

# Public Document Pack

## Executive Member Decisions

Friday, 11th January, 2019  
Time Not Specified

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### AGENDA

1. **Local Transport Plan 2018/19 programme update**  
**EMD Part 1 - Local Transport Plan 2018-19 programme update** 2 - 12  
**Part 2 item - EMD Local Transport Plan 2018-19 programme update**  
**EIA Checklist Screening - LTP 2018-19 programme update**
  
2. **Proposal of Traffic Regulation Orders 2018 - Taxi Ranks Blackburn with Darwen**  
**EMD - DF Taxi Rank Order 2** 13 - 22  
**Appendix 1 Schedule Taxi Ranks Order v2**  
**Appendix 2 Plan Taxi Rank Order v2**  
**EIA checklist Taxi Rank Order**

Date Published: 11<sup>th</sup> January 2019  
Harry Catherall, Chief Executive

## EXECUTIVE MEMBER DECISION



**REPORT OF:** Executive Member for Regeneration and Growth

**LEAD OFFICERS:** Director of Growth and Development

**DATE:** 19<sup>th</sup> November 2018

**PORTFOLIO/S AFFECTED:** Regeneration and Growth

**WARD/S AFFECTED:** All

**SUBJECT:** Local Transport Plan 2018/19 Programme Update

### 1. EXECUTIVE SUMMARY

To advise the Executive Member of changes and required approvals for the Local Transport Plan programme 2018/19, which was originally approved by the Council's Executive Board on 8<sup>th</sup> March 2018.

### 2. RECOMMENDATIONS

That the Executive Member:

- 1) Approves the revisions to the Local Transport Plan programme for 2018/19
- 2) Delegates authority to the Director of Growth and Development, in consultation with the Executive Member for Regeneration and Growth, to negotiate, seek and accept tenders subject to adequate budget provision
- 3) Delegates authority to the Director of HR, Legal and Governance to award contracts following acceptance of tenders
- 4) Approves the Highways surfacing Capital Maintenance 2018/19 detailed programme as agreed in outline in March 2018.

### 3. BACKGROUND

The Council approved its Local Transport Plan 3 (LTP3) in April 2011 with the following goals, to:

- Support the economy
- Tackle climate change
- Increase safety and security
- Promote equality of opportunity
- Promote quality of life, health and the natural environment

The LTP 3 also has a further cross cutting priority to promote the management of the Council's transport assets.

On the 11<sup>th</sup> April 2018 the Department for Transport (DfT) confirmed details of Local Transport Capital Funding for the 2018/19 financial year. On the 29<sup>th</sup> March 2018 the DfT confirmed details of the Council's "Flood Resilience Fund – Potholes" and National Productivity Investment Fund (NPIF) funding.

The Council has also been successful in securing Local Growth Fund 2 and 3 allocations to deliver

Capital Highways schemes. The table below summarises the updated total amount of capital funding available in 2018/19:

	2018/19
DfT Integrated Transport Block	£1,424,000
DfT Highways Capital Maintenance	£1,552,000
DfT £420m Additional Capital Maintenance	£855,000
DfT Highways Maintenance Block incentive element	£326,000
DfT Pothole Action Fund	£72042
DfT National Productivity Investment Fund	£480,000
Growth Deal 2 (East Darwen)	£2,000,000
Growth Deal 3 (Furthergate)	£2,133,273
Growth Deal 3 (North Blackburn)	£400,000
Section 106 contributions	£1,542,476
<b>Grand Total</b>	<b>£10,784,791</b>

Within the Executive Board report dated 8<sup>th</sup> March 2018, the 2018/19 LTP programme was detailed and approved.

#### 4. KEY ISSUES & RISKS

There are a number of changes proposed to the original LTP programme for 2018/19 which was approved by the Council's Executive Board on 8<sup>th</sup> March 2018. These changes are as a result of the following factors:

- Re-prioritisation of approved schemes
- Changes to budget requirements for schemes in the originally approved programme following consultation, detailed design and tendering

Changes to the LTP programme as detailed within this report will be resourced from within the programme, and as such there will be no additional impact on Council finances.

