

APPENDIX 1

Extract of Executive Board, Executive Board Sub Committee Minutes Relevant to the Urban Renewal Policy and Performance Board

EXECUTIVE BOARD – 5 MARCH 2009

EXB 114: MERSEY GATEWAY SUSTAINABLE TRANSPORT STRATEGY – KEY DECISION

The Board received a report of the Strategic Director, Environment which sought approval of the Mersey Gateway Sustainable Transport Strategy (MGSTS), which set out how the proposed Mersey Gateway Project (The Project) could enable improvements in integrated transport across the Borough that would further the economic, transport and sustainability objectives of the Council. By adopting this report as Council policy, the document would have significant weight in the consideration of the various planning applications for Mersey Gate Project that were now with the Government.

Members were advised that the Project was central to the achievements of the environmental and economic regeneration aspirations of Halton and was key to those of the sub-region.

It was further noted that at the local level The Project would bring about a step change in improvements to the transportation connections between Runcorn and Widnes via the Silver Jubilee Bridge (SJB). By transferring around 80% of the traffic from SJB to the new crossing, the existing SJB would be available for local transport services and facilities. The Project would also deliver amendments to the SJB carriageway and approach roads that were intended to improve the integrity of the bus network by reducing journey times, improving reliability and supporting and underpinning improved bus services across the Mersey between Runcorn and Widnes.

Members were advised that although the key changes to the road system in Halton would be delivered through the Mersey Gateway scheme, as submitted to the Secretary of State for planning approval, to take full advantage of the opportunity presented by these changes would require co-ordinated intervention in the form of better connecting bus services and improved facilities for cycling and walking.

It was noted that the combined programme within the MGSTS would also address existing concerns over accessibility and

connectivity as part of the wider sustainable transport and sustainability agenda for all residents of Halton, particularly those living in the most deprived wards in the Borough.

The MGSTS and the Mersey Gateway Regeneration Strategy (MGRS) were integrated initiatives by the Council to support the delivery of the Project objectives and together set out a rigorous and clear approach to maximising the benefits across the Borough. The Project had seven high level strategic objectives, two of which related directly to sustainable transport.

The MGSTS aimed to deliver the following key vision of the sustainable travel options within Halton:

To identify and promote a network of high quality, safe, affordable, accessible and environmentally friendly travel measures for local residents, businesses and visitors to Halton, which supported the key objectives of the Local Transport Plan and the Project.

Members were advised that the full strategy comprised of five key sections:

- (1) Setting the Scene;
- (2) Halton's Story of Place and its Existing Transport Network;
- (3) National, Regional and Local Policy Context;
- (4) Mersey Gateway Sustainable Transport Strategy; and
- (5) Measuring progress for the Sustainable Transport Strategy.

Each of the key sections was outlined in further detail in the report along with Phase 1 for implementation between 2014/2015 to 2024/25.

The Board held a wide ranging discussion in relation to the following:

- transport improvements in the most deprived areas;
- inclusion of cycle paths to main council buildings;
- cycle storage had been greatly improved at Council buildings including the provision of showers at Runcorn Town Hall, and
- the possibility of opening locks on the Runcorn side of the Mersey.

REASON FOR DECISION:

By adopting this report as Council policy, the document would have significant weight in the consideration of the various planning applications for Mersey Gateway that were now with the Government.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED: |

The recommended strategy embraced a range of transport interventions and initiatives, which had been prioritised based on funding projects and assumptions. Implementation would be flexible, taking into account a more detailed assessment of specific projects and options prior to committing proposals.

IMPLEMENTATION DATE: |

MGSTS was designed to deliver integrated transport improvements facilitated by the new crossing due to open in late 2014.

RESOLVED: That the Mersey Gateway Sustainable Transport Strategy be approved to support the delivery of the Mersey Gateway Project, subject to any minor amendments being delegated to the Strategic Director, Environment, in consultation with the Executive Board Member for Planning, Transportation, Regeneration and Renewal.

EXECUTIVE BOARD – 19 MARCH

EXB 120 – REVIEW OF STRATEGIC REGIONAL SITES CONSULTATION.

The Board received a report of the Strategic Director, Environment which sought authority to formally respond to the North West Development Agency (NWDA) consultation on the review of Strategic Regional Sites.

Members were advised that in 2005, the NWDA designated 25 sites within the North West as Strategic Regional Sites. The sites were identified on the basis of a number of points, as set out in the report.

