

Public Document Pack

Executive Member Decisions

Friday, 18th January, 2019

Time Not Specified

AGENDA

1. **School Academy Conversion Charges**
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EIA-Checklist

2. **Growth Deal 3 - North Blackburn**
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Date Published: 18th January 2019
Harry Catherall, Chief Executive

EXECUTIVE MEMBER DECISION



REPORT OF:	Executive Member for Children, Young People & Education
LEAD OFFICERS:	Director of Children's Services
DATE:	18 th January 2019

PORTFOLIO/S AFFECTED: Childrens Services - Schools and Education

WARD/S AFFECTED: All

SUBJECT: School Academy conversion charges

1. EXECUTIVE SUMMARY

The purpose of this report is to seek authorisation to ensure the recovery of costs incurred by the Council in the undertaking of Schools Academy Conversions.

Also to provide existing maintained schools with clarity on, and an estimate of costs relating to, the conversion process, based on school status.

2. RECOMMENDATIONS

That the Executive Member approves the proposal of charging for Council resources used in the Schools Academy Conversion process.

3. BACKGROUND

The Academies Act 2010 provided all maintained schools with the opportunity to convert to academy status operating independently from the Local Authority.

When a decision is made for a school to convert to an academy there is a process for the Council to follow that deals with significant assets and legal issues and therefore needs to be resourced appropriately.

Converting schools are entitled to a Department for Education (DfE) grant of £25,000 to prepare for conversion (£37,000 for PFI schools). The local authority receives no additional funding in order to deal with the financial impact and increased workloads associated with the conversion work.

To date 11 schools have converted to academies, all associated costs have been borne by the Council.

In the current financial climate the current approach of the Council absorbing the costs of the associated works is no longer sustainable, the implementation of a financial contribution from the schools undertaking an academy conversion is now required.

The Council are aware of several schools that are considering converting to an academy, therefore increasing the demands on the services provided by the Local Authority.

The current market rate being set by other Local Authorities is between £5,000.00 and £10,000.00 per conversion. Charges will vary on a case by case basis depending on the complexity of the conversion and the status of the school, for example:

- A Foundation or Voluntary Aided school will generally not require HR/TUPE or land transfer streams reducing the costs, whereby a community or voluntary controlled site would require this work to be undertaken as the Local Authority is the employer and land owner.
- The costs for a PFI school converting to an academy are significantly higher owing to the large and

often complicated PFI funding contracts documentation. External legal fees for a PFI school can range between £12- 20k.

The Tables below outlines the proposed costs:

Primary/Special Schools and AP Schools	
School Status	Proposed charges
Voluntary Aided	£5000.00
Foundation	£5000.00
Voluntary Controlled	£6500.00
Community	£6500.00

Secondary schools	
School Status	Proposed charges
Voluntary Aided	£6000.00
Foundation	£6000.00
Voluntary Controlled	£7500.00
Community	£7500.00

It ought to be noted that, should the conversion be delayed or deferred, costs will have already been incurred by the Council in the processing of the conversion to that date. These costs will be charged to the school converting to an Academy status.

Schools preparing to convert will be asked to plan for this contribution in their conversion process and the budget as appropriate.

For PFI schools all external legal fees will be recharged to the school

PFI schools wanting to convert to an academy will be required to pay the above detailed standard charges but also additional charges relating to the production and negotiation of the Deed of Variation (DoV) as well as the Special Purpose Vehicle (SPV) including the lenders costs. Quotations for this work can be obtained on a case by case basis.

4. KEY ISSUES & RISKS

Additional financial burdens to the Council if not approved

5. POLICY IMPLICATIONS

None

6. FINANCIAL IMPLICATIONS

The proposals will ensure that the Council is reimbursed for costs incurred in facilitating the academy conversions. Prospective academies receive a grant of £25k (£37k for a PFI school) from the DfE which can be used to reimburse the Council for the work undertaken.

7. LEGAL IMPLICATIONS

The Academies Act 2010 (as amended by the Education Act 2011) is the main legislation governing the establishment of Academies and enables any educational institution to apply to the Secretary of State to convert to an Academy. There is a statutory duty on the Council to facilitate conversions to Academy status within a specified time period. However, there is nothing in the legislation to suggest that the Council cannot charge the school for the costs of conversion.

The charges must be reasonable and the Council cannot be seen to be making a profit from it.

8. RESOURCE IMPLICATIONS

Typically the work will be undertaken by existing staff resource. Where required should the resource available not be enough to complete the work in the required timeframe, income may be offset against additional staffing resource. Permissions for additional staffing resource where required will be sought through the Councils workforce management processes.

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

School governing bodies will be advised of the decision to charge for academy conversion costs in the 2019 Spring term Governing Body meetings.

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:	Carol Grimshaw
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DATE:	19.12.18
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BACKGROUND PAPER:	None
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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.	Childrens Services – Schools and Education	Date the activity will be implemented	01/01/2019
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Brief description of activity	School Academy conversion charges
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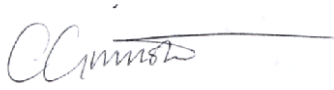
Answers favouring doing an EIA	Checklist question	Answers favouring not doing an EIA
<input checked="" type="checkbox"/> Yes	Does this activity involve any of the following: - Commissioning / decommissioning a service - Change to existing Council policy/strategy - Budget changes	<input type="checkbox"/> 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 =1	TOTAL	AGAINST =5

Will you now be completing an EIA?

