

ENVIRONMENTAL SERVICES

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

MONDAY, 25TH OCTOBER, 2010

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

Councillor Zaman	Executive Member for Environmental Services
Councillor Critchley	Major Opposition Spokesperson
Councillor D. Wilkinson	Minor Opposition Spokesperson
Mr. S. Young	Assistant Director of Environmental Services
Mr. J. Kelly	Head of Highways and Engineering
Ms. J. Pollard	Policy Accountant
Mrs. S. Bailey	Principal Democratic Services Officer

39. 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.

40. NEWBROOK ROAD, OVER HULTON – AMENDMENTS TO BUS LANE (TRAFFIC ORDER 303664) - OBJECTIONS

The Director of Environmental Services submitted a report which commented on 5 objections received in response to an advertised Traffic Regulation Order to increase the operational hours of the existing bus lane and associated waiting/loading restrictions on Newbrook Road, Over Hulton.

The report advised the Executive Member that the proposals had been approved under the Scheme of Delegation and advertised in August and September, 2010. The reason for the amended times was in order to support the Greater Manchester wide initiative to standardise all bus lane operation times to assist public transport operation and support consistency in enforcement.

The report stated that all the objectors felt that the proposal to increase the operational hours of the existing bus lane were inappropriate and unnecessary given the existing traffic patterns/volumes on Newbrook Road. In addition, Ward Councillors felt that the changes would inconvenience local residents and was unnecessary expenditure in the current climate.

The report commented on the objections and whilst the views of the objectors were acknowledged, the report recommended the Executive Member to approve the proposals for Newbrook Road bus lane and in doing so, support the Greater Manchester initiative to standardise bus lane operation times. This would also assist proposals to introduce a Quality Partnership Scheme in conjunction with GMPTE and bus operators.

The Executive Member APPROVED –

The Traffic Regulation Order on Newbrook Road, as detailed in the report now submitted, and the Director of Chief Executive's Department be authorised to make the Order.

41. BRIDGEMAN STREET COACH PARKING (PERMIT HOLDERS BAY) (TRAFFIC ORDER 303666) – OBJECTION

The Director of Environmental Services submitted a report which commented on an objection received in response to an advertised Traffic Regulation Order to introduce permit holder parking on Bridgeman Street for use by coaches.

The report advised that the proposals had been approved under the Scheme of Delegation and advertised in August, 2010. A schedule of the proposals was attached to the report at Appendix 1 together with a plan of the proposals.

In response to the advert, an objection had been received concerning the potential for the coaches to obstruct the view of the entrance to a works on Bridgeman Street.

The report commented on the objection and gave a response to it.

Notwithstanding the objection, the report recommended the Executive Member to approve the proposals as originally advertised.

The Executive Member APPROVED –

The Traffic Regulation Order in respect of Bridgeman Street coach parking, as detailed in the report now submitted, and that the Director of Chief Executive's Department be authorised to make the advertised Traffic Regulation Order.

42. PETITION REPORT – GLENGARTH DRIVE/LOSTOCK PRIMARY SCHOOL

The Director of Environmental Services submitted a report which informed the Executive Member of the receipt of a petition from a member of the public containing 86 signatures concerning road safety issues in and around Glengarth Drive and Lostock Primary School.

The petition requested the Council to undertake an assessment of the impact of the traffic congestion outside Lostock Primary School on Glengarth Drive in terms of the safety of children and requesting the provision of a Road Safety Officer outside the school in the morning and afternoon.

The report outlined the investigations undertaken by the Road Safety Unit to assess the problems and summarised its

findings:

- there was an established school 20mph zone around the vicinity of Lostock Primary School including gateway features using red texture flex material, waiting restrictions, road humps, an improved turning area and other features;
- there had been no injury collisions for the last five years and therefore there were no proposals to include any additional traffic engineering measures;
- the school had completed a travel plan which encouraged reduced dependency on the use of vehicles for the school journey; and
- the traffic flow had been monitored as part of the assessment for a School Crossing Patrol (SCP).

The report advised that other than enforcing waiting restrictions, the Council did not control parking outside of schools and the Council's parking enforcement contractor targeted schools with School Keep Clear entrance markings on a rotational basis. The school had been visited on five occasions since April, 2010 with four Penalty Charge Notices being issued. Vehicular obstructions could be only be dealt with by the Police.

With regard to the School Crossing Patrol, the report advised that a School Crossing Patrol survey had been carried out on Glengarth Drive during the school dispersal period on the afternoon of 13th September, 2010 and the school morning arrival period on the afternoon of 14th September, 2010. The survey took account of the number of children crossing the road and the number of vehicles travelling past the school.

In accordance with the Council's approved criteria for the provision of a SCP, the survey data was assessed to establish whether the provision of a SCP could be supported. In order to meet the criteria, the results for the busiest half hour periods based on the number of child pedestrians multiplied by the number of vehicles squared (expressed as a pv^2) must achieve 4 million in order to support a recommendation for the provision of a SCP. Taking into account the survey data and approved

criteria, the results achieved were as follows:

- morning arrival – the results achieved a PV² value of 3.1 million; and
- afternoon dispersal – the results achieved a PV² value of 1.4 million.

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The report therefore concluded that the results did not meet the criteria for the provision of a SCP.

The Executive Member AGREED –

- (i) That the provision of a School Crossing Patrol is not supported due to the site not meeting the Council's approved criteria;**
- (ii) That no further engineering measures are implemented; and**
- (iii) That the petitioner be advised of the observations contained in the report and of the decision made by the Executive Member.**