Members were further advised that designation was important in terms of site profile, development and ability to access resources to bring them to fruition. Indeed, the consultation letter specifically stated that such sites would have priority, where necessary, for implementation in terms of all Agency resources and in Agency support for bids for other sources. Within Halton, two sites were identified – Ditton Widnes and Daresbury. With reference to Ditton, since the original designation this location was now known as 3MG and it would be recommended to the Agency that this was used in future.

It was noted that the NWDA was now reviewing the list of sites and the closing date for comments was the 27th March 2009.

The purpose of the review was to ensure sites fitted the criteria as outlined in the Regional Spatial Strategy reflected the changing nature of policy and the market context including the Stern (Review on the Economics of Climate Change) and Eddington (Transport) reports.

Members were advised that of the 25 previous sites, 7 were proposed for deletion and 15 were proposed for addition. Both Halton sites remained on the list. The sites themselves were identified in broad terms on plans with the exact boundaries to be decided at a later date. Each site had been identified with primary purpose and these were set out in the report.

Members were asked to note that of particular importance was that the new designation for Daresbury had expanded the site to take in both Daresbury Park and the Daresbury Science and Innovation Campus (DSIC) which reflected the ongoing master plan work that the Council was involved with in partnership with the DSIC.

Members were advised that the list of proposed sites made for interesting consideration. They were not all big traditional inward investor sites and included town/city centre and older industrial areas. As such, it was considered appropriate that this Council should seek through its consultation response to have an additional site designated. Looking at the substantial regeneration opportunities that existed within the Widnes Waterfront and the town centres of Widnes and Runcorn and the development opportunities arising from the Mersey Gateway as detailed in the Mersey Gateway Regeneration Strategy, there was clear scope to bring all these together under one designation. Such an area had significant employment opportunities, was close to areas of need, was sustainably accessible and would contribute to the ongoing economic restructuring of this part of the region through assisting in a continued diversification of the local economy. Together, these provided a scale of regeneration opportunities comparable to many defined Strategic Regional Sites.

RESOLVED: That

- (1) the designation of both 3MG (Ditton) and Daresbury be supported;
- (2) the NWDA be requested to designate an additional site incorporating Widnes Waterfront, Widnes and Runcorn town centres and the area detailed in the Mersey Gateway Regeneration Strategy; and

(3) the Executive Board authorise the Strategic Director, Environment in consultation with the Portfolio holder for Planning, Transportation, Regeneration and Renewal to formally respond to the North West Development Agency consultation on the Review of Strategic Regional Sites.

EXB 121 – TRANSPORT CAPITAL IMPLEMENTATION PROGRAMME 2009/10

The Board received a report of the Strategic Director, Environment, which sought approval to the inclusion of the 2009/10 Transport Capital Implementation Programme into the 2009/10 Capital Programme and the carry over of £1,608,000 of 2008/09 Local Transport Plan (LTP) Maintenance Block Borrowing Approval to 2009/10.

Members were advised that the second LTP had brought with a much less rigorous reporting requirement, based on a collaborative approach between DfT and the local authorities, to enable weaknesses in progress to be jointly addressed and strengths to be built upon.

They were further advised that this new approach required the de-coupling of the link between funding and performance, which resulted in the DfT, in its November 2007 Settlement Letter confirming the Integrated Transport Capital block allocations for the period 2008/09 – 2010/11. The Integrated Transport allocation for 2009/10 was £1,831,000.

Similarly, three year allocations for the Highways Capital Maintenance Block, which were based on a new formula, were also notified and which were set out in the report. The Road Maintenance element of the Highways Block allocation had been reviewed in the context of Performance Indicators for highway maintenance. This led to a prioritisation of non Primary Route Network (PRN) footway reconstruction for the next two years, after which the position would be reassessed. This, in conjunction with a similar review of priorities in the revenue road maintenance programme, would provide an overall budget, for the 2009/10 and 2010/11, which would enable around a doubling in the length of footway reconstruction to be carried out each year. Over £450,000 would be available for carriageway structural maintenance, and this would continue to be supplemented by revenue funding. Performance on the principal and classified road condition indicators were not expected to fall below the top quartile during this period, as a result of re-profiling over this two year period. The Highways Capital Maintenance allocation for 2009/10 was £2,023,000.