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

☐ Yes

☒ No

Assessment Lead Signature	
Checked by departmental E&D Lead	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date	19/12/2018



EXECUTIVE MEMBER DECISION



REPORT OF:	Executive Member for Regeneration and Growth
LEAD OFFICERS:	Director of Growth and Development
DATE:	7 th January 2019

PORTFOLIO/S AFFECTED:	Regeneration and Growth
WARD/S AFFECTED:	Roe Lee, Little Harwood and Whitebirk

SUBJECT: Growth Deal 3 – North Blackburn

1. EXECUTIVE SUMMARY

To update on progress made with the Growth Deal 3 North Blackburn major transport scheme package, to accept main contractor prices and to agree to the application for Full Approval being made to the Lancashire Enterprise Partnership.

2. RECOMMENDATIONS

That the Executive Member for Regeneration and Growth:

1. Approves the Full Approval application to the Lancashire Enterprise Partnership
2. Gives approval to award the main contract to the highest scoring tender subject to confirmation of Full Approval acceptance from the Lancashire Enterprise Board
3. Notes that further reporting will be made at appropriate stages within the project's progression
4. Gives approval to the Director of Growth and Development, in consultation with the Executive Member for Regeneration and Growth to make amendments to the Full Approval application, as part of the final Lancashire Enterprise Partnership approval process.

3. BACKGROUND

The wider Pennine Gateways Growth Deal 3 project will deliver key transport infrastructure improvements at three of the main gateways into Blackburn with Darwen off the M65 Motorway at Junctions 4, 5 and 6. Investment at these adjoining gateway locations will extend the concept of the Hyndburn – Burnley – Pendle Growth Corridor to the M65 Growth Corridor and will release the potential of a number of adjacent strategic sites to attract and accelerate new development and housing opportunities. Major transport improvements will act as a catalyst for new housing and commercial development, contributing to the delivery of the Council's adopted Local Plan targets for new homes, businesses and jobs.

Brownhill roundabout forms a key intersection between the Ribble Valley, Blackburn Town Centre, Blackburn's employment zones at Whitebirk, and wider connectivity to the M6/M65/M66 motorways. A number of housing developments are in the pipeline in the vicinity to the junction, hence the need to upgrade this and adjacent junctions.

Full scheme details can be found via the Council's webpage and the information portal for the scheme at <http://www.blackburn.gov.uk/pages/growthdeal.aspx>

The Growth Deal 3 North Blackburn project comprises three elements, as follows:

- Brownhill Roundabout upgrade, including intelligent traffic signal equipment, geometry and resurfacing. Whalley New Road parking amendments and bus stop formalisation (to be finally confirmed).
- Pleckgate Road/ Ramsgreave Drive (Knowles Arms) junction improvement, including new traffic signal equipment.
- Whalley Old Road / Whitebirk Drive junction capacity upgrade, increases to northbound “stacking” lane and new traffic signal equipment.

The project includes associated sustainable transport improvements for walking and cycling, junction profiling, alignment and infrastructure, associated highway signage, street lighting, drainage, surfacing, lining and soft/hard landscaping.

The main challenge, which the North Blackburn scheme aims to address is to reduce the existing congestion issues and delay at the Brownhill Roundabout, Pleckgate junction and Whalley Old Road junction, resulting in travel time savings and aiding optimisation of the highway network as a whole. In addition, investment in the North Blackburn scheme would contribute to economic growth by releasing the potential for a number of strategic residential sites along the route of the A6119, accelerating projects that are already planned. Bringing forward new housing is critical for the Borough in terms of meeting Local Plan and Prosperity Plan targets for new homes. Not only would the project encourage development of adjacent sites, but would also help improve air quality for residents who live in the vicinity of the A6119, promote sustainable transport and improve road safety.

There are two specific housing developments in the vicinity which are underpinned by the Growth Deal 3 – North Blackburn transport investment.

- Wainhomes: 272 new homes
- Roe Lee: 155 new homes

The consultation process regarding planning applications for housing developments has raised a number of concerns regarding Highways and Transport, which will be jointly addressed by the Growth Deal 3 project alongside localised improvements negotiated through the planning process and to be delivered by the Section 106/278 process. There is therefore a level of dependency placed on the Growth Deal 3 project to deliver the strategic improvements relating to congestion and efficiency of the network, given the increase in homes in the area, which complement the localised changes. These will combine to improve road safety, upgrade time expired highways infrastructure, address congestion concerns and ensure the sustainability of housing developments in North Blackburn.

In summary, the following key strategic objectives have been identified for the scheme:

- Optimises the local traffic network
- Improves the reliability of journey times
- Supports economic growth and regeneration
- Improves local air quality
- Improves road safety

4. KEY ISSUES & RISKS

The confirmation of the North Blackburn project as a prioritised Lancashire Enterprise Partnership major scheme as part of Central Government’s Round Three Growth Deal in January 2017 has allowed the Council to work through the required planning, legal, procurement, design and consultation processes, detailed within the annual Local Transport Plan work programmes approved annually by the Council’s Executive Board. These processes are now closed out and the Council is in a position to apply for Full Approval from the Lancashire Enterprise Partnership to begin delivery of the scheme.

