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## ENVIRONMENTAL SERVICES

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

**WEDNESDAY, 15TH MARCH, 2006**

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

Councillor Hayes	Executive Member Environmental
Councillor Peel	Services
Councillor Allen	Major Opposition Spokesperson
Mr M Cox	Minor Opposition Spokesperson
Mr J Layer	Deputy Director Environmental Services
Mr P Bridge	Asst Director Highways and Engineering
Mr J Evans	Asst Director Environmental Services
Mr B Lomax	Head of Highway Management
Mr R Tuccillo	Head of Engineering Projects
Mr B Shaw	Markets Manager
Mr D Smith	Asst Director Support Services
Ms S Stone	Policy Accountant
Mr A Wright	Lawyer
Mr M Emerson	Internal Auditor
Miss V Bradshaw	Principal Community Safety Officer
	Principal Democratic Services Officer

### 69 MONITORING OF EXECUTIVE MEMBER DECISIONS

The Director of Legal and Democratic Services submitted a report which contained monitoring information related to decisions taken at the Executive Members previous meeting.

**The Executive Member for Environmental Services NOTED progress on decisions previously taken, as detailed in the Appendix to these minutes.**

*Attached Reports:*

[Monitoring of Executive Member Decisions](#)

### 70 UPDATE ON ALLEYGATING IN BOLTON

The Director of Adult Services submitted a report which provided an update on the implementation of alleygating in Bolton.

Information was provided in relation to the following, viz:-

- a)  
the use of the alleygating policy to date;
- b)  
how consultation had been carried out within the community;
- c)  
the areas identified;
- d)  
use of funding; and
- e)  
future development of the project.

**The Executive Member for Environmental Services NOTED the report.**

*Attached Reports:*

[Update on Alleygating in Bolton](#)

## **71 REVENUE FUNDED DEFINED HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME 2006/2007**

The Director of Environmental Services submitted a report which sought the Executive Members' approval of the various 2006/2007 Defined Structural Highway Maintenance Programmes.

The Executive Member was advised that the actual allocations for 2006/2007 were not yet known, however, some assumptions on the anticipated allocations had been made on an interim basis along with the likely cut-off points for each programme to allow work to commence as soon as possible within the new financial year. Funding for the structural maintenance programme was identified under the following activity headings, viz:-

- Unclassified Carriageways;
- Unclassified Road Footways;
- Principal Road Footways;
- Other Classified Road Footways;
- Surface Dressing of Carriageways; and
- Surface Treatment of Footways.

With regard to the defined structural maintenance programmes for 2006/2007, it was proposed that schemes identified on the approved 2005/2006 programmes that fell below the financial cut off line be carried forward forming the basis of the proposed programme for 2006/2007.

Appendices A, B, C, D, E, and F set out the 2006/2007 defined structural maintenance programmes.

With regard to Areas of Special Interest, two schemes were proposed within the Churchgate and Wallsuches Conservation Areas and it was stated that full consultation with the Council's Conservation Officer would take place prior to any works being undertaken in the areas.

Finally, it was stated that the programme had been circulated to all Ward Councillors via the Area Forum Co-ordinators as part of the consultation process with members and, on the whole, they supported the proposed programmes with only minor amendments to the draft programmes being required. It was also intended that once the programmes had been approved they would then be shared at the appropriate Area Forum meetings.

**The Executive Member for Environmental Services  
APPROVED –**

**The various defined structural highway maintenance  
programmes as detailed in the Appendices to the report.**

*Attached Reports:*

[Revenue Funded Defined Highway Structural Maintenance](#)

[Programme 2006/2007](#)  
[Revenue Funded Defined Highway Structural Maintenance](#)  
[Programme 2006/2007](#)  
[Revenue Funded Defined Highway Structural Maintenance](#)  
[Programme 2006/2007](#)  
[Revenue Funded Defined Highway Structural Maintenance](#)  
[Programme 2006/2007](#)  
[Revenue Funded Defined Highway Structural Maintenance](#)  
[Programme 2006/2007](#)  
[Revenue Funded Defined Highway Structural Maintenance](#)  
[Programme 2006/2007](#)  
[Revenue Funded Defined Highway Structural Maintenance](#)  
[Programme 2006/2007](#)

## **72 CHORLEY OLD ROAD, BOLTON - CHORLEY NEW ROAD TO MOSS BANK WAY PROPOSED TRAFFIC MANAGEMENT MEASURES - OBJECTIONS**

The Director of Environmental Services submitted a report which outlined the emergency powers taken by the Executive Member for Environmental Services to approve the proposed implementation of traffic management measures in relation to Chorley Old Road, Bolton and Chorley New Road to Moss Bank Way, Bolton.