Members were further advised that the individual schemes for the Integrated Transport and Highway Maintenance Block would be drawn from the programmes included in LTP2, which were outlined in Appendix A to the report.

It was further noted that in addition to the LTP Capital Maintenance Block, Halton was also allocated £14,288,000 of additional funding for use between 2008/09 and 2010/11. This was from the National PRN Bridge Strengthening and Maintenance allocation to enable much needed maintenance and inspection work on the Silver Jubilee Bridge. This funding replaced some of that identified in the SJB Major Maintenance Scheme bid, which was submitted to Government in March 2006 and on which a decision was still awaited. The PRN Bridge Strengthening and Maintenance allocation for 2009/10 was £4,906,000.

In order to increase the efficiency in the procurement and delivery of all bridge maintenance works in the Borough, a single partnering contractor approach had been pursued. Due to the timescales involved in developing this partnership, there was need to defer £1,608,000 of the PRB Bridge Strengthening and Maintenance allocation, from 2008/08 to 2009/10. The DfT were happy to support the principle of this proposal, but had indicated that Section 31 Grant could not be carried over from one year to the next. Instead, it was agreed for the Council to spend £1,608,000 of unallocated "Supporting Borrowing Powers" to be carried over into 2009/10 to fund the "additional" PRN Bridge Strengthening and Maintenance works and hence facilitate the revised expenditure profile. It was therefore proposed to carry over £1,608,000 of LTP Highways Capital Maintenance "Supported Borrowing Power" approvals from 2008/09 to 2010/11. The total PRN Bridge Strengthening and Maintenance programme for 2009/10 was in the sum of £6,514,000 and a list of the provisional programme was appended to the report.

Members were advised that during 2009/10, the Council had allocated the sum of £100,000 of capital funding to enable a programme of works to be implemented to bring unadopted roads up to adoptable standards – the "Adoptions Programme". A report was to be presented to the Urban Renewal Policy and Performance Board in March setting out a proposed policy and procedure for the identification and approval of schemes and how the funding arrangements for each proposal would be determined. In addition, it was noted that the Council's Flood Defence programme comprised a range of maintenance and improvement schemes. Work would also continue to de-silt culverts and highway/land drainage systems at known flooding hotspots throughout the Borough. The Council capital Flood Defence Programme for 2009/10 was in the sum of £100,000.

Further to this, the Council's Street Lighting capital programme for 2009/10 was in the sum of £200,000. This allocation would be used for the renewal of street lighting equipment (lighting columns, lanterns, signs, bollards, etc.) and would address the replacement of age expired equipment and enable improvements to save energy.

It was proposed that the authority agree details of the programmes of work for: PRN Bridge Strengthening and Maintenance; the Adoptions; Flood Defence; and Street Lighting, for the periods 2009/10 and 2010/11, be delegated to the Strategic Director, Environment, in consultation with the Executive Board Member for Planning, Transportation, Regeneration and Renewal.

In addition, Halton's Road Safety Grant, which was the funding used to help support the Cheshire Safer Roads Partnership was also confirmed in the November 2007 Settlement Letter. The revenue element of this grant was incorporated into the area based grant. The capital element of the Road Safety Grant for 2009/10, which would be paid as a direct capital grant, was in the sum of £72,167.

Members were advised that the final Transport Capital Implementation Programme for 2009/10 would be in line with the capital budget to be agreed by the Council. This programme would be included in the Highways, Transportation and Logistics Department's Service Plan. It was noted that Halton continued to be allocated an element of De-trunked Roads Maintenance Grant, which was used to maintain the Widnes Eastern Relief Road. The De-trunked Roads Maintenance Revenue Grant for 2009/10 was £213,830 which would also be included in the area based grant allocation.

RESOLVED: That the Executive Board recommend the Council to approve:

- (1) the incorporation of the Transport Implementation Programme for 2009/10, in the sum of £10,840,200, into the Council's 2009/10 Capital Programme;
- (2) the carrying forward of £1,608,000 of the Local Transport Plan's Highways Maintenance Borrowing Power approvals for 2008/09 into 2009/10, to facilitate the re-profiling of works associated with the Primary Route Network Bridge Strengthening and Maintenance allocation; and
- (3) the authority to agree the detail of the programmes of work for: Primary Route Network Bridge Strengthening and Maintenance; Adoptions; Food Defence; and Street Lighting,

for the period 2009/10 and 2010/11, be delegated to the Strategic Director, Environment, in consultation with the Executive Board Member for Planning, Transportation, Regeneration and Renewal.