Proposed changes to the programme are described below in more detail:

##### Corridors:

LTP Integrated Transport Block
Quality Bus Shelters – Whalley New Road corridor (Brownhill Co-op, Roe Lee, Seven Trees, Pleckgate Road)
Highway Schemes Part 1 compensation claims
Darwen East Development Corridor (Ellison Fold Way) - BwDBC contribution plus growth deal major scheme funding
Growth Deal 3 Furthergate Highway Improvements – business case, procurement, land and delivery. Scheme now on site – completion Summer 2019
Growth Deal 3 North Blackburn – business case, procurement, land and delivery. Scheme programmed to commence in February 2019
Growth Deal 3 South East Blackburn Highway Improvements – business case, procurement, land and delivery. Business case submission November 2019
Town Centre Transport (Electrical charging points, Ainsworth Street bollards). EV chargers in at Feilden Street Multi storey and Darwen Market rooftop car park
Town Centre Transport (contribution to LEP funded scheme: Blakey Moor Network Improvements)
Fabric Borders National Productivity Investment Fund NPIF – Victoria Street / Northgate Link. Delivery commenced November 2018.
Corporation Park Road Safety: West Park Road / QEGS traffic safety, bus stop formalisation and parking scheme
Section 106 Livesey Branch Road / Gib Lane new access
Section 106 Gib Lane Phase C (Story Homes)
Section 106 Gib Lane / Brokenstone Road
Section 106 Blackburn North / Yew Tree Drive
Section 106 Pole Lane North – Spring Meadows Highways and Drainage Works
Roe Lee Housing development junction access – scheme commenced
Cycle routes (local commitment to LEP scheme) – Weavers Wheel completion and development. Whitebirk Drive (cut back trees and reposition lighting), Ramsgreave Drive, Lions Drive and Duttons Way (refresh markings and cycleway giveways), Spokes 1-6 lining, Witton Park cycling hub signage.
Neighbourhood access schemes – business park verge improvements
Rights of Way Improvement Plan. Footpath 52 Tockholes “Long drag to Darwen Tower”. Footpath 49 off Punstock Road – flooding resilience scheme. Small scale improvements.
Sustainable Transport and supporting growth (supporting DfT Access Fund). Activities continuing directly funded by the DfT Access Funding.
Performance monitoring / cordon counts including Pennine Reach monitoring and evaluation
LTP scheme development and delivery. Co-ordination, strategic development and funding bids

LTP Capital Maintenance
Carriageway surface dressing: 2018/19 detailed programme approved in November 2017: West Leigh Road, Roman Road, Longshaw Lane, Bog Height Road, Billinge End Road, Foxstones Crescent, Greenside Avenue, St Aidans Road, East Park Avenue, Langham Road and Colenso Road, Arlington Road, Entwistle Street, Green Street East, Limes Avenue, Northcote Street, Queens Road / Whitehall Road, Westcote Street
DfT highways maintenance incentive fund: Structural condition surveys of carriageway, Cambridge Street, Ramsgreave Drive, St James Crescent resurfacing
DfT pothole action fund – capital maintenance (potholes and patching)
DfT additional £420m: Preston New Road (Meins Road to Beardwood Drive), Preston New Road (Revidge Road to Saunders Road), Livesey Branch Road (Green Lane to Horden Rake), Higher Audley Street (Audley Range to 38 Oxford Close), Higher Audley Street (38 Oxford Close to Higher Eanam), resurfacing, retexturing and surface dressing of A/B/C roads.
Local Cycle Network Capital Maintenance -
Capital drainage schemes: 2018/19 187-235 Branch Road highway drainage improvement works, Chapel Grange drainage, Chapeltown Road drainage, Branch Road Blackburn, Greens Arms Road Turton
UTC Capital Upgrades and AQMA measures. Includes Four Lane Ends, Darwen Street Bridge, A674 Bank Top pelican crossing conversion to puffin, A674 Redlam pelican crossing conversion to zebra, Fibre network Cisco switch, miscellaneous planned minor works, management and delivery professional fees, reserve scheme: Blackpool Street
Bridges and structures maintenance
Wesley Street footbridge – abutment remedials following removal of the metal footbridge. Delivery 2018/19 into 2019/20.
Cicely Lane Canal Bridge – footway strengthening – scheme complete and open early November 2018
Belmont Road South – Grange Brook retaining wall – A675 Belmont Road
Belmont Road North – Reservoir intake – scheme complete
Broadhead Road banking – 2018/19 and 2019/20 delivery
A666 Blackburn Road feasibility study – January 2019
Longworth Clough footbridge – completion 2018/19
Wainwright Bridge repainting and maintenance – inspection work at end January 2019
Essential bridge maintenance – minor works
General Bridge maintenance – inspection, investigation, feasibility
Substandard Bridge Management Highways England and Network Rail bridge monitoring – now included in general maintenance
Retaining Wall Strengthening. Minor works including St James Church retaining wall, Edgworth – scheme complete
Bridge Assessments – now included in general maintenance
Reserve schemes:
Greens Arms Road retaining wall No.930-06. Replace retaining wall with either masonry or reinforced soil
Garstang Cottages West retaining wall. Strengthen wall by culverting brook. Provision of restraint beyond culverted section
Willow Street Bridge. No 4592. Footway strengthening
Clarence Street Bridge. No 4912. Either saddle arch, waterproof or install proprietary arch reinforcing system.
LTP contribution to Railway Road Darwen scheme
LTP TOTAL EXPENDITURE 2018/19 (revised funding £10,784,791)