A summary of timescales and milestones for the major scheme are detailed below:

- Scheme confirmed as a Lancashire Enterprise Partnership priority on 31st January 2017 as

part of the Local Growth Fund 3 Announcement from Central Government

- Scheme approved for progression within the annual work programmes of the Council's Local Transport Plan by the 13th April 2017 Executive Board
- 8th March 2018 Executive Board approved further consultation, scheme design and commissioning, alongside the scheme's financial profile
- Detailed design of work packages completed and quantified: complete
- Statutory undertakings review and design: complete
- Gateway review to confirm design proposals: complete
- Planning approval: not required as the scheme is classified as permitted development within highways boundaries
- Procurement exercise via the Council's Civil Engineering and Developer Framework: from 6th August to 21st September 2018 with confirmation of costs: complete
- Land elements agreed: all land is owned by the Council
- Traffic Regulation Orders: progressing in parallel with scheme delivery
- Full Approval application: Transport for Lancashire Committee 16th January 2019 and Lancashire Enterprise Partnership Board 22nd January 2019
- Contract award and Mobilisation: 23rd January 2019
- Construction: February 2019 until December 2019
- Submission of Evaluation report to LEP: 1 year and 5 years after scheme completion

1. Full Approval Application (Strategic Outline Business Case)

The Executive Member for Regeneration and Growth is being asked to approve the application of the project to the Lancashire Enterprise Partnership for Full Approval which involves the Strategic Outline Business Case and related Appendix documentation for the **£2.599m** scheme.

Key Points:

Scheme Cost: The total investment cost is £2.599m **which includes a provision for risk.** Growth Deal funding of £2.3m is requested from the Lancashire Enterprise Partnership to contribute towards the scheme.

Funding: The Council will commit to funding £0.299m which is the balance between the allocated Growth Deal funding (£2.3m) and the scheme cost of £2.599m.

Scheme Benefit Cost Ratio: The Economic Case for the scheme is strong, with the analysis presented showing that the scheme has a Benefit to Cost Ratio (BCR) of 7.92, which represents "Very High" value for money (i.e. BCR > 4.0), with key benefits monetised in terms of congestion, journey reliability, value added from housing growth, improving air quality and road safety.

GVA Benefits: The scheme is forecast to generate £0.287m of net Gross Value Added (GVA) benefits on average per annum to the local economy, arising from transport benefits and the "opening-up" of developments sites adjacent to the new link road and in the vicinity, which otherwise would not be developed.

Programme: It is intended that the works will commence in February 2019 and be complete by December 2019.

2. Acceptance of Main Contractor tender

The Executive Member for Regeneration and Growth is being asked to approve the acceptance of the Main Contractor tender to deliver the North Blackburn scheme following a detailed tender evaluation exercise. The Council will not be in a position to formally appoint the Main Contractor until the Lancashire Enterprise Partnership has confirmed Full Approval on 22nd January 2019.

The procurement exercise ran from 6th August 2018 until 21st September 2018 via the Council's Civil Engineering and Developer Framework. Three tenders were received by the Council to deliver the

scheme and were evaluated according to 70 / 30 price / quality split by an appointed evaluation panel.

Quality questions were split and answers had to be detailed in relation to the following areas:

- Description of the contract approach and methodology
- Outline programme and the contractors approach to programming as a tool
- Site management structure and quality of staff
- Health and safety in relation to delivery of the project package

The framework also has a particular focus in relation to a number of outcomes and commitments including the creation of new jobs and traineeships in the local economy, a percentage of main contract spend within the supply chain, and support for third sector organisations.

Eric Wright Civil Engineering Limited scored highest in the combined quality / price assessment, and are therefore recommended as the preferred contractor to deliver the major scheme package.

Main contract works will be carried under terms and conditions of the Engineering and Construction Contract (ECC), Third Edition (NEC3) published in June 2005 (with amendments June 2006) by the Institution of Civil Engineers, using Option B priced contract with Bill of Quantities.

Summary of works:

- Main contract: Construction of three junction improvements and safety measures, landscaping and highways resurfacing
- Highways construction (main tender)
- Surveys and third party activities
- Professional fees including preparation, design and supervision
- Risk layer
- Preferred contractor: Eric Wright Civil Engineering Limited

The total confirmed cost is to be funded as follows:

- Growth Deal 3 (LEP): £2.3m (88.5%)
- BwDBC Local Contribution: £0.299m (11.5%)
- Total Funding £2.599m

Further information on funding profiling can be found within the Financial Implications section of this report in Section 6.

5. POLICY IMPLICATIONS

The scheme will upgrade three key junctions which link the Ribble Valley, Blackburn Town Centre, Blackburn's Employment Zones at Whitebirk, and wider connectivity to the M6/M65/M66 motorways.

Scheme outcomes include improvements to road safety, congestion and air quality. The project will also deliver associated sustainable transport improvements for walking and cycling.

There are a number of sites adjacent to the North Blackburn junction improvements which have been identified for development within the Council's Adopted Local Plan which include:

- Site 16/2 – North Blackburn Development Site
- Site 16/3 – Roe Lee Development Site, Blackburn

Details on the Local Plan can be accessed via the following weblink:

<http://www.blackburn.gov.uk/pages/local-plan-part-2-submission-documents.aspx>

Progression of the Growth Deal 3 – North Blackburn major scheme is essential to deliver the

Council's corporate agendas to support economic growth, housing delivery and to facilitate sustainable regeneration.

6. FINANCIAL IMPLICATIONS

The scheme's total value stands at £2.599m which includes a provision for risk following scheme tendering and reduction in the quantified risk layer and removal of optimism bias. Works will be carried out and grant claimed back from the Lancashire Enterprise Partnership quarterly on a defrayed basis. Any cost overruns will be met by the Council from the Local Transport Plan in future years.