EXB 122 - PARTIAL REVIEW OF REGIONAL SPATIAL STRATEGY: PROVISION OF PERMANENT AND TRANSIT PITCHES FOR GYPSIES AND TRAVELLERS IN HALTONSTREET LIGHTING ENERGY PROCUREMENT

The Board received a report of the Strategic Director, Environment which outlined the proposed formal response to the consultation being run by 4NW on the topic of Gypsy and Traveller accommodation needs as part of the Partial Review of the Regional Spatial Strategy. The consultation closed on the 27th March 2009.

Members were advised that 4NW, formerly the North West Regional Assembly, was the designated regional planning body for the North West of England. They had been asked by the Government to prepare, monitor and review the Regional Spatial Strategy (RSS) in partnership with others. The RSS was a regional plan that had to be taken into account when decisions were being made about planning applications. It provided a spatial framework for development in the region and for other regional strategies and it promoted the sustainable development of the North West.

Members were advised that currently a Partial Review of the RSS was underway due to the need to complete unfinished policy work within the RSS. This Partial Review covered three key subject areas of Gypsies and Travellers, Travelling Show People and Car Parking Standards.

It was noted that the Council currently provided 23 pitches at Riverview Residential Caravan Site in Widnes. A new local authority run site was opened in January 2009 in Warrington Road, Runcorn, next to the existing private site. This new site provided 4 permanent pitches and 10 transit pitches. There were two private sites in Runcorn at Windmill Street and Warrington Road; these two sites provided 13 pitches. In total there were 40 permanent pitches and 10 transit pitches currently provided in Halton.

It was further noted that the accommodation for Gypsies and Travellers was dealt with by an Interim Draft Policy L6 – Scale and Distribution of Gypsy and Traveller Pitch Provision. It was this policy that was the subject of the consultation. This policy had a policy start date of 2007, therefore all accommodation provision since made from 2007 would be counted towards policy target for pitch numbers.

Within Policy L6 was a table of pitch provision to be achieved by each individual North West authority by 2016. Policy L6 indicated that Halton should provide by 2016 an additional minimum of 60 permanent pitches. The policy also indicated that a further 3% compound increased on an annual basis should be achieved to 2021 and for Halton this would be a further 15 permanent pitches. The policy therefore suggested that by 2021 Halton should provide a total of 111 permanent pitches. The policy made a distinction between permanent and transit pitches and the policy indicated that 5 additional transit pitches should be provided by Halton by 2016. However, as Halton's new site at Warrington Road provided 10 transit pitches, Halton would have already met its allocation apportionment under the draft policy.

The Board was advised that the Council must respond to the consultation using a structured and formatted response form. This consultation response form asked a series of questions with regard to the Interim Draft Policy L6. The first question to deal with the issues of concern asked for a yes or a no response to whether the Council supports policy L6. Question 4 asked for the reasoning behind the response to Question 3. It was recommended that the response to Question 3 would be given as "No". This response was justified on the basis that the policy did not adequately address the issue of distribution in the policy wording. Currently, there was no acknowledgement of the fact that the last round of consultation in July 2008 concluded that provision for Gypsies and Travellers should be undertaken by way of a more balanced share of provision across districts. This approach sought to seek pitch provision distributed to meet the requirements of the Gypsies and Travellers. During the July 2008 consultation this approach was known as Option 3. For the purposes of clarity and avoidance of doubt, the policy text should acknowledge that this was the basis upon which pitch provision would be made and monitored.

It was further noted that question 5 on the consultation response form dealt with the main issue of contention, notably the provisional figure for Halton to provide an additional 60 permanent pitches in the Borough. It was recommended that the response to Question 5 be given as "No". In question 6 we were asked to justify this response, the response to question 6 was outlined in detail in the report.

It was advised that the draft RSS policy figure of 300 across the Cheshire Sub-regional Partnership had then been apportioned, by a no scientific method, to all those authorities in the Cheshire Partnership. The results of this were set out in the report.

