

ENVIRONMENTAL SERVICES

A record of decisions made by the Executive Member for Environmental Services on:-

MONDAY, 25TH JANUARY, 2010

Following consideration of the matters detailed below in the presence of:-

Councillor Ibrahim	Executive Member for Environmental Services
Councillor Hollick	Major Opposition Spokesperson
Councillor D. Wilkinson	Minor Opposition Spokesperson
Mr. M. Cox	Director of Environmental Services
Mr. M. Vargas	Assistant Director of Environmental Services
Mr. S. Young	Assistant Director of Environmental Services
Mr. J. Kelly	Head of Highways and Engineering Development Service
Mr. J. Davies	Senior Engineering Manager
Mr. K Roberts	Head of Division
Mr. I. Taylor	Head of Parking Services
Mrs. S. Jackson	Operations and Performance Manager
Ms. J. Pollard	Policy Accountant
Mrs. S. Bailey	Principal Democratic Services Officer

75. MONITORING OF EXECUTIVE MEMBER DECISIONS

The Director of Chief Executive's Department submitted a report which provided an update on decisions taken at previous meetings of the Executive Member.

The Executive Member NOTED the report.

76. BRIGHTMET FOLD LANE, BOLTON – PROPOSED ZEBRA CROSSING

A report of the Director of Environmental Services was submitted which sought approval for the installation of a zebra crossing on Brightmet Fold Lane, to be funded by Brightmet Area Forum.

By way of background information, the report advised that a major new Health Centre had been built on the north side of Brightmet Fold Lane which provided services to both the local and wider community.

In this regard, Brightmet Area Forum had offered to fund the provision of a Zebra Crossing to serve the Health Centre. The most appropriate location for a crossing would be on Brightmet Fold Lane immediately to the west of the vehicular entrance to the Health Centre.

Although no formal pedestrian and vehicle surveys had been undertaken at this location, it was anticipated that the actual figures would be well below the numerical criteria normally used. However, the Forum felt that this was a project worth funding and, given that there was likely to be a higher than normal proportion of pedestrians with disabilities, it was suggested that the offer of funding be accepted.

A formal Consultation would be carried out with the Health Centre and Supermarket frontagers exercise.

The proposed Zebra Crossing would be funded by the Brightmet Area Forum at an estimated cost of £20,000.

The Executive Member APPROVED–

The installation of the Zebra Crossing on Brightmet Fold Lane, using the funding offered by Brightmet Area Forum, as detailed in the report now submitted.

77. TONGE MOOR ROAD, BOLTON – PROPOSED AMENDMENT TO WAITING RESTRICTIONS PHASE 2

(TRAFFIC ORDER 303634) – OBJECTIONS.

The Director of Environmental Services submitted a report which commented on objections received in response to the proposed amendment of traffic orders on Tonge Moor Road, Bolton.

The report advised that the Director of Environmental Services had agreed the second phase of a proposal to amend the waiting and loading restrictions on Tonge Moor Road under the Scheme of Delegation. The proposal was advertised in October 2009 and 20 objections had been received. The report set out reasons for the objections and gave a response to them.

Having considered the objections, the report recommended the Executive Member to confirm the proposal as advertised subject to the amendments detailed in the report. The revised schedule was shown at Appendix A to the report.

The estimated cost of the proposed changes to the waiting and loading restrictions was £9,600 including staff costs and legal fees. The costs would be met from Parking Services Central Capital Funding (Lining and Signing TSRGD Budget).

The Executive Member APPROVED -

The introduction of the proposed restrictions on Tonge Moor Road, as advertised, with the following amendments:

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- i) Introduction of No Waiting Monday to Friday 7.30-9.30am and 4.00-6.30pm on the west side from 10 metres north of Rowton Street to 10 metres south of Colmore Street and from 8 metres north of Colmore Street to 14 metres south of Ripley Street instead of the originally proposed No Waiting at Any Time restriction;**
- ii) Deletion of the proposed No Waiting at Any Time Restriction from 15 metres north of**

Castleton Street to 50 metres north of Castleton Street and retention of the existing No waiting and No loading Monday to Friday 7.30-9.30am and 4.00-6-30pm;

- iii) A further reduction in the length of the No Waiting at Any Time restriction on the south side of Sheriff Street to 10 metres from Tonge Moor Road;**
- iv) A reduction in length of the proposed No Waiting at Any Time restriction on the south side of the Bleak Street junction to 10 metres instead of 12 metres as originally proposed; and**
- v) A reduction in length of the No Waiting and No loading at Any Time restriction on the south side of the Rowton Street Junction to 10 metres instead of 15 metres as originally proposed.**

78. THORNYDYKE AVENUE, BOLTON – REVIEW OF EXPERIMENTAL PROHIBITION OF DRIVING (TRAFFIC ORDER 303600)

A report of the Director of Environmental Services was submitted which commented on objections and expressions of support received in relation to an Experimental Traffic Regulation order on Thornydyke Avenue, Bolton.

