

Public Document Pack

Executive Member Decisions

Friday, 5th October, 2018

Time Not Specified

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Date Published: 5th October 2018
Harry Catherall, Chief Executive

EXECUTIVE MEMBER DECISION



REPORT OF: Executive Member for Regeneration

LEAD OFFICERS: Deputy Chief Executive

DATE: 13th September 2018

PORTFOLIO/S AFFECTED: Regeneration

WARD/S AFFECTED: All

SUBJECT: Discretionary Concessionary Travel

1. EXECUTIVE SUMMARY

The Council has recently undertaken a consultation exercise with Blind and Disabled NoWCARD holders to increase the discretionary charge for travel before 9:30am Monday to Friday from 50 pence to £1.

The majority of respondents either expressed no preference or supported the proposals. The consultation process has fed into an Equality Impact Analysis and this report presents the findings.

Approval is sought to amend the Joint Lancashire Concessionary Travel Scheme and introduce the revised pre 9:30am fare later in financial year 2018/19. The statutory entitlement to post 9:30am "free" off peak travel for all NoWCARD holders is unaffected.

The increase in fare will allow the Council to continue to offer a discretionary enhancement to Blind and Disabled NoWCARD holders.

2. RECOMMENDATIONS

That the Executive Member for Regeneration:

1. Approves an increase to the charge made to Blind and Disabled NoWCARD holders for travel before 9:30am Monday to Friday from 50 pence to £1.
2. Authorises Council Officers to amend the Joint Lancashire Concessionary Travel Scheme and liaise with bus operators to ensure that the necessary arrangements for collection of the fare are made.

3. BACKGROUND

The Council operates the mandatory English National Concessionary Travel Scheme (ENCTS) through the Joint Lancashire Concessionary Travel Scheme, called "NoWCARD". The NoWCARD is a partnership between the authorities of Lancashire County Council, Blackpool Council, Blackburn with Darwen Borough Council and Cumbria County Council.

The NoWCARD scheme allows free bus travel for NoWCARD pass holders from Mondays to Fridays between 9:30am and 11pm and all day on Saturdays, Sundays and Bank Holidays.

As a discretionary addition to the national statutory scheme, the Council also allows holders of a

Disabled Person's NoWCARD to travel at a 50 pence flat fare on local bus services that begin before 9:30am on Mondays to Fridays.

There has been no increase of the 50 pence charge for over 10 years.

There are currently 3485 Disabled NoWCARDs on issue in Blackburn with Darwen, and a further 15,328 Elderly NoWCARDs on issue.

The Council consulted on proposals to increase this charge from 50 pence to £1, for six weeks between 5th July 2018 and 17th August 2018 with the outcome of the consultation presented to the Executive Member for Regeneration for final approval.

4. KEY ISSUES & RISKS

The public consultation ran for 6 weeks between 5th July 2018 and 17th August 2018. In total eleven completed questionnaires were returned.

Paper questionnaires were made available at the Blackburn Visitor Centre. The consultation questionnaire was also made available online at www.blackburn.gov.uk and via the Shuttle e-newspaper at <https://theshuttle.org.uk> at <https://theshuttle.org.uk/consultation-on-proposed-changes-to-concessionary-disabled-travel-card-scheme/>

The Lancashire Telegraph also featured an article on the consultation which was published on the 9th July 2018 <https://www.lancashiretelegraph.co.uk/news/16341305.mooted-price-rise-for-disabled-travel-card-scheme/#comments-anchor>

The questionnaire covered two topics:

- Respondents use of the Disabled Person's NoWCARD
- Respondents views on the proposals to increase the flat fare per journey for Disabled Person's NoWCARD from 50 pence to £1 for travel before 9:30am Monday to Friday.

The Council asked whether respondents "agreed or disagreed with the proposal to increase the flat fare per journey". Only 18% of respondents (2 out of the 11 responses) disagreed with the Council's proposals.

The implications for accepting the recommendations of this report are as follows:

- Disabled NoWCARD holders who rely upon bus travel before 9:30am will need to pay £1 instead of 50 pence. The 50 pence charge has not been increased for over 10 years and has not followed the increases in bus fares over this period of time.
- Lancashire County Council and Blackpool Council also operate a discretionary 50 pence charge as part of the Joint Lancashire Concessionary Travel Scheme. Lancashire County Council, at their Cabinet Meeting of 9th August 2018 agreed to increase to the discretionary 50 pence charge to £1.
- A communication plan will be required for bus operators and pass holders to ensure the change is made clear for users.
- The reconfiguration of commercial bus operator's ticket machines will be required, to take account of the new fare.

The increase in fare will allow the Council to continue to offer a discretionary enhancement to Blind and Disabled NoWCARD holders.

It should be noted that holders of older persons NoWCARDs pay full fare before 9:30am, and these fares have increased substantially since 2008, with most rising significantly more than 50 pence per journey.

5. POLICY IMPLICATIONS

The Joint Lancashire Travel Scheme accords with the Council's Local Transport Plan 3 2011 – 2021 strategy.

6. FINANCIAL IMPLICATIONS

The increase in charge detailed in this report will reduce the cost of Blind and Disabled NoWCARD travel by £5500 in 2018/19 and by £22,000 in 2019/20 onwards. This takes into account forecasted passenger numbers, and a 5% reduction in passenger uptake on pre 9:30am travel due to the cost increase.

There will be a cost of up to £5000 associated with the reconfiguration of the bus ticket machines by the bus operators. This will be funded jointly with Lancashire County Council from the Concessionary Travel Budget for 2018/19.

7. LEGAL IMPLICATIONS

Provision for travel concessions in England is contained in five pieces of primary legislation: the Transport Act 1985, the Transport Act 2000, the Travel Concession (Eligibility) Act 2002 and the Concessionary Bus Travel Act 2007.

The Council in its capacity as a Travel Concession Authority (TCA) has a statutory duty to administer and fund the English National Concessionary Travel Scheme under the Transport Act 2000 as amended by the Concessionary Bus Travel Act 2010. Eligibility for mandatory concessionary travel is dependent on age (this is tied to the pensionable age of women) or to 7 categories of disability set out section 146 of the Transport Act 2000.

Concessionary Travel is a mandatory scheme and the Scheme provides the statutory level set out in the Transport Act 2000 as amended by the Concessionary Bus Travel Act 2007 and also continues to provide certain enhanced concessions. This document covers the reimbursement arrangements for both the Transport Act 1985 wider Scheme as well as the statutory minimum introduced under the Transport Act 2000 as amended by the Concessionary Bus Travel Act 2007.

Changes will need to be made to the Lancashire County Council, Blackburn with Darwen Borough Council and Blackpool Council "Joint Lancashire Concessionary Scheme".

8. RESOURCE IMPLICATIONS

The Growth and Development Department's revenue budget 2018/19 includes provision to meet the costs of the Concessionary fare reimbursement to operators and the contribution to Lancashire County Council for the cost of administering the scheme.

9. EQUALITY AND HEALTH IMPLICATIONS

Please select one of the options below. Where appropriate please include the hyperlink to the EIA.

Option 1 Equality Impact Assessment (EIA) not required – the EIA checklist has been completed.