In Interim Policy L6 the Halton apportionment figure had been given as 60 pitches. This represented 20% of the sub-regional apportionment. This represented a fifth of the requirement, yet there were nine authorities in the Cheshire Partnership. Halton was the smallest of these nine partners in terms of geographical area and had little land available to accommodate further provision. Some account should also therefore be taken of provision in the context of the geographical size of Councils, which would result in neighbouring authorities' targets being increase relative to Halton. There was little land available in Halton upon which to accommodate such large numbers of pitches. In terms of current pitch provision, only Congleton and St. Helens provided more pitches than Halton. In terms of equity and choice, greater provision should be made in other districts where the Gypsy and Traveller community wished to settle to ensure sustainability, but not to the extent that some Council's had to do nothing.

It was further advised that some attempt should be made to redistribute the assessed need for pitches to ensure a more even provision between Councils, particularly to those who have little or no existing provision and should also focus on those Councils with no Council-owned sites.

Any provision for Halton should be reduced by the number of pitches included in the new development in Runcorn that comprised 4 permanent pitches and 10 transit sites. Consequently, the assessed need should reduce accordingly. It was accepted that this development occurred after the needs assessment that informed RSS figures. It was understood that, as the Interim Draft RSS Policy L6 had a starting date of 2007 this provision would be taken into account in considering Halton's apportionment.

Members were advised that for the above reasons, Halton did not feel that the evidence produced to support the Interim Draft Policy L6 substantiated the pitch provision figures for Halton. The greatest provision should be made in the areas highlighted by the Gypsy and Traveller communities and those authorities currently offering no local authority run sites.

RESOLVED: That

- (1) the content of the report be formalised as the response from this Council to the consultation being run by 4 NW on Gypsy and Traveller accommodation needs;
- (2) Halton's evidence be enhanced via research into the waiting list held for Riverview Caravan Site to see how many people were still actively seeking accommodation in Halton; and

(3) the Council strongly object to the proposals in RSS Interim Draft Policy L6 for Halton to provide 60 additional permanent pitches.

EXECUTIVE BOARD 2ND APRIL 2009

EXB142 - LIVERPOOL CITY REGION TRANSPORT GOVERNANCE REVIEW AND THE DRAFT LIVERPOOL CITY REGION MULTI AREA AGREEMENT

The Board received a report of the Strategic Director, Environment which provided an update on the current status of the Liverpool City Region Transport Governance Review and the development of the Liverpool City Region Multi Area Agreement (MAA), Transport Platform.

The Board was advised that the Local Transport Act (LTA) was given Royal Assent on the 26th November 2008 and subsequently became the Local Transport Act 2008. It was noted that the Act was a co-ordinating and enabling Act designed to provide additional powers relating to buses, transport governance and delivery and Road User Charging (RUC).

It was reported that on the 9th February 2009, the existing six Passenger Transport Authorities (PTA) in England, were re-named Integrated Transport Authorities (ITA). Once such PTA was Merseytravel and the responsibilities that the ITA immediately assumed were detailed in the report for consideration.

It was reported that the ITA could also work with local authorities to put forward proposals to Government to extend its boundaries, extend its influence over the highway network (subject to Governance review), extend its powers over the local heavy rail network and change its name.

It was further advised that a draft Governance study which was appended to the report had been developed by the Transport Working Group (TWG) and it was intended that this would be issued to Transport Consultants Atkins when all necessary approvals were in place. The study would be concluded in three stages details of which were outlined in the report.

It was noted that work already completed by the Transport Working Group had identified 7 possible options (the Discussion Model which were also detailed in the report. It was advised that there was a very strong emphasis on wide stakeholder involvement within

the process and it would need particularly strong Member engagement.

The Board was notified of issues concerning governance of the LCR which were actively under consideration. It was reported that to help inform this process and with advice from the Department of Transport (DfT) the TWG had proposed that the Merseyside authorities and Halton would work together to produce a joint Local Transport Plan (LTP3) to ensure that transport issues across the LCR were effectively and efficiently addressed. Members were recommended to note that the Transport Working Group intended to explore the issues and potential for preparing a Joint Local Transport Plan in the future with any final recommendation being brought back to Members for their consideration.

It was further reported that a LCR Multi Area Agreement (MAA) was in preparation which would create a framework within which the six city region local authorities, Merseytravel government and its agencies and other partners could co-operate to deliver improved economic performance. The Board was advised of the first stage of the MAA incorporating the “Story of Place” and Employment and Skills Platform had been agreed and was now being developed to include Housing, Economic development Transport Platforms. The Transport Platform of the MAA, Platform 4 – “Transport for a Growing City Region”, had the overall aim which was detailed in the report.