The report outlined the background to the promotion of the Experimental Traffic Regulation Order, detailed comments received regarding its operation during the experimental period and recommended that the measure now be made permanent.

The report reminded the Executive Member that in response to concerns about rat running traffic using Thornydyke Avenue, Ivy Bank Road, Ivy Bank Close and Sweetloves Lane as a short cut between Blackburn road and Belmont Road, an experimental closure was implemented on Thornydyke Avenue at its junction with Blackburn Road in September 2008 by the promotion of a Prohibition of Driving Traffic Regulation Order.

The measure was introduced on an experimental basis in order to determine the effects in practice.

In April 2009, a consultation was carried out with residents of the area bounded by Belmont Road – Sweetloves Lane – Blackburn Road – Bar Lane to determine views on the effectiveness of the measure. 52% of residents were in favour of the closure, 48% were against.

The main grounds of the objections were:-

- (a) the Prohibition of Driving resulted in a higher volume of turning manoeuvres at the Blackburn Road junction with Bar Lane, particularly the right turn from Blackburn Road, southbound into Bar Lane, where driver inter-visibility was poor;
- (b) an increase volume of traffic on Bar Lane; and
- (c) an increase in volume of traffic on residential roads to the south of Bar Lane which linked Blackburn Road and Belmont Road.

The principal grounds of support were a reduction in the volume of through traffic, on Thornydyke Avenue in particular, and the other residential roads between Blackburn Road and Belmont Road, with the inherent road safety benefits.

The report recommended that, having considered the objections and support, the Prohibition of Driving now be introduced as a permanent measure, and that the Director of the Chief Executive's Department be requested to carry out the remaining legal processes to make the experimental Traffic Regulation Order permanent.

If confirmed, the order would be enacted by the provision of kerbs and bollards at an estimated cost of £6,000 which would be funded from the Section 106 monies associated with the redevelopment of the former Indespension premises of Belmont Road.

The Executive Member AGREED -

That implementation of the prohibition of Driving Order be deferred pending further investigations, particularly concerning Westminster Road, Bar Lane and the surrounding area .

79. ROADSIDE TRIBUTES AND PERMANENT MEMORIAL TO PEOPLE KILLED IN ROAD ACCIDENTS

A report of the Director of Environmental Services was submitted which outlined proposals for the introduction of the protocols for dealing with roadside tributes in Bolton and the provision of a permanent memorial to people killed in road accidents.

The report described the consultation exercise that had taken place to gain public views on the introduction of protocols to manage public roadside tributes to people where they were the result of fatal road accidents or a fatality arising from other incidents. In addition, views had also been sought in relation to the provision of a public monument to people killed in road accidents.

Following the consultation exercise, various proposals had been drawn up and discussed at length by the Environmental Services Policy Development Group. The Group felt that it was appropriate for the Council to develop protocols for dealing with all roadside tributes, as follows:

- no protocols for either new or existing memorials will be actioned until permanent memorial to people killed in road crashes is completed;
- the Council shall generally allow roadside floral tributes or other temporary memorials at the roadside for a period of 30 days from the date of the fatality. Any floral tributes or memorials remaining in place after the 30 day period shall be removed by the council in consultation with Police Family Liaison Officers. The Executive Member for Environmental Services shall, in exceptional

circumstances, retain the right to extend the 30 day limitation period;

- the Council shall generally allow repeat roadside tributes or other temporary memorials placed on special anniversary dates to remain for a period of 30 days after the repeat placement is first identified;
- the placement of permanent roadside memorials including green memorials such as tree or shrub will not be allowed and shall be removed within 30 days after the placement is first identified;
- any item of a non-perishable nature removed by the council shall be retained for a 90 day period in a safe storage area during which bereaved relatives will, by arrangement be able to collect such items;
- the Council reserves the right to remove at any time roadside floral tributes or any other memorials which are considered to present a real hazard or distraction to road users including pedestrians; and
- the introduction of a permanent memorial in Queen's Park shall be progressed in consultation with key stakeholders and the Environmental Services Policy Development Group.

It was noted that any approved protocols would only apply to the roads for which the Council had a responsibility

The report also referred to the support expressed within the consultation for some form of permanent memorial to people killed in road accidents and the deliberations of the Policy Development Group to progress this. As a result, the Group had recommended the introduction of a permanent memorial comprising tree planting combined with an inscription to be located in an open space area of Queen's Park fronting Chorley New Road. Further protocols for the placement of tributes in this location would have to be developed. A sum in the region of £26,000 had been set aside within the Highways

and Engineering Capital Budget towards the memorial.

The report also acknowledged that the matter of protocols for roadside tributes would have to be dealt with in a sensitive manner.