Option 2 In determining this matter the Executive Member needs to consider the EIA associated with this item in advance of making the decision. *(insert EIA link here)*

Option 3 In determining this matter the Executive Board Members need to consider the EIA associated with this item in advance of making the decision. *(insert EIA attachment)*

10. CONSULTATIONS

In total eleven completed questionnaires were returned, with the key findings from the consultation are summarised below:

- Q1: 10 of the 11 respondents had a current Disabled Person's NoWCARD
- Q2 NoWCARD use: 3 respondents use their Disabled NoWCARD every or most days, with 2 using it a few times a week. 2 used it a few times a month, and 1 less often.
- Q3: Pre 9:30am NoWCARD use: 2 respondents use their Disabled NoWCARD for travel before 9:30am Monday to Friday every or most days, 1 a few times a week, 3 a few times a month and 2 never.
- Q4 Pre 9:30am NoWCARD spend: 4 respondents spend 50 pence on pre 9:30am travel, with 1 spending £1 and 1 spending £1.50.
- Q5 Reason for travel: 2 respondents travel pre 9:30am for work, 1 for caring duties, 1 for education, 2 for medical appointments and 2 for leisure.
- Q6 Agreement to the proposals: 1 respondent strongly agreed, 5 tended to agree, 3 neither agreed nor disagreed and 2 strongly disagreed. Only 18% of respondents disagreed with the proposals.
- Q7: The Council asked people how the proposals would affect them. Responses ranged from "It won't" to "Travel costs will double", but other comments were received saying "Didn't know they could", "it will reduce the number of people standing on busy buses", and "it will affect me as I have to get to Burnley Hospital for 9am".
- Q8 Would you travel by bus less often: 4 respondents said yes they would travel less often, and 7 said that this would not affect them.
- Q9 Importance of paying with one coin: 3 respondents said that it was important to be able to pay with one coin, and 6 said it was not important.
- Q10 Respondents were asked if there was anything else to consider: A response was received "make the start time of 9:30am a strict rule to reduce driver discretion and potential abuse of the system".

11. STATEMENT OF COMPLIANCE

The recommendations are made further to advice from the Monitoring Officer and the Section 151 Officer has confirmed that they do not incur unlawful expenditure. They are also compliant with equality legislation and an equality analysis and impact assessment has been considered. The recommendations reflect the core principles of good governance set out in the Council's Code of Corporate Governance.

12. DECLARATION OF INTEREST

All Declarations of Interest of any Executive Member consulted and note of any dispensation granted by the Chief Executive will be recorded and published if applicable.

VERSION:	0.01
CONTACT OFFICER:	Mike Cliffe, Strategic Transport Manager, ext 5310
DATE:	13 th September 2018
BACKGROUND PAPER:	None

Name of the activity being assessed	Discretionary Concessionary Travel		
Directorate / Department	Growth and Development	Service	Transport Team
Assessment Author	Mike Cliffe		
Is this a new or existing activity?	<input checked="" type="checkbox"/> New <input type="checkbox"/> Existing	Responsible manager / director for the assessment	Martin Eden, Director of Environment and Leisure
Date EIA started	13/09/2018	Implementation date of the activity	01/11/2018

SECTION 1 - ABOUT YOUR ACTIVITY

How was the need for this activity identified? i.e. Why are we doing this activity?	<p>The Council provides a discretionary addition to the national statutory “English National Concessionary Travel Scheme (ENCTS)”, allowing holders of a Disabled Person’s NoWCARD to travel at a 50 pence flat fare on local bus services that begin before 9:30am Mondays to Fridays.</p> <p>There has been no increase of the 50 pence charge for over 10 years.</p>
What is the activity looking to achieve? What are the aims and objectives?	<p>To increase the cost of this discretionary addition to the ENCTS from 50 pence to £1, to reflect increasing bus fares in the period 2008-2018, and for users to use one coin to make the transaction.</p>
Services currently provided (if applicable)	50 pence pre 9:30am cost of a bus journey for Blind and Disabled NoWCARD holders.
Type of activity	<input type="checkbox"/> Budget changes <input checked="" type="checkbox"/> Change to existing activity <input type="checkbox"/> Decommissioning <input type="checkbox"/> Commissioning <input type="checkbox"/> New activity <input type="checkbox"/> Other [please state here]

SECTION 2 - UNDERSTANDING YOUR CUSTOMER**What resources will support in undertaking the equality analysis and impact assessment?**

Transport Act 1985
 Transport Act 2000
 Travel Concession (Eligibility) Act 2002
 Concessionary Bus Travel Act 2007

Who are you consulting with? How are you consulting with them?

The Council consulted on proposals to increase the discretionary charge for six weeks from 5th July 2018 and 17th August 2018.

Paper questionnaires were made available at the Blackburn Visitor Centre and the consultation was also made available online at www.blackburn.gov.uk and via the Shuttle e-newspaper at <https://theshuttle.org.uk>

A Press Release on the proposals was issued by the Council, and the Lancashire Telegraph featured an article on the consultation which was published on the 9th July 2018 via <https://www.lancashiretelegraph.co.uk/news/16341305.mooted-price-rise-for-disabled-travel-card-scheme/#comments-anchor>

The questionnaire covered two main topics:

- The use of the Disabled Person's NoWCARD
- Views on proposals to increase the flat fare from 50 pence to £1.


Who does the activity impact upon?*	Service users	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	Members of staff	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	General public	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	Carers or families	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	Partner organisations	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Indirectly			
Does the activity impact positively or negatively on any of the protected characteristics as stated within the Equality Act (2010)?* The groups in blue are not protected characteristics (please refer to p. 3 of the guidance notes)	Positive impact	<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input type="checkbox"/> Gender reassignment	<input type="checkbox"/> Marriage & Civil Partnership	<input type="checkbox"/> Pregnancy & maternity	<input type="checkbox"/> Vulnerable groups
		<input type="checkbox"/> Race	<input type="checkbox"/> Religion or belief	<input type="checkbox"/> Sex	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Deprived communities	<input type="checkbox"/> Carers
	Negative impact	<input type="checkbox"/> Age	<input checked="" type="checkbox"/> Disability	<input type="checkbox"/> Gender reassignment	<input type="checkbox"/> Marriage & Civil Partnership	<input type="checkbox"/> Pregnancy & maternity	<input type="checkbox"/> Vulnerable groups
		<input type="checkbox"/> Race	<input type="checkbox"/> Religion or belief	<input type="checkbox"/> Sex	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Deprived communities	<input type="checkbox"/> Carers
	No impact	<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input type="checkbox"/> Gender reassignment	<input type="checkbox"/> Marriage & Civil Partnership	<input type="checkbox"/> Pregnancy & maternity	<input type="checkbox"/> Vulnerable groups
		<input type="checkbox"/> Race	<input type="checkbox"/> Religion or belief	<input type="checkbox"/> Sex	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Deprived communities	<input type="checkbox"/> Carers

***If no impact is identified on any of the protected characteristics a full EIA may not be required. Please contact your departmental Corporate Equality & Diversity representative for further information.**

Does the activity contribute towards meeting the Equality Act's general Public Sector Equality Duty?

DUTY	DOES THE ACTIVITY MEET THIS DUTY? EXPLAIN
Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act	The activity does not impact in this area.
Advance equality of opportunity between those who share a protected characteristic and those who do not	The activity does affect negatively on Blind and Disabled holders of the ENCTS NoWCARD who travel pre 9:30am Mondays to Fridays.
Foster good relations between people who share a protected characteristic and those who do not	The activity does not impact in this area.