The Board was informed that some very helpful discussions had been held with GONW in developing the MAA and there had been some key messages over and above the previous guideline not to seek additional funding or to promote particular schemes which were set out in the report.

It was further advised that the MAA proposals were designed to integrate the key LCR priorities with responsibilities for delivering the shared national transport priorities. In addition the proposals would help to deliver against appropriate Public Service Agreements (PSA) target and would link with Local Area Agreements (LAA) to help deliver their transport targets.

Members were advised that the Transport Platform of the MAA was still in the development stage and it was intended for it to be incorporated into the full LCR MAA in early summer. It was noted that the key components of the document were “Asks” of the Government which, if agreed, would enable barriers to the implementation of transport strategies to be addressed. The current proposed Asks were detailed in the report in addition to a package which outlined what the proposals would deliver. It was further advised that GONW had commented positively on the draft Transport Platform but had

suggested a number of areas that required improvement. Members were notified that these comments were now in the process of being addressed and would inform the next draft of the MAA.

RESOLVED: That

- 1) the proposal to engage transport consultants Atkins to carry out the study on the Liverpool City Region Transport Governance be endorsed;
- 2) Members endorse the intention of the Transport Working Group to explore the potential for producing a joint Local Transport Plan for Merseyside and Halton i.e. the Liverpool City Region; and

work to continue to develop the draft Liverpool City Region MAA; Platform 4 – “Transport for a Growing City Region” and the “Asks” of Government contained therein, be endorsed.

EXB 144 - ST MICHAEL'S GOLF COURSE: AMENDMENT TO THE EXISTING CONTRACT FOR THE REMEDIATION OF THE GOLF COURSE

The Board received a report of the Strategic Director, Environment which sought to gain approval from the Board to amend the existing contract for the remediation of St Michael's Golf Course.

It was advised that due to the urgent requirement for action, this item would be excluded from the “call in” procedures.

RESOLVED: That

- 1) having regard to the balancing risks, and the need to expedite the procedure, the Operational Director, Major Projects be authorised to amend the existing contract for the remediation of St Michael's Golf Course to suite the revised scope and cost of work and to include a performance bond to reduce any risk to the Council; and
- 2) That the item be excluded from the “call in” procedures due to the emergency involved.

EXECUTIVE BOARD SUB COMMITTEE 19 MARCH 2009

ES103 - DESIGN OF NEW RESIDENTIAL DEVELOPMENT SPD - APPROVAL FOR STATUTORY PERIOD OF CONSULTATION

The Board received a report of the Strategic Director, Environment which sought approval for the publication of the draft Supplementary Planning Document (SPD) on Design of New Residential Development for the purposes of statutory public consultation in April and May 2009.

The report set out the purpose of the Design of New Residential Development, the Stakeholder Consultation stage, the Scoping Stage and Sustainability Appraisal, and the final stage after the public consultation process.

Arising from the discussion, Members queried what form the public consultation would take. In response, it was noted that press notices would be publicised and the developers and architects would contact people who had been taken from the core strategy database. It was suggested that this should be publicised further and people should be entitled to have a say on the SPD. It was agreed that discussions would be held with the Marketing Team in relation the form of public consultation.

RESOLVED: That

- (1) the draft Supplementary Planning Document (SPD) Design of New Residential Development be approved for the purposes of statutory public consultation;
- (2) the comments received at the stakeholder consultation stage, as set out in the Statement of Consultation and responses to them are noted;
- (3) further editorial and technical amendments that do not materially affect the content of the SPD be agreed by the Operational Director, Environmental and Regulatory Services in consultation with the Executive Board Member for Planning, Transportation, Regeneration and Renewal, as necessary, before the document is published for public consultation;
- (4) the results of the public consultation exercise and consequent recommended modifications to the draft SPD be reported back to the Executive Board for resolution to adopt as a Supplementary Planning Document; and
- (5) options be considered in terms of expanding the public consultation process in consultation with the Halton Borough Council's Marketing Team.

ES104 - REVIEW OF FEES AND CHARGES

The Board received a report of the Strategic Director, Environment which, in conjunction with the annual budget review, proposed to increase the charges under the control of the Executive Board in accordance with the schedules shown in the Appendix to the report, 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 Vehicle Charges, Licence fees, Road Traffic Regulation Act 1984 and Miscellaneous.

