

EXECUTIVE CABINET MEMBER FOR ENVIRONMENTAL SERVICES

A record of decisions made by the Executive Cabinet Member with responsibility for Environment Services, Highways, Transport and Community Services and Neighbourhood Services Police and Community Safety :-

MONDAY, 16th NOVEMBER, 2015

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

Councillor Peel	Executive Cabinet Member for Environmental Services
Councillor D. Burrows	Cabinet Member for Neighbourhood Services Police and Community Safety
Councillor Chadwick	Cabinet Member for Highways, Transport and Community Services
Councillor Allen	Major Opposition Spokesperson Environmental Services
Councillor Greenhalgh	Major Opposition Spokesperson
Councillor Hayes	Minor Opposition Spokesperson

Officers

Mr. M. Cox	Director of Environmental Services
Ms. S. Schofield	Assistant Director Neighbourhood and Regulatory Services
Mr. K. Roberts	Head of Service Community Services
Mr. J. Kelly	Head of Service Highways and Engineering

Ms. J. McCracken	Principal Environmental Health Officer
Ms. J. Pollard	Head of Strategic Finance and Accountancy
Mr. I. D. Mulholland	Principal Democratic Services Officer

27. MONITORING OF EXECUTIVE MEMBER DECISIONS

The Borough Solicitor submitted a report which set out details of the decisions made at previous meetings and the progress on each to date.

The Executive Cabinet Member NOTED the report.

28. ROAD SAFETY IN THE VICINITY OF SCHOOLS

The Director of Environmental Services submitted a report which detailed the measures available to improve road safety in the vicinity of the Borough's Schools including the implementation of 20mph speed limit areas, zones and other road safety schemes.

By way of background information the report explained that the Council had previously agreed to the principle of introducing a mandatory 20mph speed limit on most residential roads in the Borough. This proposal confirmed the Council's policy to improve road safety, reduce the severity of casualties and improve the local environment.

At the meeting of Cabinet held on 16th February, 2015 it was agreed to allocate £500,000 from the unallocated Capital Programme Resources for 2015/16 and 2016/17 to carry out measures, "to improve road safety in the vicinity of the Borough's schools including the implementation of 20mph zones and / or other road safety schemes".

The Executive Cabinet Member was advised that within the Borough of Bolton there were 116 state-funded schools of which 98 were primary schools, 18 secondary schools and 6

special or alternative schools. Additionally there were 8 independent schools.

In the period 2008 to 2013 there were 633 incidents on Bolton's roads resulting in 700 casualties including 75 child casualties. Of these child casualties 37 occurred while on route to or from school (6 of those being seriously injured).

The location of schools could broadly be categorised into two types in relation to the highway network. Those that were situated alongside main routes and those which were located within residential areas.

The Executive Cabinet Member was further advised that the Council's, Calming Assessment Prioritisation System (CAPS) had been used for the past fifteen years to prioritise road safety schemes, both on routes and area based, using accident statistics, location and other factors including the presence of schools. The presence of a school had been an influential factor in determining the priority of road safety schemes undertaken in recent years.

While being an important factor to consider when prioritising proposed interventions, when taken in isolation, accidents occurring in the vicinity of schools or on routes to and from schools were, in the main, not of great statistical significance. Historically, at many school sites, which CAPS had been identified as a priority, measures had already been implemented including area traffic calming, improvements to crossings, route treatments and speed reduction measures.

The report explained that 20mph zones were now relatively wide-spread across the country, with more than 2,000 schemes in operation in England, the majority of which were 20mph zones. The essential difference between a 20mph zone and a 20mph speed limit was that a zone had physical features which were self-enforcing whereas a 20mph speed limit relied upon driver adherence to the signed limit. Furthermore, there were currently 116km of roads in Bolton that were covered by mandatory 20mph speed limit orders. Those comprised both 20mph speed limit areas and 20mph speed limit zones.

The report went onto set out details in terms of area treatment and also in respect of specific route treatments.

The Executive Cabinet Member was advised of matters around the use of CAPS for the prioritisation of locations and areas to be considered.

The report also referred to the various so called, soft options, that could support child safety in the vicinity of schools other than the introduction of speed reduction measures.

In conclusion, the report summarised the options available to the Council in order to improve road safety in the vicinity of schools. Appended to the report was a map showing 88 proposed areas where a 20mph speed limit could be introduced together with appropriate costings.