ASSESSMENT	Is a full EIA required?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Please explain how you have reached your conclusion			
<p>Page 9</p> <p>A negative impact on Disabled residents (2010 Equality Act)</p>			

Author Signature	Mike Cliffe	Date	13/09/2018
Head of Service/Director Signature		Date	14/09/2018
<i>The above signatures signify acceptance of the ownership of the Initial EIA and the responsibility to publish the completed Initial EIA as per the requirements of the Equality Act 2010.</i>			
Departmental E&D Lead Signature	Gwen Kinloch	Date	14/09/2018

FULL EQUALITY IMPACT ASSESSMENT**SECTION 3 – ANALYSIS OF IMPACT**

Does the activity have the **potential** to:

- **positively** impact (benefit) any of the groups?
- **negatively** impact/exclude/discriminate against any group?
- **disproportionately** impact any of the groups?

Explain how this was identified – through evidence/consultation.

Any negative impacts that are identified within the analysis need to be captured within the action plan in **Section 4**

N.B. Marriage & Civil Partnership is only a protected characteristic in terms of work-related activities and NOT service provision

Characteristic	Positive	Negative	Don't know	Reasons for positive and/or negative impact Please include all the evidence you have considered as part of your analysis	Action No.
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact	
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The activity will impact negatively on holders of Blind and Disabled NoWCARDs who travel pre 9:30am Mondays to Fridays, who will pay £1 to travel in the peak period rather than at the current 50 pence fare. The increase in fare will allow the Council to continue to offer a discretionary enhancement to Blind and Disabled NoWCARD holders.	1,2,3
Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact	
Marriage & Civil Partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact	
Pregnancy & Maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact	
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact	
Religion or Belief	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact	
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact	
Sexual orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact	
Vulnerable Groups	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact	
Deprived Communities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact	
Carers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact	
Other [please state]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

<p>Does the activity raise any issues for community cohesion?</p> <p>Does the activity contribute positively towards community cohesion?</p>	No
<p>Does the activity raise any issues in relation to human rights as set out in the Human Rights Act 1998? Details of which can be found here</p>	No
<p>Does the activity support / aggravate existing departmental and/or corporate risk?</p>	No

CONCLUSIONS OF THE ANALYSIS

Action following completion of the impact assessment			
<input type="checkbox"/> No major change in the activity	<input type="checkbox"/> Adjust activity	<input checked="" type="checkbox"/> Continue with activity	<input type="checkbox"/> Stop and reconsider activity
Please explain how you have reached your conclusion			
<p>The response from the Consultation exercise, and the fact that 18% of respondents disagreed with the proposals (the other 82% either “strongly agreed / tended to agree / neither agreed nor disagreed”), accompanies the recommendation to continue with the activity. The increase in fare will allow the Council to continue to offer a discretionary enhancement to Blind and Disabled NoWCARD holders.</p>			


ACTION PLAN

Action No.	What is the negative / adverse impact identified?	Actions required to reduce / mitigate / eliminate the negative impact	Resources required	Responsible officer(s)	Target completion date
1	The proposal will make it more expensive for disabled people to travel before 9:30am. For those who do need to travel before 9:30am to begin work, to fulfil caring duties or medical appointments, this will adversely affect their ability to participate in public life and may not assist in advancing equality of opportunity for this group.	<p>Four out of the seven (57%) of the respondents to Question 8 (would you travel by bus less often) said that the proposal would mean that they would not travel by bus less often.</p> <p>Half of respondents to Question 3 use the Disabled NoWCARD to travel pre 9:30am “a few times a month”.</p> <p>Only two of the eleven (18%) respondents disagreed with the proposals.</p> <p>The impacts of the proposals will therefore be limited.</p>	None	Mike Cliffe, Strategic Transport Manager	1 st November 2018
2	Impact on those Blind and Disabled NoWCARD holders who make more than one bus trip prior to 9:30am.	<p>Of the respondees, Four out of six respondents to Question 4 (75%), stated that they only spend 50 pence on pre 9:30am travel (i.e. only travel once).</p> <p>The impacts of the proposals will therefore be limited.</p>	None	Mike Cliffe, Strategic Transport Manager	1 st November 2018
3	Unfair discrimination on Blind and Disabled NoWCARD holders	Holders of older persons NoWCARDs pay full fare before 9:30am, and these fares have increased substantially since 2008, with most rising significantly more than 50 pence per journey.	None	Mike Cliffe, Strategic Transport Manager	1 st November 2018

The responsibility for establishing and maintaining the monitoring arrangements of the EIA action plan lies with the service completing the EIA. These arrangements should be built into the performance management framework.

Monitoring arrangements for the completion of EIAs will be undertaken by the Corporate Equality & Diversity Group and the oversight of the action plans will be undertaken by the Management Accountability Framework.

If applicable, where will the EIA Action Plan be monitored?	via Departmental Management Team and Budget Monitoring Groups
How often will the EIA Action Plan be reviewed?	Quarterly as part of the MAF process
When will the EIA be reviewed?	It will be reviewed at least every 3 years to meet legislative requirements
Who is responsible for carrying out this review?	Departmental Director

Author Signature	Mike Cliffe, Strategic Transport Manager	Date	13/09/2018
Head of Service/Director Signature		Date	14/09/2018
<i>The above signatures signify acceptance of the ownership of the full EIA, the responsibility for the associated Action Plan (if applicable) and the responsibility to publish the completed full EIA as per the requirements of the Equality Act 2010.</i>			
Departmental E&D Lead Signature	Gwen Kinloch	Date	14/09/2018

EXECUTIVE MEMBER DECISION



REPORT OF:	Executive Member for Regeneration
LEAD OFFICERS:	Deputy Chief Executive
DATE:	26 th June 2018

PORTFOLIO/S AFFECTED:	Regeneration		
WARD/S AFFECTED:	Shear Brow and Corporation Park	Wensley Fold	
	Mill Hill and Moorgate	Ewood	

SUBJECT:	Proposed Experimental Traffic Regulation Order – Preston New Road and Princess Street areas Blackburn		
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1. EXECUTIVE SUMMARY
To inform the Executive Member for Regeneration of the proposal to introduce an experimental Traffic Regulation Order as detailed below and seek approval to make it:-

- Leamington Road, BlackburnOne way Driving
- Burlington Street, BlackburnOne way Driving
- Preston New Road, BlackburnNo waiting at any time, No waiting Mon–Sat 9am-6pm
- Montague Street, Blackburn.....No waiting at any time, No waiting Mon-Sat 8am-6pm
- Devonport Road, Blackburn.....No waiting at any time, No Waiting Mon-Sat 8am-6pm Residents Parking/Limited waiting
- Various side roads (Preston New Rd area).....No Waiting At Any Time
- Princess Street, Blackburn.....No waiting/No loading/unloading at any time
- Amberley Street, Blackburn.....No waiting/No loading/unloading at any time
- Peel Street, Blackburn.....No waiting/No loading/unloading at any time
- Stancliffe Street, Blackburn.....No waiting/No loading/unloading at any time
- Wellington Road, Blackburn.....No waiting/No loading/unloading at any time
- Unnamed street off Princess Street, Blackburn....No waiting/No loading/unloading at any time

2. RECOMMENDATIONS
That the Executive Member:
Authorise the Director of HR, Legal & Governance to make and advertise the Experimental Traffic Regulation Order as per the attached schedule.