As of 16<sup>th</sup> November 2018, LTP expenditure stood at £3.219m (29%). It is anticipated that there will be no issues in delivering the 2018/19 LTP programme and 100% spend is expected to be achieved by the end of March 2019.

This season's skid resistance survey highlighted a number of issues resulting from the exceptionally high and sustained temperatures enjoyed through the summer of 2018. A number of options are available to repair this damage, including resurfacing and retexturing. It is recommended that remedial works are carried out on the following roads, during the fourth quarter of the current financial year.

Preston New Road, Meins Road to Beardwood Drive	Resurfacing
Preston New Road, Revidge Road to Saunders Road	Retexturing
Livesey Branch Road, Green Lane to Horden Rake	Resurfacing
Higher Audley Street, Audley Range to 38 Oxford Close	Resurfacing
Higher Audley Street, 38 Oxford Close to Higher Eanam	Retexturing

The following roads are recommend for resurfacing/retexturing/retrofit remedial work during 2019/2020 or as reserve

schemes in 2018/19 if more funding becomes available from the Department for Transport.

Haslingden Road

Bolton Road, Oakdale

Blackburn Road, Hollins

Higher Eanam

Aqueduct Road

Brandy House Brow

## 5. POLICY IMPLICATIONS

All schemes proposed directly accord with the Local Transport Plan 3 2011 – 2021 Strategy.

## 6. FINANCIAL IMPLICATIONS

Funding sources are identified within section 3 of this report. The programme will be closely monitored to ensure full spend and any further variations or amendments will be reported to future meetings of Regeneration SPT and Executive Board.

## 7. LEGAL IMPLICATIONS

All schemes within the programme will need to be designed and implemented in accordance with relevant highway, transport and traffic legislation; and will need to be procured in accordance with the Council's constitution and; where relevant, European directives; and any grant conditions.

## 8. RESOURCE IMPLICATIONS

All professional fees will be met from allocations detailed, and staff time met from existing resources.

## 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

All schemes will be the subject of detailed individual consultations with the emergency services, stakeholders and the wider community. The LTP3 2011 – 2021 Strategy was the subject of a full consultation exercise which was undertaken prior to the document being approved in April 2011.

## 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:** 19<sup>th</sup> November 2018

**BACKGROUND PAPER:** Council Forum paper dated 28<sup>th</sup> April 2011  
Executive Board paper dated 8<sup>th</sup> March 2018

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

## 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.

<b>Service area &amp; dept.</b>	Strategic Transport – Growth & Development	<b>Date the activity will be implemented</b>	01/12/2018
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<b>Brief description of activity</b>	Local Transport Plan programme 2018/19 update. To advise the Executive Member of changes and required approvals for the Local Transport Plan programme 2018/19, which was originally approved by the Council's Executive Board on 8th March 2018. Delivery is through detailed Implementation Plans that take account of equality issues.
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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	<b>Does this activity:</b> 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
<b>FOR = 0</b>	<b>TOTAL</b>	<b>AGAINST = 6</b>

**Will you now be completing an EIA?**

Yes

No

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

<b>Assessment Lead Signature</b>	Mike Cliffe, Strategic Transport Manager
<b>E&amp;D Lead Signature</b>	Gwen Kinloch
<b>Date</b>	19 <sup>th</sup> November 2018



## EXECUTIVE MEMBER DECISION



**REPORT OF:** Executive Member for Regeneration

**LEAD OFFICERS:** Director of Growth and Development

**DATE:** 8<sup>th</sup> January 2019

**PORTFOLIO/S AFFECTED:** Regeneration

**WARD/S AFFECTED:** Blackburn Central

**SUBJECT:** Proposal of Traffic Regulation Orders 2018 – Taxi Ranks Blackburn and Darwen

### 1. EXECUTIVE SUMMARY

To inform the Executive Member for Regeneration of the proposal to introduce a Traffic Regulation Order for taxi ranks as detailed below and seek approval to make it:-