The Executive Member APPROVED –

The introduction of protocols by the Council for dealing with roadside tributes, as detailed in the report now submitted, together with the introduction of a permanent memorial to people killed in road accidents, on the basis detailed in the report now submitted.

80. RESTRUCTURE OF THE SUPPORTED EMPLOYMENT SERVICE

The Director of Environmental Services submitted a report which informed the Executive Member of the outcome of the formal consultation with staff, trades unions and other key stakeholders regarding the proposals to re-structure the supported employment service to achieve better outcomes for supported employees.

The Executive Member was informed that on 26th and 28th October, 2009 the Executive Members for Environmental Services and Human Resources, Organisational Development and Diversity approved a report containing proposals on the recommended way forward for the supported employment service as the basis for consultation with staff, Trade Unions and other key stakeholders.

Following approval of the report, a 30 day formal consultation period with staff, trades unions and other key stakeholders took place during November and early December. A copy of the trades unions responses was circulated at the meeting.

In terms of the supported employees, the report explained that during the consultation period one member of staff had been transferred onto the corporate redeployment register due to ill health and one member of staff had expressed an interest in

the offer of redundancy. This had left 15 supported employees who needed to be found alternative work placements within council departments. The Council's Management Team had agreed to identify a range of potential Workstep placements for supported employees based in each Council Department and had also identified corporate funding to support the placements.

In terms of the non supported employees, the report explained that one member of staff within the affected group had recently resigned and one member of staff had expressed an interest in the offer of redundancy. This had left 8 non supported employees who needed to be managed in accordance with the Council's redeployment procedure. This involved a period of 3 months Departmental redeployment and a further 6 months corporate redeployment. At the end of the period if a suitable alternative offer of employment had not been identified, the individual/s would be deemed to be redundant.

The report went on to summarise the re-structure of the supported employment service as follows:-

- a) notice of redundancy to be served to all supported and non supported employees within the service closure of Bolmoor Industries supported factory;
- b) any applications for voluntary redundancy would be progressed and remaining staff within the service would be declared redundant, subject to redeployment. The redeployment process would involve:-
 - workstep placements being sought for 15 supported employees within each department; and
 - management of the 8 non supported employees under the corporate redeployment procedure. This would involve a period of 3 months departmental redeployment and further 6 months corporate redeployment. At

the end of this period, if a suitable alternative offer of employment had not been identified, the individual/s would be deemed to be redundant.

The report had also been considered by the Executive Member for Human Resources, Organisational Development and Diversity on 20th January, 2010.

The Executive Member, subject to the approval of the Executive Member for Human Resources, Organisational Development and Diversity, APPROVED -

The proposals to restructure the supported employment service, as detailed in the report now submitted.

81. ON STREET CIVIL PARKING ENFORCEMENT CONTRACT

A report of the Director of Environmental Services was submitted which detailed options for the continuation of the tender in respect of the On-Street Civil Parking Enforcement Contract which was due to expire on 4th September, 2010.

The report reminded the Executive Member that the Council had been responsible for the Decriminalised Parking Enforcement since taking over the powers from the police in September 2000. With the introduction of the Traffic Management Act 2004, this was now known as Civil parking Enforcement.

The Current contract was with NSL Ltd (formerly NCP Ltd) and was due to expire on 4th September 2010.

On 19th February 2009, the Council entered into a contract with NCP Ltd to manage and maintain the Off Street surface car parks and build up to four new Multi Storey car parks. As a consequence of this, NSL Ltd were no longer required to patrol and enforce the surface car parks resulting in a reduction in the service required from them.

The new contract was required to reflect this change and the effect this had had on the contract. In this regard, the report outlined three options to be considered when deciding the timescales for introduction of the new contract, as follows:-

Option 1 - advertise an open tender for a new contract to commence on the 5th September 2010. This would allow submissions from any organisation or individual which would require full evaluation and feedback;

Option 2 - extend the contract with NSL Ltd for a further 2 years at the current contract prices which were based on the original service, including Off Street Parking Enforcement which had now been transferred to NCP Ltd. These costs included fixed costs which Parking Services had been unable to reduce in line with the reduction in service now provided; and

Option 3 - extend the contract with NSL Ltd for a further six months to allow evaluation of the new initiatives introduced by NSL Ltd, names, head cams and CCTV at problem areas, which would allow further evaluation of the reduction of the new On Street enforcement service now provided to ensure that the service was robust, effective and efficient. The additional and up to date information would be included in the tender document and would reflect the new service required. The new contract date of April 2011 would bring this contract in to line with the Councils' accounting period.

The Executive Member APPROVED –

Option 3, to extend the current Civil Parking Enforcement Contract for a further six months and then go out to tender for a new contract to commence April 2010, as detailed in the report now submitted.