROPOSED SUBMISSION DOCUMENT FOR A PERIOD OF FURTHER PUBLIC CONSULTATION - KEY DECISION

The Board received a report of the Strategic Director, Environment and Economy which sought approval; for changes to Halton's Core Strategy Proposed Submission Document, for a period of further consultation on a revised document.

The report advised that on 18th November 2010, approval was received from the Executive Board to publish the Proposed Submission Core Strategy for an 8 week period of public consultation and for representations to be made. Between 29th November 2010 and 24th January 2011 this period of public consultation, known formally as the Publication Stage in accordance with Regulation 27 of The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008, took place. A number of stakeholders and members of the public asked for additional time to make representations on the Core Strategy and the final representations relating to this period of consultation were received in mid-February.

A total of 41 respondents, ranging from members of the public, neighbouring local authorities, Government agencies, landowners and developers made representations on the Halton Core Strategy Proposed Submission Document. The representations ranged from support for the document and its contents, comments, and objections which related to the legal compliance or "soundness" of the plan.

The main policy areas questioned by respondents during the consultation period were:

- Availability of evidence upon which the policies within the Core Strategy were founded upon;
- Green Belt policy;
- Daresbury Strategic Site;
- Liverpool John Lennon Airport policy;and

- Core Strategy plan period not covering the required period of 15 years from adoption;

The points raised by the public and stakeholders on these areas, plus the Council's proposed way of addressing the comments were summarised in the report. These major issues plus other matters raised through the consultation were summarised in Appendix B to the report.

Reason(s) For Decision

In order to avoid being found 'unsound' for procedural reasons, it was recommended that a period of further public consultation be agreed.

Publication of the Core Strategy Revised Proposed Submission Document must be carried out for a statutory minimum 6 week period to allow interested parties ample opportunity to comment and to avoid legal challenge. As the Core Strategy was a Development Plan Document, publishing the document for public consultation required the approval of Executive Board.

Alternative Options Considered And Rejected

As discussed at paragraph 6.1, the Council was able to proceed to Submission. Although the time and resource implications of undertaking a further period of consultation had been considered, given the scale of some of the issues raised in response to the Proposed Submission consultation, it was decided that in the longer term it would be more sensible to incur minor delays at this stage rather than to risk the Core Strategy being found "unsound" at Examination, resulting in a much longer delay and the Council having to cover the Planning Inspector's costs, without a successful outcome.

Implementation Date

It was envisaged that the Core Strategy would be submitted to the Secretary of State in July 2011, with the examination phase commencing in Autumn 2011, to be followed by adoption of the plan in Spring 2012.

<1>RESOLVED: That

- 1) the changes to the Proposed Submission Document be approved for incorporation into the Core Strategy for the purposes of a secondary public consultation for a six week period under Regulation 27 of the Town and

Country Planning (Local Development) (England) Regulations 2008;

- 2) further editorial and technical amendments that do not materially affect the content of the Halton Core Strategy Revised Proposed Submission document or the supporting documents be agreed by the Operational Director for Policy, Planning and Transportation in consultation with the Portfolio Holder and Leader of the Council as necessary, before they are published for public consultation; and
- 3) the Halton Core Strategy be taken before Council later in the year prior to Submission to the Secretary of State for Independent Examination.

MINUTES OF THE EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 17 MARCH 2011

ES82 REVIEW OF FEES & CHARGES FOR 2011/12

The Sub-Committee received a report which sought approval to increase existing fees and charges in line with inflation for the following:

Environmental Information, requests for information regarding potentially contaminated land, requests for environmental information, environmental health services charges, hackney carriage and private hire charges, licence fees (other than hackney carriage and private hire charges), Road Traffic Regulation Act 1984, Town Police Clauses Act, Highways Act 1980, Highway Searches, Signing, Traffic Signals, Building Act, Street Naming and Numbering, Road Safety, Traffic Data, CCTV Maintenance, New Roads and Street Works Act 1991 and miscellaneous.

The Sub-Committee was advised that the increase in fees and charges also included a number of statutory fees that may increase during the coming financial year and Members were asked to agree to these increases as they occurred.

RESOLVED: That delegated authority be given to the Strategic Director in consultation with the Chairman to amend the attached schedule, to both amend the fees and charges shown and to include additional items not included.

ES89 MERSEY GATEWAY - APPOINTMENT OF SPECIALIST INSURANCE ADVISERS

The Sub Committee considered a request from the Mersey Gateway Team to authorise the appointment of Heath Lambert who will provide specialist insurance advisory services to the Mersey Gateway Project Team on specialised insurance matters during the procurement phase.

RESOLVED: That the request to appoint Heath Lambert as specialist insurance advisory service to the Mersey Gateway Project Team and the to waive standing orders 3.1 relating to the procurement of goods/services under paragraphs 1.8.2 (a), (b), (c) and (e) of HBC standing orders be approved.

MINUTES OF THE EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 1 APRIL 2011

ES93 HIGHWAY CONDITION SURVEY DATA COLLECTION

The Sub-Committee considered a report of the Strategic Director Environment and Economy which sought approval to continue with the current Data Collection and Bureau Consultancy Services contract with Jacobs Babtie Limited for a further period of twelve months.

Previously the Sub Committee had approved to adopt the web based United Kingdom Pavement Management System (UKPMS) technology for the management of road condition data and its corresponding performance indicators using the Bureau Consultancy Services supplied by Jacobs Babtie Limited. The approval was given on the basis that the partnership would be for an initial five years and that it would be reviewed on expiry. It was identified that as a consequence of investment in long term road condition surveys, subject to satisfactory performance, there would be substantial benefit in a longer term relationship.