3. BACKGROUND
Residents have requested via their Ward Councillor that the operational times of the no waiting restrictions on Preston New Road are relaxed in order to allow them to park outside their homes for longer. It is proposed to change the no waiting restrictions to Monday to Saturday 9am to 6pm. It is also proposed to take this opportunity to make changes to the operational times on other single yellow lines in this area. This order also seeks to formalise the restrictions on a limited waiting/residents parking bay on Devonport Road.

Complaints have been received from a business which has recently acquired premises on Princess Street, Blackburn that they are experiencing access issues for heavy goods vehicles servicing their business. Additionally, there have been complaints regarding general parking in the area. This proposal of no waiting and no loading/unloading restrictions and informal part pavement parking seeks to resolve both access and parking issues in the area. Lining work associated with this scheme will be funded by the business.

As part of the scheme, it is also proposed to introduce one way driving on Leamington Road from Granville Road to Burlington Street and for the entire length of Burlington Street. These streets which surround the Mosque and Madrasa are typical of the Victorian era. They were intended to allow the movement of two way traffic but parked vehicles on both sides of the road means that congestion occurs when large volumes of traffic movement is being experienced. When the local mosque and madrasa are in operation, traffic volumes can be significant for relatively small residential streets. The introduction of one way traffic will support better vehicle movement around the local residential area and support the operation of both the mosque and madrasa.

4. KEY ISSUES & RISKS

No risks arising from this proposal have been identified. The proposal is of benefit to the social and economic well being of the Borough.

5. POLICY IMPLICATIONS

The proposal to make and revoke Traffic Regulation Orders requires delegated approval from the Executive Member for Regeneration and Chief Officer. Traffic Regulation Orders are required to be published in the local press and on site to comply with the Road Traffic Regulations Act 1984. Directly affected properties are consulted in line with current procedure.

6. FINANCIAL IMPLICATIONS

The cost of making this Experimental Traffic Regulation Order will be approximately £13000 and will be funded from the Traffic and Transportation element of the Highways Maintenance Budget. Lining work in the Princess Street area will be funded by the applicant.

7. LEGAL IMPLICATIONS

The necessary legal powers to implement this scheme are within the Road Traffic Regulations Act 1984. The advertising of the proposals will enable comments/objections and suggestions on how the experimental order may be improved through variation from members of the public as well as the relevant council highway officers.

Experimental orders are predominately to provide the Highways Authority with a proper period of time to test the effects of a traffic order. An experimental order enables the impact of the new restrictions to be examined and potentially minor changes made to address unforeseen issues more readily. For an experimental order the objection period is 6 months which allows people to raise any objections or recommendations they may have with the experimental order with the knowledge of how the restriction really works. Hence the recommendation for the review after 6 months is a reasonable and appropriate requirement although additionally the recommendation could be to continue with the experimental order for a further period if it was considered necessary. The order can be modified sooner than the initial 6 months depending on how it was operating and the interim objections and feedback being received. The maximum time limit for an experimental order is 18 months.

The experimental period will allow the council to make the necessary adjustments although it should be noted that every time an experimental order is modified the 6 month objection period starts again.

8. RESOURCE IMPLICATIONS

None

9. EQUALITY AND HEALTH IMPLICATIONS

Please select one of the options below. Where appropriate please include the hyperlink to the EIA.

Option 1 Equality Impact Assessment (EIA) not required – the EIA checklist has been completed.

Option 2 In determining this matter the Executive Member needs to consider the EIA associated with this item in advance of making the decision. (*insert EIA link here*)

Option 3 In determining this matter the Executive Board Members need to consider the EIA associated with this item in advance of making the decision. (*insert EIA attachment*)

10. CONSULTATIONS

The public will have the opportunity to comment on the experimental order during the first six months from its implementation.

11. STATEMENT OF COMPLIANCE

The recommendations are made further to advice from the Monitoring Officer and the Section 151 Officer has confirmed that they do not incur unlawful expenditure. They are also compliant with equality legislation and an equality analysis and impact assessment has been considered. The recommendations reflect the core principles of good governance set out in the Council's Code of Corporate Governance.

12. DECLARATION OF INTEREST

All Declarations of Interest of any Executive Member consulted and note of any dispensation granted by the Chief Executive will be recorded and published if applicable.

VERSION:	1
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CONTACT OFFICER:	Gina Lambert
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DATE:	26 th June 2018
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BACKGROUND PAPER:	Appendix 1 - plans Appendix 2 - schedule
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Key to Restriction Types Displayed

- No waiting at any time
- No waiting
- Limited Waiting 1 Hour, No Return Within 2 Hours
- One Way Traffic

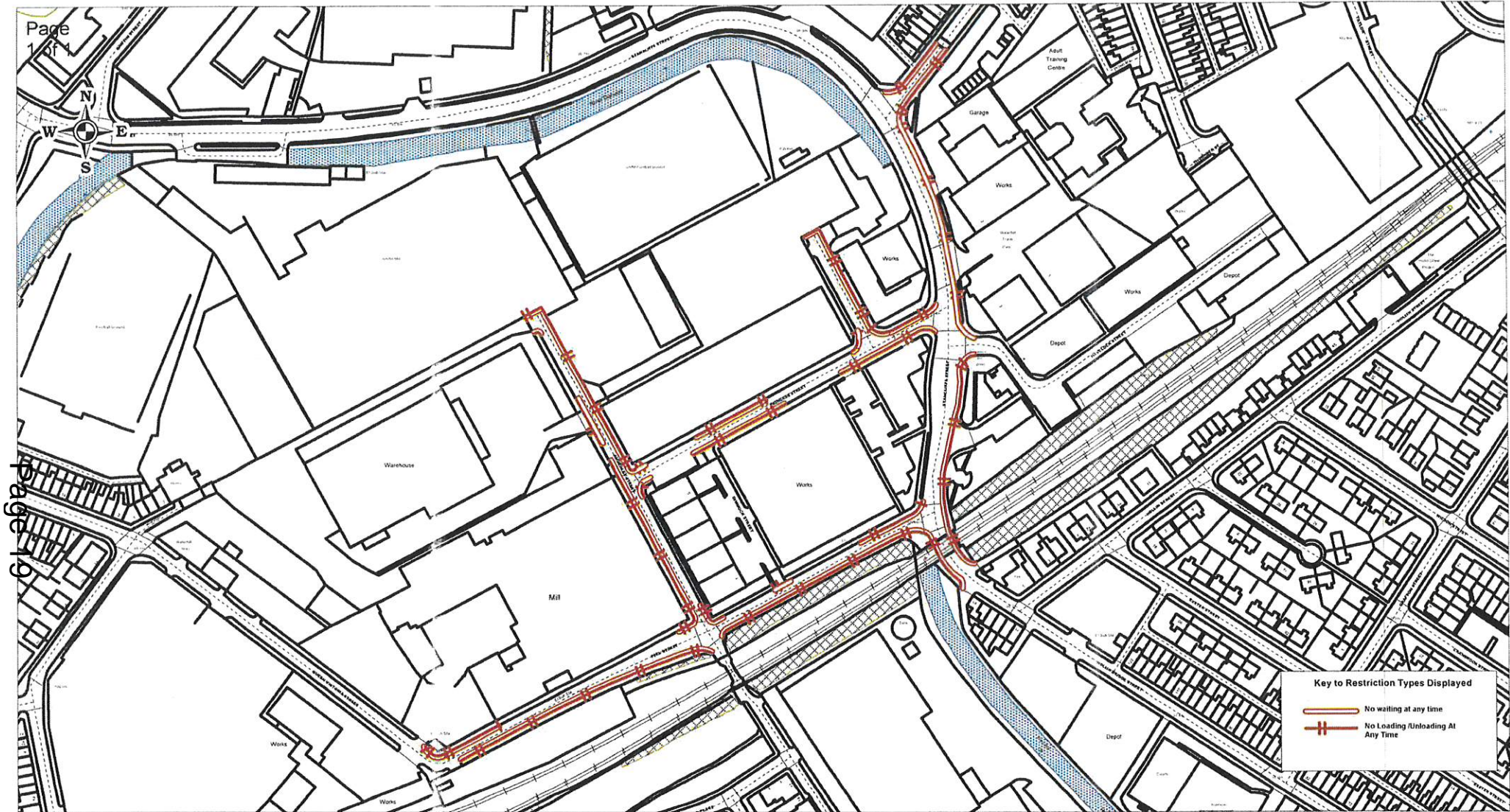
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SCALE	1 : 4000
DATE	20/09/2018
DRAWING No.	
DRAWN BY	
Checked by	