High Street, Blackburn.....	Taxi Rank
Ainsworth Street, Blackburn.....	Taxi Rank
Railway Road, Blackburn.....	Taxi Ranks
Higher Church Street, Blackburn.....	Taxi Rank
Church Street, Blackburn.....	Taxi Rank
Salford, Blackburn.....	Taxi Rank
St Peter Street Blackburn.....	Taxi Rank

### 2. RECOMMENDATIONS

That the Executive Member:

Authorise the Director of HR, Legal & Governance to advertise the proposed Traffic Regulation Order as per the attached schedule and make the order should no objections be made.

### 3. BACKGROUND

It is proposed to put existing and new taxi ranks into a single order. This will improve the future efficiency of the enforcement and administration of these taxi ranks.

The effect of making the proposed Traffic Regulation Order is to collate all existing and new taxi rank orders made in the Blackburn with Darwen Borough into a single document.

As part of this order revocations have been made which has necessitated the tidying up of existing restriction in the vicinity of this area.

#### 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 and advertising this Traffic Regulation Order will be approximately £2500 and will be funded from the LTP budget.

#### 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 provide the public the opportunity to comment/object which will be considered appropriately by officers. Any unresolved objections will be reported to a meeting of the Planning and Highways Committee and then brought back for a decision by the Executive Member.

#### 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

Members of the public will be given the opportunity to object to or comment on the proposal following statutory advertising on site and in the local newspaper.

#### 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.

<b>VERSION:</b>	<b>1</b>
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<b>CONTACT OFFICER:</b>	Tammy Rehman
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<b>DATE:</b>	19 <sup>th</sup> October 2018
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<b>BACKGROUND PAPER:</b>	Appendix 1 - schedule
	Appendix 2 - plan



## SCHEDULES

### TAXI RANK

Street	Side	Location
AINSWORTH STREET BLACKBURN,	west	From a point 134 metres north of the centre line of Church Street for a distance of 25 metres in a northerly direction
CHURCH STREET BLACKBURN,	north-west	From a point 23 metres south west of the centre line of Railway Road for a distance of 9 metres in a south westerly direction
HIGH STREET BLACKBURN,	north-west	From a point 12 metres north east of centre line of Railway Road for a distance of 54 metres in a north westerly direction
HIGHER CHURCH STREET BLACKBURN,	north	From a point 34 metres east of its junction with Astley Gate for a distance of 24 metres in a easterly direction
RAILWAY ROAD BLACKBURN,	north-east	From a point 69 metres south east of the centre line of High Street for a distance of 25 metres in a south easterly direction
RAILWAY ROAD BLACKBURN,	north-west	From a point 38 metres south east of the centre line of Church Street for a distance of 25 metres in a south easterly direction
RAILWAY ROAD BLACKBURN,	south-west	From a point 77 metres south east of the centre line of High Street for a distance of 32 metres in a south easterly direction
SALFORD BLACKBURN,	north-west	From a point 54 metres south west of the centre line of Penny Street for a distance of 19 metres in a south westerly direction
ST PETER STREET BLACKBURN,	south	From a point 26 metres south west of the centre line of Darwen Street for a distance of 25 metres in a south westerly 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 (BLACKBURN TOWN CENTRE) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1983**

No waiting at any time

1	ASTLEY GATE	north	from its junction with Higher Church Street to its junction with Cardwell Place
3	HIGHER CHURCH STREET	north	from its junction with Church Street to its junction with Astley Gate
5		south	from its junction with Darwen Street to its junction with Astley Gate

**Items to be removed from:**

**THE BOROUGH OF BLACKBURN (BOX JUNCTIONS) ORDER 1974**

## SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents

Box Junction

1	MINCING LANE		
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**Items to be removed from:  
THE BOROUGH OF BLACKBURN (BUS STOPS) (CLEARWAY) ORDER 1987**

Bus Stop Clearway 7am-7pm

1	DARWEN STREET	both	for the length of road specified by drawing no. 5113/346 (from Church Street to the railway bridge)
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**Items to be removed from:  
THE BOROUGH OF BLACKBURN (THE BOULEVARD AREA, BLACKBURN) (TRAFFIC MANAGEMENT AND REVOCATION) ORDER 1996**