The breakdown of funding is as follows and runs between 2017/18 and 2019/20:

- £2.3m Local Growth Deal – LEP (88.5%)
- £0.299m Blackburn with Darwen Borough Council Local Transport Plan (11.5%)
- Total Funding £2.599m

	2017/18	2018/19	2019/20	Total
LEP Growth Deal	£0	£0.4m	£1.9m	£2.3m
BwDBC LTP	£0.049m	£0.25m	£0	£0.299m
Total	£0.049m	£0.65m	£1.9m	£2.599m

Developer Contributions are being sought through the planning system for adjacent housing developments via Section 106 of the Town and Country Planning Act 1990, and are being requested towards the provision of off-site highways works in the vicinity which will complement the major scheme and could offset the Council's local contribution.

7. LEGAL IMPLICATIONS

All packages of work within the Growth Deal 3 – North Blackburn major scheme will be designed and implemented in accordance with relevant highway, transport and traffic legislation. Procurement of the main contract has been via the Council's Growth and Development framework which is compliant with Council's Contract procurement Procedure Rules and Public Contracts Regulations 2015 and the grant conditions.

Contracts for the works and the grant funding will be reviewed by legal officers in the Contracts and Procurement team prior to being executed.

The Council's legal section will be involved in progressing the statutory elements of the project i.e. Traffic Regulation Orders, which will commence post Full Approval to co-incide with implementation.

8. RESOURCE IMPLICATIONS

Officer time in delivering the Growth Deal 3 – North Blackburn major scheme will be considerable but will be undertaken using existing resources and through established non-core fee protocols using funding as detailed within this report.

The delivery of new infrastructure in the Borough will upgrade and renew junctions, lengths of highway and highways assets, some of which are time expired. Maintenance of new infrastructure and associated street furniture i.e. street lighting and landscaping will be funded using existing resources and revenue streams.

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

Options in relation to the scheme have been presented and discussed at previous Ward Solutions Meetings where Residents, Council Officers and Council Members have been in attendance. The scheme was discussed in detail at a Residents' Ward Solutions meeting which took place on 20th February 2018.

A further information event for residents and businesses took place at St Gabriel's Church Hall, Brownhill Drive, Blackburn on Wednesday 5th September 2018. Over 100 people attended the event to speak to representatives for the Council regarding the major scheme, the preferred proposals and the optioneering and evaluation process.

A "you said, we did" style document was produced and can view viewed and downloaded via the Growth Deal information portal at <http://www.blackburn.gov.uk/pages/growthdeal.aspx> and has also been submitted to the Lancashire Enterprise Partnership as an appendix to the Full Approval application.

As part of the submission for Full Approval and in line with the LEP assurance framework, a Communications Strategy and Action Plan has been developed and proposes the following:

- Leaflet drops to adjacent properties before works commence
- An information portal on the Council's website to keep residents and businesses up to date
- Ongoing information releases to Elected Members and the Member of Parliament
- Social Media releases throughout the scheme's delivery phase via the "BwD Roads" Facebook account.

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:	Mike Cliffe, Strategic Transport Manager, ext 5310
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DATE:	2 nd January 2019
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BACKGROUND	Executive Board paper dated 16 th March 2018: "Growth Deal 3 – Pennine
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PAPER:	Gateways Project update”
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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.	Strategic Transport – Growth & Development	Date the activity will be implemented	18/01/2019
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Brief description of activity	To update on progress made with the Growth Deal 3 North Blackburn major transport scheme package, to accept main contractor prices and to agree to the application for Full Approval being made to the Lancashire Enterprise Partnership.
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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 - Change to existing Council policy/strategy - 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.e. the activity creates or increases disadvantages suffered by people due to their protected characteristic)	<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.e. the activity fail to meet the needs of people from protected groups where these are different from the needs of other people)	<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.e. the function prevents people from protected groups to participate in public life or in other activities where their participation is disproportionately low)	<input checked="" type="checkbox"/> No
FOR = 0	TOTAL	AGAINST = 6

Will you now be completing an EIA?

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

☐ Yes

☒ No

Assessment Lead Signature	Mike Cliffe, Strategic Transport Manager
E&D Lead Signature	Gwen Kinloch
Date	2 nd January 2019

EXECUTIVE MEMBER DECISION



REPORT OF: Executive Member for Regeneration

LEAD OFFICERS: Director of Growth and Development

DATE: 25th October 2018

PORTFOLIO/S AFFECTED: Regeneration

WARD/S AFFECTED: Blackburn Central

SUBJECT: Proposed Experimental Traffic Regulation Orders – St Peter Street Area Blackburn

1. EXECUTIVE SUMMARY

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

Proposed Restricted Parking Zone.....	Chapel Street, Blackburn Clayton Street, Blackburn Darwen Street, Blackburn Freckleton Street, Blackburn Heaton Street, Blackburn King Street, Blackburn Market Street Lane, Blackburn Mincing Lane, Blackburn St Peter Street, Blackburn Vernon Street, Blackburn
Proposed Limited Waiting 8am to 6pm 3 hrs no return 2 hrs.....	Chapel Street, Blackburn Clayton Street, Blackburn Freckleton Street, Blackburn Heaton Street, Blackburn
Proposed Pay and Display parking 1 hour no return within 2 hours.....	Darwen Street, Blackburn Mincing Lane, Blackburn St Peter Street, Blackburn
Proposed Loading/Unloading Only.....	Darwen Street, Blackburn Mincing Lane, Blackburn St Peter Street, Blackburn
Proposed No Waiting Mon – Sat 8am to 6pm.....	Chapel Street, Blackburn
Proposed No Waiting At Any Time.....	King Street, Blackburn Mincing Lane, Blackburn

2. RECOMMENDATIONS

That the Executive Member:

Authorise the Director of HR, Legal & Governance to advertise and make the proposed Experimental Traffic Regulation Order as per the attached schedule. The order will be made for a maximum of 18 months. If no objections, the order can be made permanent by a separate order.