The Board was advised that the charges for road closures had increased by more than inflation due to the costs that had risen in terms of advertising in the local press.

The Board were provided with an update of the figures for the new Roads and Street Works Act 1991 as follows:

(1)	Unit of Inspection (30% of total) Statutory Fee Proposed Cost	£50.00
(2)	Defective Reinstatements Per Inspection (maximum 3 No.) Statutory Fee	£47.50
	Additional single inspection Statutory Fee	£68.00
(3)	Section 50 Street Works Income	
(i)	New apparatus – Inspection 3 No. Statutory Fee	£150.00
(ii)	Existing apparatus Inspection Charges (Statutory Fee)	£150.00

RESOLVED: That the proposed fees and charges be agreed and referred to the relevant Policy and Performance Boards for information.

ES104 - 2009-10 CHARGES FOR RIVERVIEW GYPSY SITE

The Board received a report of the Strategic Director, Health and Community which sought approval for revised site charges for Riverview Gypsy site for the financial year 2009/10.

The report set out the existing weekly charges levied for pitch rental and water/sewerage for 2008/09, and the proposed charges for 2009 which applied to a 48 week year, as set out in the following table:-

	2008/09	2009/10 (proposed)	Difference
Pitch Rental	21 @ £46.66 1@ £54.44	21 @ £48.99 1 @ £57.16	+ 5% + 5%
Water and Sewerage	23 @ £8.78	23 @ £9.59	+ 9%

The Board was advised that the Council's inflation allowance for general income for the coming year was 3%. The allowance for water and sewerage charges was 7% as there was a significant increase in charges introduced by the Utility companies during 2008/09. It was further noted that an above-inflation increase was being proposed in order to move towards a balanced budget and increases of 5% and 9% respectively for pitch rental and water rate, 2% above the Council's general inflation allowances, were proposed.

RESOLVED: That the proposed 5% increase to pitch rental and 9% increase in water charges set out in the report be approved with effect from 6th April 2009.

EXECUTIVE BOARD SUB COMMITTEE 2ND APRIL 2009

ES112 DRAFT SOUTHERN WIDNES SPD APPROVAL FOR STATUTORY PERIOD OF PUBLIC CONSULTATION - KEY DECISION

The Sub-Committee received a report of the Strategic Director, Environment which sought approval for the publication of the draft Southern Widnes Supplementary Planning Document (SPD) for the purposes of Statutory Public Consultation.

Members were advised that the Mersey Gateway Regeneration Strategy was an important element of the Mersey Gateway Project that built upon the adopted vision that it was "more than just a bridge" but the "catalyst" for regeneration and investment throughout Halton, Cheshire, the Liverpool City Region and the North West.

The Regeneration Strategy was concerned with how the bridge could deliver a new context for place-shaping, set the agenda for a sustained economic, social, physical and environmental regeneration programme over the next 20 to 30 years and re-connect the communities of Runcorn and Widnes.

The Regeneration Strategy covered an area in excess of 20 square kilometres within the Borough of Halton, including the Southern Widnes SPD area. The area was agreed with the Council to provide a statutory planning basis for policy development due to its influence on the Local Development Framework.

Several key elements of this SPD had been informed by the Mersey Gateway Regeneration Strategy, building upon some of the principles, objectives and development opportunities set out within the document. A number of proposals described in this SPD were therefore based upon the preferred option as expressed in the Mersey Gateway Regeneration Strategy agreed by the Council's Executive Board on 19th June 2008.

Members were advised that Southern Widnes had been identified within the Halton Unitary Development Plan (UDP) as one of the six Action Areas in the Borough that required significant development or redevelopment in order to secure their regeneration. This SPD was therefore supplementary to Policy RG1 (Action Area 1 Southern Widnes) in the Halton UDP.

The purpose of the Southern Widnes SPD was therefore to establish and identify potential development or improvement opportunities within the area that arose from the existing context and the proposals of the Mersey Gateway Project in order to help sustain the existing community and deliver regeneration benefits to the area. This current draft had been prepared by GVA Grimley for the formal stages of public consultation.

The Southern Widnes SPD was specifically designed to:

- Ensure a suitable standard of development;
- Improve the visual and environment quality of the area;
- Create a "sense of place";
- Improve accessibility particularly to the Silver Jubilee Bridge and Widnes Waterfront; and
- Improve sustainability of the West Bank community by introducing new employment, housing and a neighbourhood centre.