Proposed restrictions - Preston New Road Blackburn Area





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SCALE 1 : 2500

DATE 14/08/2018

DRAWING No.

DRAWN BY

Checked by



Working in partnership with

CAPITA

Proposed TRO - Princess Street, Blackburn area



No Waiting 9am - 6pm

No Waiting Mon - Sat
7am - 7pm

No Waiting Mon - Sat
8am - 6pm

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DRAWING TITLE
Preston New Road Area
no waiting restrictions

SCALE 1 : 2500

DATE 23/08/2018

DRAWING No.

DRAWN BY

SCHEDULES

NO WAITING AT ANY TIME

Street	Side	Location
ADELAIDE TERRACE BLACKBURN,	both	from the centreline of Preston New Road for a distance of 14 metres in a north west direction
AMBERLEY STREET BLACKBURN,	north-east	From a point 71 metres north west of the Centreline of Peel Street for a distance of 101 metres in a north westerly direction including a distance of 8 metres at the northerly perimeter running east to west
AMBERLEY STREET BLACKBURN,	north-west	From a point 81 metres north west of its junction with the centre line of Princess Street for a distance of 4 metres in a north westerly direction
AMBERLEY STREET BLACKBURN,	south-east	From its junction with the centreline of Peel Street for a distance of 12 metres in a north westerly direction
AMBERLEY STREET BLACKBURN,	south-west	from a point 6 metres north west of the Centreline of Peel Street for a distance of 86 metres in a north westerly direction
DEVONPORT ROAD BLACKBURN,	both	from the centreline of Montague Street for a distance of 20 metres in a south westerly direction
LEAMINGTON CLOSE BLACKBURN,	east	from its junction with the centreline of back Preston New Road for a distance of 19 metres in a north westerly direction
MONTAGUE STREET BLACKBURN,	north-west	from a point 5 metres south east of the Centreline of Johnson Street for a distance of 24 metres in a south easterly direction through the traffic signal junction
MONTAGUE STREET BLACKBURN,	south-west	from a point 16 metres north west of the centreline of Johnson Street for a distance of 26 metres in a south easterly direction
MONTAGUE STREET BLACKBURN,	west	from a point 11 metres north west of the Centreline of Devonport Road for a distance of 23 metres in a south easterly direction
PEEL STREET BLACKBURN,	both	from its junction with the Centreline of Amberley Street for a distance of 12 metres in a south westerly direction
PEEL STREET BLACKBURN,	north	from its junction with the centreline of Queen Victoria Street for a distance of 33 metres in a north easterly direction from its junction with the centreline of Stancliffe Street for a distance of 37 metres in a south westerly direction
PEEL STREET BLACKBURN,	north-west	from its junction with the centreline of Amberley Street for a distance of 10 metres in a north easterly direction from a point 37 metres east of the centreline of Amberley Street for a distance of 8.5 metres in an easterly direction
PEEL STREET BLACKBURN,	south-east	from its junction with the centreline of Stancliffe street for a distance of 250 metres in a south westerly direction
PRESTON NEW ROAD BLACKBURN,	north	from a point 16 metres west of the Centreline of Adelaide Terrace for a distance of 34 metres in an easterly direction

		<p>from the Centreline of Leamington Road for a distance of 8 metres in an easterly direction</p> <p>From its junction with the centreline of East Park Road for a distance of 32 metres in an easterly direction</p>
PRESTON NEW ROAD BLACKBURN,	north-east	from its junction with Limbrick to its junction with King William Street
PRESTON NEW ROAD BLACKBURN,	south	<p>from a point 11 metres west of the Centreline of Bromley Street for a distance of 28 metres in an easterly direction</p> <p>from a point 10 metres west of the centreline of Saunders Road for a distance of 58 metres in an easterly direction</p>
PRESTON NEW ROAD BLACKBURN,	south-west	from a point 88 metres south east of the Centreline of New Park Street to its junction with King William Street
PRINCESS STREET BLACKBURN,	both	from its junction with the Centreline of Amberley Street for a distance of 10 metres in a north easterly direction
PRINCESS STREET BLACKBURN,	north-west	<p>from a point 50 metres south west of the Centreline of Stancliffe Street for a distance of 42 metres in a north easterly direction</p> <p>from a point 38 metres north east of the Centreline of Amberley Street for a distance of 38 metres in a north easterly direction</p>
PRINCESS STREET BLACKBURN,	south-east	<p>From a point 33 metres north east of the Centreline of Amberley Street for a distance of 49 metres in a north easterly direction</p> <p>from a point 59 metres south west of the Centreline of Stancliffe Street for a distance of 49 metres in a north easterly direction</p>
PRINCESS STREET BLACKBURN,	south-west	from a point 101 metres north west of the Centreline of Peel Street for a distance of 24 metres in a north westerly direction
QUEEN VICTORIA STREET BLACKBURN,	north-east	from its junction with the centreline of Peel Street for a distance of 11 metres in a north westerly direction
STANCLIFFE STREET BLACKBURN,	east	from its junction with the Centreline of Wellington Road to its junction with the centreline of back Hollin Street
STANCLIFFE STREET BLACKBURN,	south-west	From its junction with the centreline of Peel Street for a distance of 34 metres in a south easterly direction
WATERFALL STREET BLACKBURN,	east	from its junction with the Centreline of Princess Street for its entire length
WATERFALL STREET BLACKBURN,	north-west	from its junction with the centreline of Princess Street for a distance of 10 metres in a north easterly direction
WELLINGTON ROAD BLACKBURN,	both	from the centreline of Stancliffe Street for a distance of 42 metres in a north easterly direction

ONE WAY TRAFFIC

Street	Side	Location
BURLINGTON STREET BLACKBURN,	No Side Specified	from its junction with Leamington Road in an easterly direction to its junction with Harcourt Road
LEAMINGTON ROAD BLACKBURN,	No Side Specified	from its junction with Granville Road in a south easterly direction to its junction with Burlington Street

RESIDENT'S PARKING/LIMITED WAITING MON-SAT 8AM-6PM RESIDENTS PARKING / LIMITED WAITING 30 MINS, NO RETURN 1 HOUR

Street	Side	Location
DEVONPORT ROAD BLACKBURN,	north-west	from a point 20 metres south west of the Centreline of Montague Street for a distance of 113 metres in a south westerly direction