3. BACKGROUND

In order to improve the parking offer for businesses within the St Peter Street area, it is proposed to change a number of pay and display bays to 3 hours limited waiting. The ticket machines in this area are outdated and this proposal will avoid the cost of replacing them. It is proposed to introduce a restricted parking zone as part of this order. This will include a number of streets as detailed in paragraph 1. This proposed order also seeks to introduce two bays for loading/unloading only. These bays will benefit local businesses.

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 £8000 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 enable comments/objections and suggestions on how the experimental order may be improved by variation from members of the public as well as relevant council highway officers.

Experimental orders are predominantly 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 restriction 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 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 could be modified sooner than the initial 6 months depending on how it was operating and the interim objections and feedback that was being received.

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

Members of the public will be given the opportunity to comment on the experimental order during The first 6 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, Chris Pearson
DATE:	25 th October 2018
BACKGROUND PAPER:	Appendix 1 - schedule Appendix 2 - plans

SCHEDULES

NO WAITING AT ANY TIME

Street	Side	Location
KING STREET BLACKBURN,	both	from the centre line of Wainwright Way for a distance of 196 metres in a south westerly direction
MINCING LANE BLACKBURN,	west	from its junction with Mill Lane to its junction with Weir Street

LOADING BAY

Street	Side	Location
ASTLEY GATE BLACKBURN,	south	from its end on junction with Higher Church Street for a distance of 14 metres in a westerly direction
DARWEN STREET BLACKBURN,	east	from a point approx. 55 metres north of the centreline of Jubilee Street for a distance of approx. 12 metres in a northerly direction
HIGHER CHURCH STREET BLACKBURN,	south	from its end on junction with Astley Gate for a distance of 7 metres in an easterly direction
MINCING LANE BLACKBURN,	west	from a point approx. 18 metres north of the centreline of Mincing Lane for a distance of approx. 12 metres in a westerly direction
ST PETER STREET BLACKBURN,	south	from a point approx. 88 metres south west of the centreline of Mincing Lane for a distance of approx. 12 metres in a westerly direction

NO WAITING MON-SAT 8AM-6PM

Street	Side	Location
CHAPEL STREET BLACKBURN,	north	from its junction with Byrom Street to its junction with Pearson Street

RESTRICTED PARKING ZONE (NO WAITING & NO LOADING AT ANY TIME EXCEPT IN SIGNED BAYS)

Street	Side	Location
ASTLEY GATE BLACKBURN,	No Side Specified	from its end on junction with Higher Church Street to its junction with King Street
CHAPEL STREET BLACKBURN,	No Side Specified	from its junction with Heaton Street to its junction with Freckleton Street
CHURCH STREET BLACKBURN,	No Side Specified	from the centreline of Darwen Street for a distance of 49 metres in an easterly direction
	No Side Specified	from the centreline of Railway Road for a distance of 52 metres in a westerly direction

CLAYTON STREET BLACKBURN,	No Side Specified	for its entire length
CORPORATION STREET BLACKBURN,	No Side Specified	for its entire length
DANDY WALK BLACKBURN,	No Side Specified	for its entire length
DARWEN STREET BLACKBURN,	No Side Specified	from its junction with Church Street to its junction with Jubilee Street
FLEMING SQUARE BLACKBURN,	No Side Specified	for its entire length
FRECKLETON STREET BLACKBURN,	No Side Specified	from its junction with King Street to its junction with Weir Street
HEATON STREET BLACKBURN,	No Side Specified	for its entire length
HIGHER CHURCH STREET BLACKBURN,	No Side Specified	from its end on junction with Church Street to its end on junction with Astley Gate
JUBILEE STREET BLACKBURN,	No Side Specified	from its end on junction with The Boulevard for a distance of x metres in a south westerly direction
KING STREET BLACKBURN,	No Side Specified	from its junction with Mincing Lane to a point approx 20 metres east of its junction with Montague Street
LORD STREET WEST BLACKBURN,	No Side Specified	from its junction with Corporation Street to its junction with Barton Street
MARKET STREET LANE BLACKBURN,	No Side Specified	for its entire length
MINCING LANE BLACKBURN,	No Side Specified	from its junction with Mill lane to its junction with King Street
RAILWAY ROAD BLACKBURN,	No Side Specified	for its entire length
SALFORD BLACKBURN,	No Side Specified	from its junction with Railway Road to a point 80 metres west of the centreline of Vicar Street
ST PETER STREET BLACKBURN,	No Side Specified	for its entire length
THE BOULEVARD BLACKBURN,	north-west	from the centreline of Railway Road to its end on junction with Jubilee Street
THE BOULEVARD BLACKBURN,	south-east	from the centreline of Railway Road to its end on junction with Bridge Street

**RESTRICTED PARKING ZONE (NO WAITING & NO LOADING AT ANY TIME EXCEPT IN SIGNED BAYS)
10AM-4PM EXCEPT FOR PERMIT HOLDERS**

Street	Side	Location
CHURCH STREET BLACKBURN,	No Side Specified	from a point 54 metres north east of the centreline of Darwen Street for a distance of approximately 64 metres in a north easterly direction