**The Executive Member for Environmental Services NOTED the report and REQUESTED the Planning and Highways Committee to approve the proposed waiting restrictions for advertisements.**

*Attached Reports:*

[Chorley Old Road, Bolton - Chorley New Road to Moss Bank Way  
Proposed Traffic Management Measures - Objections](#)  
[Chorley Old Road, Bolton - Chorley New Road to Moss Bank Way  
Proposed Traffic Management Measures - Objections](#)  
[Chorley Old Road, Bolton - Chorley New Road to Moss Bank Way  
Proposed Traffic Management Measures - Objections](#)  
[Chorley Old Road, Bolton - Chorley New Road to Moss Bank Way  
Proposed Traffic Management Measures - Objections](#)

## **73 DEAKINS PARK, EGERTON - HIGHWAY ALTERATIONS NECESSITATED BY PRIVATE DEVELOPMENT**

The Director of Environmental Services submitted a report which

sought the Executive Members' approval for the proposed installation of traffic calming features necessitated by the Deakins Park development.

The Executive Member was advised that planning permission for the redevelopment of Deakins Mill, Egerton was granted on 2nd April, 2004. Conditions were also attached to the decision which required the developers to provide traffic calming measures on the residential roads between The Hall Coppice and Longworth Road in the interests of road safety.

Details of the proposed traffic calming measures were provided in the report and it was stated that all costs would be met by the developer and, therefore, there would be no financial implications for the Council.

With regard to the consultation process, Ward Members had been briefed on the proposals and had no adverse comments.

**The Executive Member for Environmental Services  
APPROVED -**

**In principle, the proposed installation of traffic calming features necessitated by the Deakins Park development subject to consultation with local residents.**

*Attached Reports:*

[Deakins Park, Egerton - Highway Alterations Necessitated by Private Development](#)

[Deakins Park, Egerton - Highway Alterations Necessitated by Private Development](#)

**74 CAMPBELL STREET/CAWDOR STREET, FARNWORTH -  
PROPOSED ROAD SAFETY IMPROVEMENTS -  
OBJECTIONS**

The Director of Environmental Services submitted a report which outlined the objections received to proposed road safety improvements at Campbell Street/Cawdor Street, Farnworth.

The Executive Member was reminded that concerns about traffic speeds and road safety, in the Campbell Street area had been raised by local residents groups. Consequently, a scheme had been developed which was made up of three elements, viz:-

1)

a refuge island and kerb re-alignment near to the shops on Campbell Street;

2)

a one way system on Cawdor Street which included waiting restrictions to protect the side road junctions on Campbell Street; and

3)

pedestrian guardrail on Cawdor Avenue.

The above proposals were approved in March, 2005 and, following consultation, a number of objections were received regarding the introduction of the one way system on Cawdor Street and its associated waiting restrictions in particular. In view of this and the need for further investigation this was now not included within the proposals.

It was also stated that objections had been received in relation to the other elements of the scheme and details of these were provided in the report.

Ward Members had been consulted on the proposals and no adverse comments had been received.

With regard to the financial implications, the proposal would be funded from the Neighbourhood Road Safety Initiative at an estimated cost of £15,000.

**The Executive Member for Environmental Services AGREED -**

**(i)**

**That , notwithstanding the objections raised, the proposed refuge island and kerb re-alignment on Campbell Street be approved; and**

**(ii)**

**That, in view of the objections raised, the proposed guard rail at the Cawdor Avenue/Grant Street junction be not introduced at the current time.**

*Attached Reports:*

[Campbell Street/Cawdor Street, Farnworth - Proposed Road Safety Improvements - Objections](#)

[Campbell Street/Cawdor Street, Farnworth - Proposed Road](#)

## **75 CHURCHGATE, BOLTON - CONSULTATION WITH LOCAL BUSINESSES**

The Director of Environmental Services submitted a report which sought the Executive Members' approval for highway proposals to create a new pedestrian area in Churchgate.

The Executive Member was advised that the Churchgate pedestrian scheme had been designed as part of the approved Town Centre Transport Strategy and was aimed at increasing access and enjoyment of the Town Centre by pedestrians.

It was stated that the first option for the Churchgate Project which had been subject to consultation was as follows:-

- a pedestrian area to be created in Churchgate and extended to the St Peters way underpass;
- delivery vehicles would be allowed into Churchgate before 10.30 a.m. and after 4.30 p.m. and that they would have to travel one way, east to west;
- the layout would provide daytime loading bays which could be used in the evening as a taxi rank;
- the public space created would be available for street fairs, events and exhibitions;
- permits would be issued to drivers visiting or working at premises in Churchgate to allow access to rear and underground parking areas; and

-  
on street parking would be removed.