NO WAITING MON-SAT 8AM-6PM

Street	Side	Location
DEVONPORT ROAD BLACKBURN,	south-east	from its junction with Montague Street to a point 14 metres south west of the centreline of Whittaker Street

NO WAITING MON-SAT 7AM-7PM

Street	Side	Location
PRESTON NEW ROAD BLACKBURN,	north	from its junction with the centreline of Shear Bank Road for a distance of 55 metres in a westerly direction
PRESTON NEW ROAD BLACKBURN,	south-east	from its junction with the centreline of Montague Street for a distance of 103 metres in a north westerly direction

NO WAITING 9AM-6PM

Street	Side	Location
PRESTON NEW ROAD BLACKBURN,	north-west	from a point 8 metres south west of the centreline of Leamington Road for a distance of 139 metres in a south westerly direction

NO LOADING /UNLOADING AT ANY TIME

Street	Side	Location
AMBERLEY STREET BLACKBURN,	north-east	From a point 71 metres north west of the Centreline of Peel Street for a distance of 101 metres in a north westerly direction including a distance of 8 metres at the northerly perimeter running east to west From a point 71 metres north west of the Centreline of Peel Street for a distance of 101 metres in a north westerly direction including a distance of 8 metres at the northerly perimeter running east to west
AMBERLEY STREET BLACKBURN,	north-west	From a point 81 metres north west of its junction with the centre line of Princess Street for a distance of 4 metres in a north westerly direction from a point 101 metres north west of the Centreline of Peel Street for a distance of 24 metres in a north westerly direction
AMBERLEY STREET BLACKBURN,	south-east	From its junction with the centreline of Peel Street for a distance of 12 metres in a north westerly direction
AMBERLEY STREET BLACKBURN,	south-west	from a point 6 metres north west of the Centreline of Peel Street for a distance of 86 metres in a north westerly direction
PEEL STREET BLACKBURN,	north	from a point 37 metres east of the centreline of Amberley Street for a distance of 8.5 metres in an easterly direction from its junction with the centreline of Stancliffe Street for a distance of 37 metres in a south westerly direction
PEEL STREET BLACKBURN,	north-west	from its junction with the Centreline of Amberley Street for a distance of 12 metres in a south westerly direction from its junction with the centreline of Amberley Street for a distance of 10 metres in a north easterly direction from its junction with the centreline of Queen Victoria Street for a distance of 33 metres in a north easterly direction
PEEL STREET BLACKBURN,	south-east	from its junction with the centreline of Stancliffe Street for a distance of 250 metres in a south westerly direction
PRINCESS STREET BLACKBURN,	both	from the Centreline of Amberley Street for a distance of 10 metres in a north easterly direction
PRINCESS STREET BLACKBURN,	north-west	from a point 50 metres south west of the Centreline of Stancliffe Street for a distance of 42 metres in a north easterly direction from a point 38 metres north east of the Centreline of Amberley Street for a distance of 38 metres in a north easterly direction
PRINCESS STREET BLACKBURN,	south-east	from a point 59 metres south west of the Centreline of Stancliffe Street for a distance of 49 metres in a north easterly direction From a point 33 metres north east of the Centreline of Amberley Street for a distance of 49 metres in a north easterly direction
QUEEN VICTORIA STREET BLACKBURN,	north-east	from its junction with the centreline of Peel Street for a distance of 11 metres in a north westerly direction

STANCLIFFE STREET BLACKBURN,	east	from its junction with the Centreline of Wellington Road to its junction with the centreline of back Hollin Street
STANCLIFFE STREET BLACKBURN,	south-west	From its junction with the centreline of Peel Street for a distance of 34 metres in a south easterly direction
WATERFALL STREET BLACKBURN,	east	from its junction with the Centreline of Princess Street for its entire length
WATERFALL STREET BLACKBURN,	north-west	from its junction with the centreline of Princess Street for a distance of 10 metres in a north easterly direction
WELLINGTON ROAD BLACKBURN,	both	from the centreline of Stancliffe Street for a distance of 42 metres in a north easterly direction

LIMITED WAITING 1 HOUR, NO RETURN WITHIN 2 HOURS

Street	Side	Location
MONTAGUE STREET BLACKBURN,	south-west	from a point 10 metres south east of the centreline of Johnston Street for a distance of 15 metres in a south easterly direction

SCHEDULE OF REVOCATIONS

COL. 1 COL. 2 COL. 3 COL. 4

Item No. Road Name Side of Road Extents

Items to be removed from:

THE BOROUGH OF BLACKBURN (INNER RELIEF ROAD) (EANAM TO PRESTON NEW ROAD) (TRAFFIC MANAGEMENT) ORDER 1991

No waiting at any time

- | | | | |
|---|------------------|------------|--|
| 1 | PRESTON NEW ROAD | south-west | from a point 18 metres south-east of its junction with Alma Street to a point 16 metres north of its junction with Alma Street |
| 3 | | | from its junction with Simmons Street to the south-easterly boundary of 13 Preston New Road |

No waiting Mon-Sat 7am-7pm

- | | | | |
|---|------------------|------------|--|
| 5 | PRESTON NEW ROAD | south-west | from the south-easterly boundary of 13 Preston New Road to a point 18 metres south-east of its junction with Alma Street |
|---|------------------|------------|--|

Items to be removed from:

THE BOROUGH OF BLACKBURN (JOHNSTON STREET AREA, BLACKBURN) (TRAFFIC MANAGEMENT) ORDER 1992

Limited Waiting 30 Minutes, No Return Within 30 Minutes Mon-Sat 8am-6pm

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
1	JOHNSTON STREET	south-east	from a point 10 metres north-east of its junction with Shaw Street for a distance of 53 metres in a north-easterly direction

**Items to be removed from:
THE BOROUGH OF BLACKBURN (VARIOUS STREETS NO.7) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1982**

No waiting at any time

1	MONTAGUE STREET	north-east	from the north-west side of Johnstone Street for a distance of 25 metres in a south-easterly direction
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**Items to be removed from:
THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (NO.2) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1977**

No waiting Mon-Sat 7am-7pm

1	PRESTON NEW ROAD	north	from Leamington Road to the western boundary of 94 Preston New Road
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**Items to be removed from:
THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (NO.9) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1987**

No waiting at any time

1	PRESTON NEW ROAD	south	from a point 10 metres west of its junction with Saunders Road for a distance of 33 metres in an easterly direction
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**Items to be removed from:
THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) (NO. 2) ORDER 1995**

Limited Waiting 30 Minutes, No Return Within 30 Minutes Mon-Fri 8.30am-6pm

1	JOHNSTONE STREET	south	from a point 15 metres north-east of its junction with Addison Close to its junction with Shaw Street
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**Items to be removed from:
THE BOROUGH OF BLACKBURN WITH DARWEN (BLACKBURN NORTH TWO) (TRAFFIC MANAGEMENT AND REVOCATION) ORDER 2008**

No waiting at any time

1	DEVONPORT ROAD	north	From its junction with Montague Street for a distance of 5 metres in a south westerly direction
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**Items to be removed from:
THE BOROUGH OF BLACKBURN WITH DARWEN (SUDELL CROSS AREA, BLACKBURN) (TRAFFIC MANAGEMENT AND REVOCATION) ORDER 2006**

No waiting at any time

1	SUDELL	west	from its junction with Simmons' Street to its junction with Northgate
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SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
Items to be removed from: THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (no 4) (PROHIBITION OF DRIVING AND WAITING, RESTRICTION OF WAITING AND REVOCATION) ORDER 2015			
No waiting Mon-Sat 8am-6pm			
1	DEVONPORT ROAD	south-east	From its junction with Montague Street to a point 9 metres south west of its junction with Whittaker Street

Items to be removed from:
THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO.2) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2008

No waiting Mon-Sat 7am-7pm			
1	PRESTON NEW ROAD	north	from a point 20 metres east of its junction with East Park Road for a distance of 56 metres in an easterly direction

Items to be removed from:
THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2012

No waiting Mon-Sat 8am-6pm			
1	DEVONPORT ROAD	north-west	From its junction with Montague Street for a distance of 20 metres in a south westerly direction

EQUALITY IMPACT ASSESSMENT CHECKLIST

This checklist is to be used when you are uncertain if your activity requires an EIA or not.