LIMITED WAITING 8AM-6PM LIMITED WAITING 3 HOURS, NO RETURN WITHIN 2 HOURS

Street	Side	Location
CHAPEL STREET BLACKBURN,	south	from a point approx. 14 metres east of the centreline of Freckleton Street for a distance of approx. 48 metres in an easterly direction
CLAYTON STREET BLACKBURN,	north	From a point approx. 10 metres east of the centreline of Heaton Street for a distance of approx. 110 metres in a easterly direction
FRECKLETON STREET BLACKBURN,	east	from a point 18 metres north of the centreline of St Peter Street for a distance of approx. 30 metres in a northerly direction from a point 10 metres north of the centreline of Chapel Street for a distance of approx 55 metres in a northerly direction
FRECKLETON STREET BLACKBURN,	west	from a point approx. 10 metres north of the centreline of Weir Street for a distance of approx. 60 metres in a northerly direction from a point approx. 18 metres north of the centreline of St Peter Street for a distance of approx. 15 metres in a northerly direction from a point approx. 10 metres north of the centreline of Chapel Street for a distance of approx.30 metres in a northerly direction
HEATON STREET BLACKBURN,	west	from a point approx 10 metres south of the centreline of King Street for a distance of 57 metres in a southerly direction
ST PETER STREET BLACKBURN,	north	from a point approx. 20 metres east of the centreline of Freckleton Street for a distance of approx. 113 metres in an easterly direction
ST PETER STREET BLACKBURN,	south	from a point approx. 21 metres west of the centreline of Mincing Lane for a distance of approx. 61 metres in a westerly direction

LIMITED WAITING MON-SAT 8AM-6PM LIMITED WAITING 2 HOURS, NO RETURN WITHIN 3 HOURS

Street	Side	Location
CHAPEL STREET BLACKBURN,	south-east	from a point approx 8 metres south west of the centreline of Byrom Street for a distance of approx. 50 metres in a south westerly direction

PAY & DISPLAY PARKING PAY & DISPLAY PARKING MAX STAY 1 HOUR, NO RETURN WITHIN 2 HOURS

Street	Side	Location
DARWEN STREET BLACKBURN,	east	from a point approx. 10 metres north of the centreline of Jubilee Street for a distance of approx 32 metres in a northerly direction

		from a point approx. 45 metres north of the centreline of Jubilee Street for a distance of approx.10 metres in a southerly direction
DARWEN STREET BLACKBURN,	west	from a point 12 metres south of the centreline of St Peter Street for a distance of approx. 19 metres in a southerly direction

**PAY & DISPLAY PARKING 8AM-6PM PAY & DISPLAY PARKING MAX STAY 1 HOUR, NO RETURN
WITHIN 2 HOURS**

Street	Side	Location
DARWEN STREET BLACKBURN,	west	from a point approx. 20 metres south of the centreline of Market Street Lane for a distance of approx. 30 metres in a southerly direction from a point approx. 10 metres north of the centreline of Mill Lane for a distance of approx. 16 metres in a northerly direction
MINCING LANE BLACKBURN,	east	from a point approx. 7 metres north of the centreline of Mill Lane for a distance of 17 metres in a northerly direction

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
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Item No.	Road Name	Side of Road	Extents
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Items to be removed from:

**BLACKBURN WITH DARWEN BOROUGH COUNCIL (OFF-STREET PARKING PLACES AND REVOCATION)
ORDER 2011**

Off Street Car Park Mon-Sat 8am-6pm

1 FEILDEN STREET

Items to be removed from:

**BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS ROADS)(ON-STREET PARKING PLACES) ORDER
2008**

Pay & Display Parking

1 DARWEN STREET west from a point 18 metres north of its junction with St Peter Street to a point 21 metres south of its junction with Market Street Lane

Pay & Display Parking Max Stay 1 Hour, No Return Within 2 Hours Mon-Sat 8am-6pm Excluding Bank Holidays

3	DARWEN STREET	west	from a point 35 metres north of its junction with Mill Lane to a point 12 metres south of its junction with St Peter Street
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5 from a point 11 metres north of its junction with Mill Lane for a distance of 18 metres in a northerly direction

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
Pay & Display Parking Mon-Sat 8am-6pm Excluding Bank Holidays			
7	CHAPEL STREET	north	from a point 5 metres east of its junction with Freckleton Street to a point 5 metres west of its junction with Heaton Street
9	CLAYTON STREET	south-east	from a point 46 metres north-east of its junction with Heaton Street for a distance of 38 metres in a north-easterly direction
11	ST PETER STREET	north-west	from a point 56 metres south-west of its junction with Mincing Lane to a point 20 metres north-east of its junction with Freckleton Street

Items to be removed from:
COUNTY BOROUGH OF BLACKBURN (MARKET STREET LANE) (NO WAITING) ORDER 1970

No waiting at any time

1	MARKET STREET LANE	south	from a point 37 yards west of Darwen Street to a point 39 yards east of Mincing Lane
3			from Mincing Lane for a distance of 22 yards in an easterly direction

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	LORD STREET WEST	south	from its junction with Barton Street in an easterly direction for a distance of 10 metres
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Items to be removed from:
THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (NO. 3) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1976

No waiting Mon-Sat 7am-7pm

1	CHAPEL STREET	south-east	from its junction with Freckleton Street for a distance of 62 metres in a north-easterly direction
3	HEATON STREET	north-east	from its junction with King Street to its junction with Chapel Street
5	VERNON STREET	east	from a point 42 metres south of its junction with Mill Lane for a distance of 3 metres in a southerly direction

Items to be removed from:
THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (NO. 3) (PROHIBITION OF WAITING) ORDER 1974

No waiting at any time

1	KING STREET	south-east	from a point 10 metres north-east of its junction with Freckleton Street to its junction with King Street Bridge
3			from its junction with Mincing Lane to its junction with Old Bank Street