Appendix two to the report showed sites where the introduction of a part time temporary advisory or mandatory speed limit on through routes adjacent to schools had been identified.

Following a recommendation from the Cabinet Member for Highways, Transport and Community Services the Executive Cabinet Member APPROVED the proposals in the report.

29. MOSS BANK WAY, BOOT LANE, BOLTON – TRAFFIC ORDER, OBJECTIONS

The Director of Environmental Services submitted a report which set out details of objections, comments and expressions of support which had been received in respect of the proposed introduction of waiting restrictions on Moss Bank Way and Boot Lane, Bolton.

The report set out details of the comments that had been received, including from ward members and the comments from officers in this regard.

The report also explained that the cost of the scheme would be met from the developer, as set out in the report.

Following a recommendation from the Cabinet Member for Highways, Transport and Community Services the Executive Cabinet Member APPROVED the introduction of waiting restrictions as advertised and that the Borough Solicitor be authorised to make the order.

30. PETITION – ST LEONARDS AVENUE, LOSTOCK – REQUEST TO MOW A GRASS AREA MORE THAN ONCE PER ANNUM

The Director of Environmental Services submitted a report which set out details of a petition which had been received requesting that the Council mow a grass area at St Leonards Avenue, Lostock more frequently than once a year.

The report explained that the revised maintenance regime was implemented on St Leonard's Avenue from the start of the 2012 mowing season.

The area in question was identified as suitable for an annual cut, with a perimeter strip adjacent to the highway being mown more frequently, this was originally 10-14 days but changed in 2014 following the second Neighbourhood Services review to every 20+ working days. The site had trees on it and was between the rear of residential property and a fairly busy road so was therefore inappropriate for children's play.

Whilst the frequency of mowing undertaken by the Council at St Leonard's Avenue was not as the residents would like it, it was considered to conform with the appropriate application of the Council's approved mowing regimes.

Constraints on the Council's financial resources meant that funding to increase the frequency of mowing at St Leonard's Avenue and other similar sites, where residents had raised the issue, would be difficult to identify at this time and the situation was unlikely to improve in the foreseeable future.

Following a recommendation from the Cabinet Member for Highways, Transport and Community Services the Executive Cabinet Member APPROVED that in view of the constraints on financial resources the request that the

Council mow the identified area of grass more frequently on St Leonard's Avenue, Lostock be declined.

31. FRAMEWORK OF APPROVED CONTRACTORS FOR SOCIAL NEEDS TRANSPORT

The Director of Environmental Services submitted a report which sought approval to procure social needs transport services using a framework agreement for a period of up to four years from September, 2016.

The Executive Cabinet Member was advised that Environmental Services Social Needs Transport (SNT) arranged home to school transport on behalf of Children's/Adult Services.

The Department currently transported approximately 750 children with special educational needs (SEN) each weekday to schools mainly in Bolton, using an in-house fleet of 20 minibuses and a mix of external private hire cars and minibuses.

During the summer of 2012 the Council invited taxi and minibus providers to tender for inclusion on Bolton Council's Framework of Approved Contractors for the provision of Home to School & College Transport. The initial framework agreement ran for 2 years from 1st September 2012 to 31st August 2014 with an option at the end of the period to either re-tender or to extend the terms of the framework for a further 2 twelve month periods. 92 contractors were successful in their application to join the framework agreement.

Following the establishment of the framework agreement the contracts for individual route schedules were awarded on the most economically advantageous bids having regard to quality assessment; operator vehicle availability and tendered price per mile.

In April, 2014 the Executive Member agreed to extend the terms of the framework agreement for a further 2 twelve month periods from 1st September 2014.

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Prior to each extension all providers on the framework were allowed to re-fresh their vehicle information and pricing schedule for the 12 months from 1st September 2014 and 12 months from 1st September 2015.

Environmental Services Social Needs Transport (SNT) also arranged School's Swimming Transport on behalf of Children's/Adult Services.

The requirement was to transport children from primary schools to swimming facilities within the Bolton area.

During the summer of 2012 the council invited tenders for inclusion on Bolton Council's Framework of Approved Contractors for the provision of Schools Swimming Transport.

The initial framework agreement ran for 2 years from 1st September 2012 to 31st August 2014 with an option at the end of the period to either re-tender or extend the terms of the framework for a further 2 year period.