An Equality Impact Assessment (EIA) is a tool for identifying the potential impact of the organisation's policies, services and functions on its residents and staff. EIAs should be actively looking for negative or adverse impacts of policies, services and functions on any of the nine protected characteristics.

The checklist below contains a number of questions/prompts to assist officers and service managers to assess whether or not the activity proposed requires an EIA. Supporting literature and useful questions are supplied within the [EIA Guidance](#) to assist managers and team leaders to complete all EIAs.

Service area & dept.	Traffic	Date the activity will be implemented	01/07/2018
Brief description of activity	Proposed Experimental Traffic Regulation Order – Preston New Road and Princess St areas		

Answers favouring doing an EIA	Checklist question	Answers favouring not doing an EIA
<input type="checkbox"/> Yes	Does this activity involve any of the following: - Commissioning / decommissioning a service - Change to existing Council policy/strategy	<input checked="" type="checkbox"/> No
<input type="checkbox"/> Yes	- Budget changes	<input checked="" type="checkbox"/> No
<input type="checkbox"/> Yes	Does the activity impact negatively on any of the protected characteristics as stated within the Equality Act (2010)?	<input checked="" type="checkbox"/> No
<input type="checkbox"/> No <input type="checkbox"/> Not sure	Is there a sufficient information / intelligence with regards to service uptake and customer profiles to understand the activity's implications?	<input checked="" type="checkbox"/> Yes
<input type="checkbox"/> Yes <input type="checkbox"/> Not sure	Does this activity: Contribute towards unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act <i>(i.e. the activity creates or increases disadvantages suffered by people due to their protected characteristic)</i>	<input checked="" type="checkbox"/> No
<input type="checkbox"/> Yes <input type="checkbox"/> Not sure	Reduce equality of opportunity between those who share a protected characteristic and those who do not <i>(i.e. the activity fail to meet the needs of people from protected groups where these are different from the needs of other people)</i>	<input checked="" type="checkbox"/> No
<input type="checkbox"/> Yes <input type="checkbox"/> Not sure	Foster poor relations between people who share a protected characteristic and those who do not <i>(i.e. the function prevents people from protected groups to participate in public life or in other activities where their participation is disproportionately low)</i>	<input checked="" type="checkbox"/> No
FOR =0	TOTAL	AGAINST =6

Will you now be completing an EIA?

Yes

No

The EIA toolkit can be found [here](#)

Assessment Lead Signature	Gina Lambert
E&D Lead Signature	Gwen Kinloch
Date	25/09/2018

EXECUTIVE MEMBER DECISION



REPORT OF:	Executive Member for Resources Executive Member for Regeneration
LEAD OFFICERS:	Deputy Chief Executive
DATE:	19 September 2018

PORTFOLIO/S AFFECTED:	Resources	Regeneration
WARD/S AFFECTED:	Darwen West	

SUBJECT: Disposal of Land at Salisbury Road, Darwen

1. EXECUTIVE SUMMARY

This report seeks approval to the disposal of Council owned land situated at Salisbury Road, Darwen.

2. RECOMMENDATIONS

That the Executive Members:

- 2.1 Approve the sale subject to the provisionally agreed heads of terms as detailed in the Part 2 Report.
- 2.2 Authorise the Director of HR Legal and Governance to complete the necessary legal formalities relating to the sale of this land.

3. BACKGROUND

Further to a previous report to the Executive Members for Regeneration and Resources which was published on 22nd December 2017 approval was given to the disposal of land at the Salisbury Road, Darwen site for housing development by informal tender.

The site was marketed through the informal tender process on 14th June 2018 inviting tenders which had to be returned on 10th September 2018.

Despite the Council engaging with over 147 developers/agents through an informal tender process which established interest in the site, the marketing generated minimal interest as only one tender was returned by the closing date.

4. KEY ISSUES & RISKS

A third party has expressed an interest in the site. Following the issue of the tender documentation, the main heads of terms are detailed in the Part 2 Report.

Taking into consideration that the informal tender process only attracted one tender, accepting the

offer should not present any substantial risk to the Council for the following reasons:

- Despite only receiving one formal tender bid, the large number of engaged developers/agents is strong evidence that a wide range of potential purchasers were given the opportunity to bid and therefore the Council is satisfied that the purchase price represents 'best consideration reasonably obtainable' and therefore meets the requirements of Section 123 Local Government Act 1972.
- The market had been tested via the Informal Tender process which failed to attract any tenders and therefore the Council will be less susceptible to legal challenge / judicial review of its decision.

5. POLICY IMPLICATIONS

The Council's Local Plan sets a housing requirement to meet over the 15 year Plan period. Development of the site will contribute to meeting this target and assist in improving the quality of the borough's housing offer.

6. FINANCIAL IMPLICATIONS

The sale and subsequent development of the site will generate a capital receipt and will attract New Homes Bonus and Council Tax for 10 new homes.

7. LEGAL IMPLICATIONS

The proposed transaction generally complies with the Council's Constitution and Local Government Acts for the disposal of property interests and works to promote the Council's objectives previously reported whilst obtaining the best consideration reasonably obtainable.

8. RESOURCE IMPLICATIONS

Resources from within the Council's legal team will be required to prepare the legal documentation with regard to the Conditional Contract and Building Licence and to transfer the freehold interest in the individual house plots when a sale is agreed.

9. EQUALITY AND HEALTH IMPLICATIONS

Please select one of the options below. Where appropriate please include the hyperlink to the EIA.

Option 1 Equality Impact Assessment (EIA) not required – the EIA checklist has been completed.

Option 2 In determining this matter the Executive Member needs to consider the EIA associated with this item in advance of making the decision. *(insert EIA link here)*

Option 3 In determining this matter the Executive Board Members need to consider the EIA associated with this item in advance of making the decision. *(insert EIA attachment)*

10. CONSULTATIONS

None

11. STATEMENT OF COMPLIANCE

The recommendations are made further to advice from the Monitoring Officer and the Section 151 Officer has confirmed that they do not incur unlawful expenditure. They are also compliant with equality legislation and an equality analysis and impact assessment has been considered. The recommendations reflect the core principles of good governance set out in the Council's Code of Corporate Governance.

12. DECLARATION OF INTEREST

All Declarations of Interest of any Executive Member consulted and note of any dispensation granted by the Chief Executive will be recorded and published if applicable.