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 (VARIOUS STREETS) (NO. 7) (PROHIBITION OF DRIVING) ORDER 1987

Prohibition of Driving except Access

1	NAB LANE		
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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	DARWEN STREET	east	from its junction with Jubilee Street to opposite its junction with St. Peter Street, a distance of 67 metres
3		west	from its junction with St. Peter Street for 12 metres in a southerly direction
5			from its junction with Mill Lane for 12 metres in a northerly direction

Items to be removed from:

THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (PROHIBITION OF DRIVING) (NO.2) ORDER 1993

Prohibition of Driving except Buses

1	AINSWORTH STREET, BLACKBURN		
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Items to be removed from:

The Borough of Blackburn with Darwen (Blackburn and Darwen Town Centres) (prohibition and restriction of waiting and revocation) Order 2004

No waiting at any time

1	KING STREET	north-west	from a point 10 metres north-east of its junction with France Street to its junction with King Street Bridge
3			from a point 15 metres south-west of its junction with Barton Street to its junction with Cardwell Place

Loading Bay

5	HEATON STREET	west	from a point 21 metres south of its junction with King Street for a distance of 7 metres in a southerly direction
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Items to be removed from:

THE BOROUGH OF BLACKBURN WITH DARWEN (BLACKBURN TOWN CENTRE) (TRAFFIC MANAGEMENT) ORDER 2012

No waiting

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
1	CHAPEL STREET	north-west	From its junction with Freckleton Street To its junction with Pearson Street
Limited Waiting			
3	CHAPEL STREET	south-east	From its junction with Freckleton Street To a point 49.5 metres south west of its junction with Byrom Street
Limited Waiting 3 hours, No return within 4 hours Mon-Sat 8am-6pm			
5	FRECKLETON STREET	north-east	From a point 8 metres south east of its junction with Chapel Street for a distance of 27.5 metres in a south easterly direction
Pay & Display Parking Mon-Sat 8am-6pm Excluding Bank Holidays			
7	HEATON STREET	south-west	From its junction with King Street For a distance of 21 metres in a south easterly direction
9			From a point 9 metres north west of its junction with Chapel Street in a north westerly direction To a point 28 metres south west of its junction with King Street
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	CHURCH STREET	both	from a point 45 metres south-west of its junction with Railway Road to its junction with Darwen Street
3			from its junction with Railway Road for a distance of 15 metres in a south-westerly direction
5	DARWEN STREET	east	from its junction with St Peter Street to its junction with Higher Church Street
7		west	from a point 18 metres south of its junction with Market Street Lane for a distance of 35 metres in a northerly direction
9			from its junction with St Peter Street for a distance of 13 metres in a northerly direction
11	GROSVENOR WAY	both	for its entire length.
No Loading /Unloading At Any Time			
13	CHURCH STREET	both	from a point 58 metres south-west of its junction with Temple Court to its junction with Darwen Street
15			from its junction with Church Street for a distance of 15 metres in a south-westerly direction
17	DARWEN STREET		

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
19		east	from its junction with St Peter Street to its junction with Higher Church Street
Pay & Display Parking			
21	DARWEN STREET	west	
Prohibition of Driving 9am-5pm (Except for permit holders and for deliveries 9:00am-10:00am and 4:00pm-5:00pm)			
23	CHURCH STREET		
No vehicles in excess of 7.5 Tonnes			
25	CHURCH STREET		
Items to be removed from: THE BOROUGH OF BLACKBURN WITH DARWEN (FRECKLETON STREET, BLACKBURN) (PROHIBITION OF LOADING) ORDER 2005			
No Loading /Unloading At Any Time			
1	FRECKLETON STREET	west	from its junction with King Street to its junction with St Peter Street
Items to be removed from: THE BOROUGH OF BLACKBURN WITH DARWEN (ST. PETER STREET) (EXPERIMENTAL TRAFFIC MANAGEMENT AND REVOCATION) ORDER 2002			
No waiting Mon-Sat 8am-6pm			
1	ST PETER STREET	north	from its junction with Freckleton Street to its junction with Byrom Street
Limited Waiting 1 Hour, No Return Within 1 Hour Mon-Sat 8am-6pm			
3	ST PETER STREET	south	from its junction with Freckleton Street to its junction with Byrom Street
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	MINCING LANE	north-east	From a point 28 metres north west of its junction with St Peter Street To its junction with Fleming Square
3			From a point 24 metres north west of its junction with Mill Lane for a distance of 37 metres in a north westerly direction direction
5		west	From its junction with Weir Street to its junction with King Street
Pay & Display Parking Mon-Sat excl Bank Hols 8am-6pm			

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
7	MINCING LANE	north-east	From 9 metres north west of its junction with Mill Lane for a distance of 21 metres in a north westerly direction
9			From a point 6 metres north west of its junction with St Peter Street For a distance of 22 metres in a north easterly direction

Items to be removed from:

THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO. 2) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2001

Loading Bay

1	ASTLEY GATE	south	from the easterly boundary of 5 Astley Gate to the easterly boundary of 3 Astley Gate
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Items to be removed from:

THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO. 4) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 1998

No Loading /Unloading At Any Time

1	DARWEN STREET	west	from its junction with Higher Church Street to its junction with Market Street Lane
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Items to be removed from:

THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO. 5) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 1998

No waiting at any time

1	FRECKLETON STREET	north-east	from a point 10 metres south-east of its junction with Chapel Street to its junction with King Street
3			from its junction with Weir Street to a point 15 metres north-west of its junction with St Peter Street
5		south-west	from its junction with Weir Street to its junction with King Street
7	ST PETER STREET	north-west	from its junction with Mincing Lane for a distance of 45 metres in a south-westerly direction
9			from its junction with Freckleton Street for a distance of 20 metres in a north-easterly direction
11		south-east	from its junction with Mincing Lane to its junction with Freckleton Street