As a result of the consultation exercise, a number of concerns were expressed and details of these were provided in the report. Consequently, a review of the proposal was carried out and it was felt that the physical layout of the scheme could be built as originally proposed but with some amendments which included:-

-  
the removal of the on street car parking so as to maintain the integrity of the pedestrian area and allow for wider pathways as well as a pedestrian/seating area but with car parking being retained in Churchbank to allow some local parking especially for people with disabilities; and

-  
the proposed closure of the area to vehicular traffic between 10.30 a.m. and 4.30 p.m. be abandoned without too much detriment to the scheme.

In view of the changes made to the original proposal, consultation was undertaken on this and the revised plan and the result was a six to one majority in favour of the proposal which was seen as a reasonable compromise.

**The Executive Member for Environmental Services  
APPROVED -**

**The highway proposals to create a new pedestrian area in Churchgate as now detailed.**

*Attached Reports:*

[Churchgate, Bolton - Consultation with Local Businesses](#)  
[Churchgate, Bolton - Consultation with Local Businesses](#)

## **76 CARDBOARD RECYCLING AT BOLTON MARKET**

The Director of Environmental Services submitted a report which provided details in relation to the introduction of cardboard recycling at Bolton Market and the necessary groundwork's to New Street Car Park to facilitate recycling.

The report outlined the current situation with regard to the removal



of waste and stated that, currently, waste removal at Bolton Market was centred around a single, static, waste compactor sited on the New Street car park. Waste removal charges were currently in the region of £55,000 per year and this was recovered from traders via the Market Service Charge or, in some cases, partially offset against the markets rent account. Therefore, any reduction in disposal costs would benefit both the Council and traders.

The Executive Member was advised that between 40% and 50% of all waste was cardboard which would be suitable for recycling and which, if undertaken, would significantly reduce disposal charges. In order to introduce cardboard recycling and to maximise its effect it was recommended that it be undertaken through compaction. It would be necessary, therefore, to bring in a second compactor for the sole use of cardboard and this would be located adjacent to the existing compactor. This, however, would result in the loss of the coach bay which would be detrimental to the market by virtue of reducing the number of visitors to the market. In order to address this and to improve the general use of the car park it was suggested that the coach bay be relocated elsewhere on the car park and that the layout of the car park be altered accordingly.

The Executive Member was advised that the cost of undertaking groundwork required for the introduction of the second compactor and to facilitate other improvements to the car park would be approximately £25,000 and details were provided in the report. It was also proposed that the second compactor be provided by the Council's current recycling partner C and C Recycling.

The report also outlined, in detail, the financial implications of the proposals.

**The Executive Member for Environmental Services AGREED –**

**That the proposals to introduce cardboard recycling at BoltonMarket be implemented and that the set up and running costs be set against the Markets Service Charge Account.**

*Attached Reports:*

[Cardboard Recycling at Bolton Market](#)

## **77 EXTENSION OF TIME AND SUPPLEMENT TO LISTS OF LANDSCAPE CONTRACTORS**

The Director of Environmental Services submitted a report which sought the Executive Members' approval for retrospective consent to extend the operational time of the Select List of Contractors for Landscape Works and to add this to a short supplementary list of landscape contractors for landscape works and specialists sports surfaces.

**The Executive Member for Environmental Service APPROVED**

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**(i)**

**The retrospective extension to the operation of the list as detailed in Appendix A until April, 2007 or until such time as the Authority's re-alignment process is resolved;**

**(ii)**

**The retrospective addition of the supplementary list of contractors set out in Appendix B to the report; AUTHORISED**

–

**(iii)**

**The Director of Environmental Services to invite tenders for future landscape projects from the approved lists; and  
NOTED –**

**(iv)**

**That the list will be updated, following external advertising, for commencement in April, 2007, with subsequent annual review.**

*Attached Reports:*

[Extension of Time and Supplement to Lists of Landscape Contractors](#)

## **78 CENTRAL STREET DEVELOPMENT - HIGHWAY ALTERATIONS NECESSITATED BY PRIVATE DEVELOPMENT**

The Director of Environmental Services submitted a report which sought the Executive Members' approval to allow the developers consultant to carry out the highway design work for the Central Street Development.

The Executive Member was advised that planning permission for the proposed Central Street Development was granted in October, 2005 and conditions attached to the approval required the developer's to improve the junctions at Topp Way/Marsden Road, White Lion Brow/Spa Road, White Lion Brow/St Helena Road, Deansgate/Central Street, Bark Street/Pool Street and to carry out highway works in Duke Street. A further condition attached to the permission was that no part of the development could be occupied until the necessary highway works had been completed and approved by the Highway Authority.

With regard to the current situation, it was stated that the existing road network would need to be improved before construction started on site to allow construction traffic to gain access to the site and, it was therefore necessary to carry out early detailed design work. The design work would, therefore, have to be carried out now before the supermarket operator had signed the necessary agreements.