No waiting at any time

1	JUBILEE STREET	north	for its entire length
3		south	from its junction with Bridge Street for a distance of 55 metres in a westerly direction
5			from its junction with Darwen Street to its junction with Pilkington Street
7	RAILWAY ROAD	both	for its entire length

Bus Lane

9	MILL LANE		
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**Items to be removed from:  
THE BOROUGH OF BLACKBURN WITH DARWEN (CHURCH STREET AREA, BLACKBURN) (TRAFFIC MANAGEMENT AND REVOCATION) ORDER 2006**

No waiting at any time

1	DARWEN STREET	west	from its junction with Fleming Square to its junction with Higher Church Street
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No Loading /Unloading At Any Time

3	CHURCH STREET	both	from its junction with Church Street for a distance of 15 metres in a south-westerly direction
5	DARWEN STREET	west	from its junction with Fleming Square to its junction with Higher Church Street

**Items to be removed from:  
THE BOROUGH OF BLACKBURN WITH DARWEN (HACKNEY CARRIAGE AND OTHER) (AINSWORTH STREET/RAILWAY ROAD BLACKBURN (TAXI RANK) ORDER 2017**

Taxi Rank

## SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
1	AINSWORTH STREET	west	From a point 124 metres north of its junction with Church Street for a distance of 25 metres in a northerly direction
3	RAILWAY ROAD	west	From a point 25 metres south east of its junction with Church Street for a distance of 30 metres in a south easterly direction

**Items to be removed from:  
THE BOROUGH OF BLACKBURN WITH DARWEN (MILL LANE, BLACKBURN) (EXPERIMENTAL PROHIBITION OF RIGHT TURN) ORDER 2002**

Experimental Prohibition of Right Turn

1 MILL LANE

**Items to be removed from:  
THE BOROUGH OF BLACKBURN WITH DARWEN (SALFORD, BLACKBURN) (PROHIBITION OF RIGHT TURN) ORDER 1997**

Prohibition of Right Turn

1 SALFORD

**Items to be removed from:  
The Borough of Blackburn with Darwen (Various Streets, Blackburn and Darwen) (No. 2) (Prohibition of Waiting, Loading/Unloading, Driving, U-Turns, and Revocation) Order 2015**

No waiting at any time

1 SALFORD north From its junction with the projected northern kerblines of Railway Road in an easterly direction to its junction with the projected eastern kerblines of Penny Street

No Loading /Unloading At Any Time

3 SALFORD north From its junction with the projected eastern kerblines of Railway Road in an easterly direction to its junction with the projected eastern kerblines of Penny Street

**Items to be removed from:  
THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO. 2) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2001**

No Loading /Unloading At Any Time

1 HIGHER CHURCH STREET south from its junction with Darwen Street to a point 5 metres west of the westerly building line of 2/6 Darwen Street

No Loading/Unloading 8am-6pm

3 HIGHER CHURCH STREET/ ASTLEY GATE south from a point 5 metres west of the westerly building line of 2/6 Darwen Street to the easterly boundary of 3 Astley Gate

Bus Stop Clearway At All Times

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
5	HIGHER CHURCH STREET/ ASTLEY GATE	north	the whole

**Items to be removed from:**

**THE COUNTY BOROUGH OF BLACKBURN (DARWEN STREET) (NO RIGHT TURN) ORDER 1968**

Prohibition of Right Turn

1      DARWEN STREET

**Items to be removed from:**

**THE COUNTY BOROUGH OF BLACKBURN (VARIOUS STREETS) (ONE WAY AND NO RIGHT TURN) ORDER 1964**

Prohibition of Right Turn

1      CHURCH STREET





## 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.

<b>Service area &amp; dept.</b>	Traffic	<b>Date the activity will be implemented</b>	
<b>Brief description of activity</b>	Proposed Traffic Regulation Order – Taxi Ranks Blackburn and Darwen		


<b>Answers favouring doing an EIA</b>	<b>Checklist question</b>	<b>Answers favouring not doing an EIA</b>
<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	<b>Does this activity:</b> 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
<b>FOR =0</b>	<b>TOTAL</b>	<b>AGAINST =6</b>

**Will you now be completing an EIA?**

Yes

No

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

<b>Assessment Lead Signature</b>	
<b>E&amp;D Lead Signature</b>	
<b>Date</b>	