Members were advised that Sustainability Appraisal, Habitat Regulations Assessment and Statement of Consultation were all set out in detail in the report and it was noted that they would be available for public consultation, alongside the draft Southern Widnes SPD.

Once the formal public consultation exercise had been conducted, the responses would be recorded and taken into account.

It was intended that a further report would then be taken to the Executive Board, seeking formal adoption of the revised Southern Widnes SPD.

RESOLVED: That

- (1) the draft Southern Widnes SPD be approved for the purposes of statutory public consultation for a six week period;
- (2) the comments received at the stakeholder consultation stage, as set out in the Statement of Consultation and responses to them be noted;
- (3) further editorial and technical amendments that did not materially affect the content of the SPD be agreed by the Operational Director – Environmental and Regulatory Services, in consultation with the Executive Board Member for Planning, Transportation, Regeneration and Renewal, as necessary, before the document is published for public consultation; and
- (4) the results of the public consultation exercise and consequent recommended modifications to the draft document be reported back to the Executive Board for resolution to adopt as a Supplementary Planning Document.

ES114 - HIGHWAYS TERM MAINTENANCE CONTRACT EXTENSION

The Sub-Committee received a report of the Strategic Director, Environment which sought consideration of the extension of the current Highway Maintenance Term Contract with Amey LG beyond 2010, as conceived in the original tender documents.

At its meeting of 24th January 2005, the Executive Board Sub-Committee resolved to award the Highway Maintenance Term Contract (HMTTC) for an initial period of five years to Amey Infrastructure Services Limited (now Amey LG). The report noted that the tender document had identified the option to extend the duration of the Contract by five years by agreement of the parties. This procurement strategy was identified in the Original European Journal OJEU notice and was designed to maximise value for money from the contract by offering a reasonable term over which contract set up, overhead and operational costs could be recovered.

The HMTTC had now operated for four years and a decision was now required on whether the contract was extended in accordance with the original strategy or whether a new contract was

procured. Amey LG had written to us formally, confirming their desire to extend the current contract and to continue to develop the partnership with the Council. Members were advised that the HMTTC was based upon the Engineering and Construction contract (ECC), one of the modern forms of contracts and took the form of a schedule of rates covering most typical highway operations, principally:

- Reactive maintenance and repair of all highway features;
- Gully emptying and drainage repairs;
- Footway and carriageway structural reconstruction; and
- The winter maintenance function

The indicative value of the contract was £1.6m per annum, although typically around £2.5m worth of work was undertaken by Amey LG each year. The HMTTC was designed to ensure that the Contractor could sustain sufficient resources to deliver not only the core highway maintenance operations but also an emergency response facility 24 hours per day, 7 days a week.

Rates contained in the contract were reviewed and adjusted annually to allow for inflation using standardised construction price and cost indices published by the Government. This mechanism ensured that variations of prices used across the Contract term were applied fairly and reflected actual cost changes in the industry.

The HMTTC contained a number of performance indicators against which the contractor was measured on a monthly basis, as set out in the report.

Amey LG provided a workforce comprising approximately 25 operatives plus administrative and support staff operating from a dedicated depot located in Widnes. They were a national company with resources that could deliver all necessary labour, plant and equipment. Health and safety performance was reviewed monthly by the Contract Administrator as part of the Contract progress meeting. Amey's performance had been excellent in terms of reportable accidents and a continual programme of training and updating of operatives skills aimed to continue this trend.

Members were advised that if the option to extend the current contract was not taken up, then the Council would have to find an alternative way of delivering the highway maintenance service. A number of options had been considered:

- Collaboration with neighbouring authorities;
- Inviting "Spot" Tenders;
- Procuring a new Term Contract; and

- Extension of the current Contract.

In considering the request to extend the Highway Term Maintenance Contract to 2010, it was agreed that an update report be submitted to Members.

RESOLVED: That

- (1) the Highway Term Maintenance Contract 2005 to 2010 with Amey LG (formerly Amey Infrastructure Services Ltd.) be extended for a period of three years to 31st March 2013 with the option to extend the contract for up to a further two-year period by agreement and subject to continuing satisfactory performance; and
- (2) an update report be submitted to the Sub-Committee.