The Executive Member was advised that because the success of the development was dependent upon the agreement and because the design work would require considerable risk, the Council would be advised to allow the developer to carry out the highway design.

**The Executive Member for Environmental Services  
APPROVED –**

**The proposal to allow Waterman, Burrow Crooke to carry out the highway design work for the Central Street Development on behalf of Wilson Bowden Limited in accordance with the provisions of Section 278 of the Highways Act 1980 and upon approval of the design be permitted to arrange for the works to be constructed at the expense of Wilson Bowden Limited subject to:-**

**a)  
the Assistant Director Highways and Engineering approving the design and the contractor(s) selected to undertake the works and the Section 278 Agreement being completed before any works commence; and**

**b)  
Wilson Bowden agreeing to meet all of the Council's expenses in design checks and supervising the construction of the works via the Section 278 Agreement.**

*Attached Reports:*

[Central Street Development - Highway Alterations Necessitated by Private Development](#)

## **79 HIGHWAY PROPOSALS ASSOCIATED WITH THE REDEVELOPMENT OF CUTACRE SPOIL TIP**

The Director of Environmental Services submitted a report which sought the Executive Member's approval of the highways proposals associated with the redevelopment of Cutacre Spoil Tip.

The Executive Member was advised that planning permission for the redevelopment of Cutacre was allowed on appeal in July, 2001 and conditions attached to the decision required the developers to provide means of access to the site from the A6 roundabout at Watergate Lane and details of provision of wheel cleaning facilities at the entrance to the development site.

It was stated that, in order for the improvements to proceed, it was now necessary for the Council as Highway Authority to approve the proposed works.

**The Executive Member of Environmental Services  
APPROVED –**

**The highway proposals in principle as the basis for detailed design by the Highways and Engineering Division to accommodate its use as an access to the proposed mixed industrial area.**

*Attached Reports:*

[Highway Proposals Associated with the Redevelopment of Cutacre Spoil Tip](#)

[Highway Proposals Associated with the Redevelopment of Cutacre Spoil Tip](#)

## **80 NEWPORT STREET BRIDGE - APPROVAL TO INCREASE BUDGET**

Further to Minute 67 of the previous meeting the Director of Environmental Services submitted a report which gave details and reasons for the revised cost estimate for Newport Street Bridge and also made recommendations on how this should be funded.

The Executive Member was advised that Newport Street Bridge opened to traffic on 4th December, 2005, however, there still remained some remedial work to be undertaken to rectify faults to the bridge bearings. This work was programmed for completion by May, 2006 at which time the bridge should become fully open.

The report stated that Network Rail had advised that the anticipated final costs for Newport Street was £4.3 million, this excluded £250,000 for replacing the failed bearings. However, these costs were still to be substantiated and checked by Council officers. One of the reasons provided by Network Rail for the increase in cost was due to previous estimates being based upon incomplete and preliminary design information because of the need to meet the Council's Capital Programme deadlines. A schedule of cost increases that had arisen to date had been provided by Network Rail and details of these were outlined in the report.

In view of the above, it was proposed to fund the additional costs from the 2005/2006 and 2006/2007 highways capital programmes and it was estimated that there would be savings from the 2005/2006 Capital Programme which could be used to offset £305,000 of the overspend leaving £633,000 to be funded from the 2006/2007 Capital Programme.

**The Executive Member for Environmental Services AGREED –**

**(i)**

**An increase in the estimated cost of the Newport Street Bridge to £4.246 million in accordance with the Authority's Financial Regulations;**

**(ii)**

**That the funding of the increase be from the 2005/2006 and 2006/2007 LTP Capital allocation for bridgeworks.**

**(iii)**

**That representations be made via AGMA and the LGA in an attempt to amend the current national agreement with Network Rail; and NOTED -**

(iv)

That the estimated cost excludes the £250,000 which has been estimated by Network Rail to carry out the bearing remedial works and that a further report on this will be submitted once decisions have been made as to where liability for paying for replacing the bearings has been reached.

*Attached Reports:*

[Newport Street Bridge - Approval to Increase Budget](#)

### **CONFIDENTIAL ITEM**

The background papers and reports in relation to the following item were considered confidential as defined in paragraph 7 of Schedule 12A of the Local Government Act 1972

### **81 REVIEW OF SECURITY ARRANGEMENTS AT BOLTON MARKET**

The Director of Environmental Services submitted a report which put forward proposed revised security arrangements at Bolton Market.

The report sought to change the existing night time security guarding arrangements at Bolton Market. The proposal did not, at this time, propose any changes to the daytime security arrangements.

With regards to the financial implications, it was stated that funding was available through the Markets Service Charge Account.

**The Executive Member of Environmental Services AGREED –**

**To the proposed security arrangements at BoltonMarket as detailed in the report.**

*Attached Reports:*

[Review of Security Arrangements at Bolton Market](#)