Members were advised that, to date, performance levels for Jacobs Babtie Limited had been more than satisfactory, and they had a long-standing in depth knowledge of our highway network. The investment and training in the use of the web-based technology indicated that there would be a substantial benefit in continuing this long term relationship for a further 12 months. The fee paid to Jacobs Babtie for the 2010/11 period was £70,724.20. Jacobs Babtie had confirmed that the fee for 2011/12 would be £70,250.00, realising a £474 savings for the period.

It was noted that discussions had been held with the Council's Procurement Centre of Excellence with a view to carrying out a procurement exercise in April 2011 to identify alternative methods of procuring future requirements under UKPMS for 2012/13 and beyond. Once such alternative was a joint framework contract by Cheshire and Merseyside partners.

RESOLVED: That approval be granted to continue with the current Data Collection and Bureau Consultancy Services contract with Jacobs Babbie Limited for a further 12 months to 31st March 2012.

**ES94 A533 QUEENSWAY (SILVER JUBILEE BRIDGE)
OBJECTIONS TO PROPOSED CLEARWAY TRAFFIC
REGULATION ORDER**

The Sub-Committee was advised that over recent months there had been a number of complaints about delays crossing the SJB due to broken down vehicles not being removed quickly. Due to these incidents, discussions had taken place with Cheshire Police to find a way to reduce these delays and the need for the police officers to remain on the bridge with broken down vehicles. Cheshire Police had separate discussions with their legal team and it was requested that a "No Stopping" or clearway order be placed on the SJB in order to assist with removing of broken down vehicles. Such an order gave the Police powers to remove any vehicle immediately in the event of a breakdown or accident using their own Vehicle Recovery Contract provided by local garages. This would allow vehicles to be removed quickly and reduce delays.

It was noted that if the police used their powers to remove vehicles, local contracted garages were obliged to attend the scene within a certain time limit. For vehicles under 7.5 tonnes (cars etc.) the response time was 30 minutes and with vehicles over this weight it was 40 minutes with the Police selecting the garage able to attend the scene in the shortest time. All the garages on the scheme had set fees that they would charge, as follows:-

Vehicle up to 7.5 tonnes	Minimum Charge £150;
Vehicle over 7.5 tonnes	Minimum Charge £350; and
Garage storage charge	Minimum Charge £12 per day.

Following advertisement of the proposed Traffic Regulation Order two objections were received from Elected Members details of which were outlined in the report.

RESOLVED: That the proposed Traffic Regulation Order for a “No Stopping Clearway” on A533 Queensway where it passes over the Silver Jubilee Bridge be made, and the objectors informed accordingly.

ES95 FORMER ST MICHAEL'S GOLF COURSE, WIDNES

The Sub-Committee considered a report of the Strategic Director, Environment and Economy, which provided an update on the progress of the remediation of the northern section of St. Michael's Golf Course and outlined the options for potential future site uses. Funding totalling £2,477,131 and an additional £90,490 had been received from the Department for Environment, Food and Rural Affairs (Defra) for Phase 1 of the remediation of the northern section of St. Michael's Golf Course. Contractors Land and Water were appointed to complete Phase 1.

With regard to Phase 2, an initial trial would take place shortly to demonstrate if the identified potential technique was able to reduce the concentration of sulphide to concentrations that were appropriate to allow sewer disposal. Once the results were proven and a design had been signed off by the Environment Agency and also United Utilities then a Phase 2 funding application could be made to Defra. Until this was completed, the site would remain closed to public access on safety grounds.

Following the completion of Phase 2 remediation contract the next phase would be to restore the site for re-use. Members were advised on a number of options for the site which the Council would explore further with their associated benefits and risks. Confirmation of the intended restoration option of the site would be dependent on securing funding and also agreement from Defra and the Environment Agency who would require reassurances that the remediation works would be protected during and after the implementation of the site restoration.

It was noted that solutions were still being sought for the south side of the Golf Course and this would require further consideration.

RESOLVED: That

- (1) progress on the remediation of the site be noted; and
- (2) a further report be submitted to the Board on the options for future use of the site.

ES96 PROPOSED REFURBISHMENT OF RUNCORN MARKET HALL

The Sub-Committee were advised that a feasibility study into a proposed refurbishment of the existing Runcorn Market Hall had been carried out following its closure in January 2011. Although there were strong financial and operational reasons for taking the decision to close the building, this had resulted in a relatively new building remaining vacant. Given the need to offer improved library and Halton Direct Link facilities to residents in Runcorn and the fact that the Market Hall was currently unused, it was considered appropriate to investigate the feasibility of accommodating both the Library and HDL within the former Market Hall. A feasibility study had now been completed which demonstrated that it was possible to refurbish and remodel space within the Market Hall to accommodate both the Library and the Direct Link. A timetable for taking forward the proposal was outlined in the report.

It was noted that any proposed refurbishment of the Market Hall as a library and Direct Link would require a substantial investment from the Council (currently estimated at between £500,000 to £850,000) and would, therefore, require an amendment to the Capital Programme.

RESOLVED: That

- 1) (1) Members agree in principle to the further development of the proposals for the existing Runcorn Market Hall;
- 2) authority be given to review the Capital Programme to identify the funding required to achieve the proposed refurbishment and that a further report be presented to Members on the results of this work; and
- 3) the proposed timescales outlined in the report be reviewed.