VERSION:	0.01
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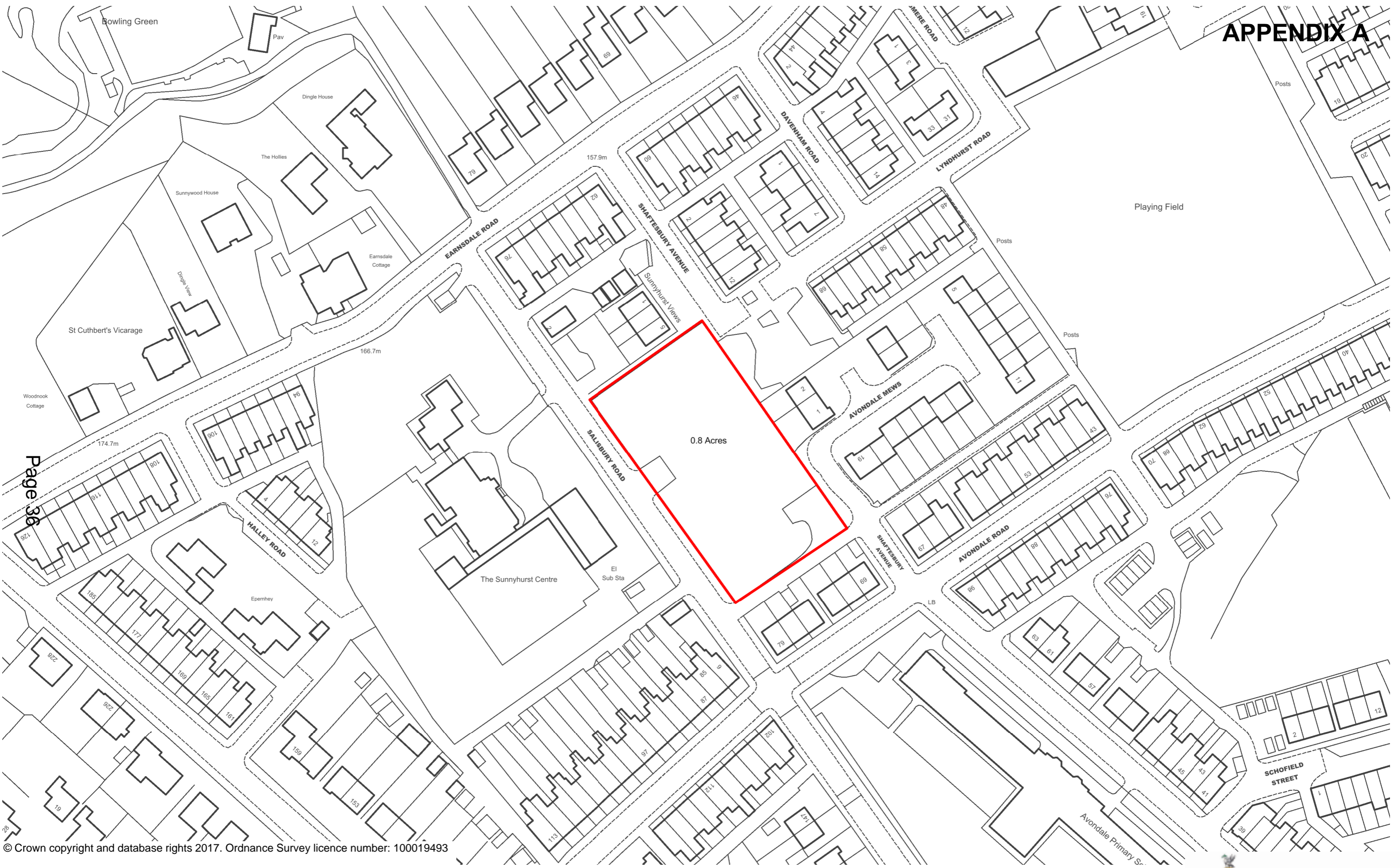
CONTACT OFFICER:	Ghazala Sulaman-Butt, Programme Co-ordinator
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DATE:	12 September 2018
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BACKGROUND PAPER:	Executive Member Decision, 16/10/17, Land Disposal of Council Site at Salisbury Road, Darwen for Residential Development
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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted



0.8 Acres

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Blackburn with Darwen Council
 One Cathedral Square
 Blackburn
 BB1 1FB

SALISBURY ROAD, DARWEN
DATASET: BASE MAP
STATUS FINAL
 Scale: 1:1,250

01254 273915 | pmogrowth@blackburn.gov.uk



EQUALITY IMPACT ASSESSMENT CHECKLIST

This checklist is to be used when you are uncertain if your activity requires an EIA or not.

An Equality Impact Assessment (EIA) is a tool for identifying the potential impact of the organisation's policies, services and functions on its residents and staff. EIAs should be actively looking for negative or adverse impacts of policies, services and functions on any of the nine protected characteristics.

The checklist below contains a number of questions/prompts to assist officers and service managers to assess whether or not the activity proposed requires an EIA. Supporting literature and useful questions are supplied within the [EIA Guidance](#) to assist managers and team leaders to complete all EIAs.

Service area & dept.	Growth & Development	Date the activity will be implemented	06/11/2017
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Brief description of activity	As part of the Growth Programme, the Council owned Salisbury Road, Darwen site has been identified for residential development. Previously the Greenways residential home was located on it. However since demolition of the care home, the site; remains undeveloped, is unsightly, currently bounded by heras fencing and attracting anti-social behaviour. Development of the site will enhance the locality, create a more attractive place within the immediate vicinity and provide aspiring families with greater choice and quality of new homes.
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Answers favouring doing an EIA	Checklist question	Answers favouring not doing an EIA
<input type="checkbox"/> Yes	Does this activity involve any of the following: - Commissioning / decommissioning a service - Budget changes - Change to existing Council policy/strategy	<input checked="" type="checkbox"/> No
<input type="checkbox"/> Yes	Does the activity impact negatively on any of the protected characteristics as stated within the Equality Act (2010)?	<input checked="" type="checkbox"/> No
<input type="checkbox"/> No <input type="checkbox"/> Not sure	Is there a sufficient information / intelligence with regards to service uptake and customer profiles to understand the activity's implications?	<input checked="" type="checkbox"/> Yes
<input type="checkbox"/> Yes <input type="checkbox"/> Not sure	Does this activity: Contribute towards unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act <i>(i.e. the activity creates or increases disadvantages suffered by people due to their protected characteristic)</i>	<input checked="" type="checkbox"/> No
<input type="checkbox"/> Yes <input type="checkbox"/> Not sure	Reduce equality of opportunity between those who share a protected characteristic and those who do not <i>(i.e. the activity fail to meet the needs of people from protected groups where these are different from the needs of other people)</i>	<input checked="" type="checkbox"/> No
<input type="checkbox"/> Yes <input type="checkbox"/> Not sure	Foster poor relations between people who share a protected characteristic and those who do not <i>(i.e. the function prevents people from protected groups to participate in public life or in other activities where their participation is disproportionately low)</i>	<input checked="" type="checkbox"/> No
FOR =	TOTAL	AGAINST = 6

Will you now be completing an EIA?

Yes

No

The EIA toolkit can be found [here](#)

Assessment Lead Signature	Ghazala Sulaman-Butt
E&D Lead Signature	Gwen Kinloch
Date	19/10/2017



BLACKBURN
with
DARWEN
BOROUGH COUNCIL