6 bus/coach contractors were successful in their application to join the framework agreement (since then one of the contractors has gone out of business).

Following the establishment of the framework agreement the contracts for individual route schedules were awarded on the most economically advantageous bid having regard to quality assessment; operator vehicle availability and tendered price per mile.

In April 2014 the Executive Member agreed to extend the terms of the framework agreement for a further 2 year period from 1st September 2014.

Prior to the extension all providers on the framework were allowed to re-fresh their vehicle information and pricing schedule for the period from 1st September 2014 to 31st August 2016.

The Executive Cabinet Member was advised that the full 4 year term of the existing framework contracts for home to school and college transport and schools swimming transport entered into between the operators and the Council expired on 31 August, 2016.

It was proposed to commence the procurement tender process for the provision of social needs transport services early in the 2016 to be in position to appoint to the framework and award routes to commence 1st September, 2016.

The initial framework contract for Home to School Transport would run for 2 years from 1st September, 2016 to 31st August, 2018 with an option at the end of the period to re-tender or extend the terms of the framework for a further 2 twelve month periods.

The initial framework contract for School's Swimming Transport would run for 2 years from 1st September, 2016 to 31st August, 2018 with an option at the end of the period to re-tender or extend the terms of the framework for a further 2 year periods.

The framework would be open to taxi, minibus and coach operators and tenders would be submitted via, The Chest.

Following a recommendation from the Cabinet Member for Highways, Transport and Community Services the Executive Cabinet Member APPROVED -

(i) for the Assistant Director of Waste, Fleet & Community Services to procure taxi, minibus and coach operators using a framework contract agreement to commence on 1st September 2016;

(ii) a framework contract for Home to School Transport for an initial period of 2 years from 1st September 2016 to 31st August 2018 with an option at the end of the period to either re-tender or extend the terms of the framework agreement for a further 2 twelve month periods;

(iii) a framework contract for School's Swimming Transport for an initial period of 2 years from 1st September 2016 to 31st August 2018 with an option at the end of the period to either re-tender or extend the terms of the framework agreement for a further 2 year period; and

(iv) Delegate authority to the Director of Environmental Services to appoint contractors to the framework.

32. REVIEW OF BOLTON'S CONTAMINATED LAND STRATEGY

The Director of Environmental Services submitted a report which set out details of the draft Contaminated Land Strategy for Bolton.

By way of background information the report explained that the contaminated land regime was set out in part 2A of the Environmental Protection Act, 1990 and gave specific legal powers and duties to local authorities. It was a statutory requirement of the legislation that every local authority adopted a contaminated land strategy.

Bolton Council adopted its first contaminated Land Strategy in 2001.

The report explained that based on further regulations and statutory guidance documents that had been published by central government and further supporting contaminant thresholds since the production of the initial strategy this revised draft strategy had been produced.

A copy of the revised draft strategy was appended to the report.

The Executive Cabinet Member for Environmental Services agreed to allow the draft contaminated land strategy to be sent out for external peer review and then for public consultation prior to submission of a final draft for adoption.

33. ENVIRONMENTAL SERVICES – FINANCE REPORT, 2015/16, QUARTER TWO

The Director of Environmental Services submitted a report which set out details of the financial quarter two position for the Environmental Services portfolio for the 2015/16 financial year.

The Executive Cabinet Member for Environmental Services NOTED the report.

EXCLUSION OF PRESS AND PUBLIC

Resolved - That, in accordance with Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as specified in paragraph 1 (staffing and labour relations matters) of Part 1 of Schedule 12A to the Act; and that it be deemed that, in all the circumstances of the case, the public interest in its exemption outweighs the public interest in its disclosure.

**34. SCHOOL SERVICES ESTABLISHMENT
RESTRUCTURE – POST CONSULTATION**

The Director of Environmental Services submitted a report which set out the results of the consultation process on proposals to take account a reduction in funding from 2015/2016 onwards in respect of the School Services Establishment and sought the Executive Cabinet Member's approval to implement the final proposals.

The report provided feedback on the consultation process which had been held with the Trades Unions and staff and as a result some minor changes had been made and the final response was detailed in Appendix 3 to the report.

The relevant Equality Impact Assessment had been undertaken and this was detailed in Appendix 5 to the report.

The report would also be considered by the Cabinet Member for Regeneration and Resources at his meeting on 16th November, 2015.

The Executive Cabinet Member APPROVED the final proposals as set out in the report.