Items to be removed from:

THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO.1) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2011

Loading Bay

1	CORPORATION STREET	west	From a point 11 metres north of its junction with Astley Gate For a distance of 17 metres in a northerly direction
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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.5) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 2007

No waiting at any time

1	HEATON STREET	west	from its junction with Chapel Street for a distance of 9 metres in a north-westerly direction
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Items to be removed from:

THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 1997

No waiting at any time

1	CLAYTON STREET	south-east	from its junction with Heaton Street for a distance of 45 metres in a north-easterly direction
3			from its junction with Mincing Lane for a distance of 70 metres in a south-westerly direction

No waiting Mon-Sat 7am-7pm

5	CLAYTON STREET	north-west	for its entire length
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Items to be removed from:

THE COUNTY BOROUGH OF BLACKBURN (CENTRAL AREA NO. 1) (NO WAITING) ORDER 1965

No waiting Mon-Sat 7am-7pm

1	KING STREET	south	from King Street Bridge to Mincing Lane (as amended by order 97 "The Borough of Blackburn (various Streets) (No. 3) (Prohibition of Waiting) order 1974
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Items to be removed from:

THE COUNTY BOROUGH OF BLACKBURN (VARIOUS CENTRAL STREETS) (NO WAITING) ORDER NO. 1 1969

No waiting at any time

1	MARKET STREET LANE	north	from Mincing Lane to Darwen Street
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Items to be removed from:

THE COUNTY BOROUGH OF BLACKBURN (VARIOUS STREETS) (NO. 1) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1973

No waiting at any time

1	ST PETER STREET	both	from its junction with Darwen Street to its junction with Mincing Lane
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Items to be removed from:

THE COUNTY BOROUGH OF BLACKBURN (VARIOUS STREETS) (NO. 3) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1973

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
No waiting at any time			
1	MARKET STREET LANE	south	from a point 15 metres west of Darwen Street to a point 33 metres west of Darwen Street
3			from a point 21 metres east of its junction with Mincing Lane to a point 36 metres east of its junction with Mincing Lane

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	30/11/2018
Brief description of activity	Proposed Traffic Regulation Order – St Peter Street Area Blackburn		


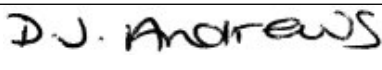
Answers favouring doing an EIA	Checklist question	Answers favouring not doing an EIA
<input type="checkbox"/> Yes	Does this activity involve any of the following: - Commissioning / decommissioning a service - Change to existing Council policy/strategy - Budget changes	<input checked="" type="checkbox"/> 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.e. the activity creates or increases disadvantages suffered by people due to their protected characteristic)	<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.e. the activity fail to meet the needs of people from protected groups where these are different from the needs of other people)	<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.e. the function prevents people from protected groups to participate in public life or in other activities where their participation is disproportionately low)	<input checked="" type="checkbox"/> No
FOR =0	TOTAL	AGAINST =6

Will you now be completing an EIA?

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

☐ Yes

☒ No

Assessment Lead Signature	
E&D Lead Signature	
Date	01/10/2018

EXECUTIVE MEMBER DECISION



REPORT OF: Executive Member for Regeneration

LEAD OFFICERS: Director of Growth and Development

DATE: 18th January 2019

PORTFOLIO/S AFFECTED: Regeneration

WARD/S AFFECTED: Darwen East

SUBJECT: Proposed Traffic Regulation Order – Various Streets around Atlas Road and Railway Road car parks Darwen

1. EXECUTIVE SUMMARY

To inform the Executive Member for Regeneration of the proposal to make permanent an experimental Traffic Regulation Order as detailed below and seek approval to make it :-

Atlas Road, Darwen.....	No Waiting/Loading/Unloading at any Time
Church Street, Darwen.....	Limited Waiting 8am-6pm 1hour no return within 1 hour
	No Waiting/Loading/Unloading At any Time
Kay Street, Darwen.....	No Waiting/Loading/Unloading at any Time
Knott Street, Darwen.....	No Waiting/Loading/Unloading at any Time
Railway Road, Darwen	Limited Waiting 8am-6pm 1hour no return within 1 hour
	Limited Waiting 8am-6pm 2 hours no return within 2 hours
	No waiting 8am-6pm
	No Waiting/Loading/Unloading At any Time
Richmond Terrace, Darwen.....	No Waiting/Loading/Unloading at any Time

2. RECOMMENDATIONS

That the Executive Member:

Authorise the Director of HR, Legal & Governance to advertise the making permanent of a previously experimental Traffic Regulation Order as per the attached schedule.

3. BACKGROUND

As a result of a decision to make Atlas Road and Railway Road car parks into pay and display car parks, an experimental order was introduced as detailed in the summary above. The order has been operating since April 2017 and we are now in a position to make the order permanent. Some minor amendments have been made to the schedule reflecting comments which have been made by members of the public.

For background details please see previous report (appendix 3)

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 £2000 and will be funded from the Parking Services budget.

7. LEGAL IMPLICATIONS

The necessary legal powers to implement this scheme are within the Road Traffic Regulation Act 1984.

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 were given the opportunity to object to or comment on the proposal during the first six months of its life. A comment was received from the owner of a restaurant on Railway Road that the proposed limited waiting restriction of 1 hour no return within 1 hour did not benefit her customers. The restriction on the 3 most northerly bays on Railway Road was therefore changed to 2 hours no return within 2 hours. The amended restriction has been operating for 6 months

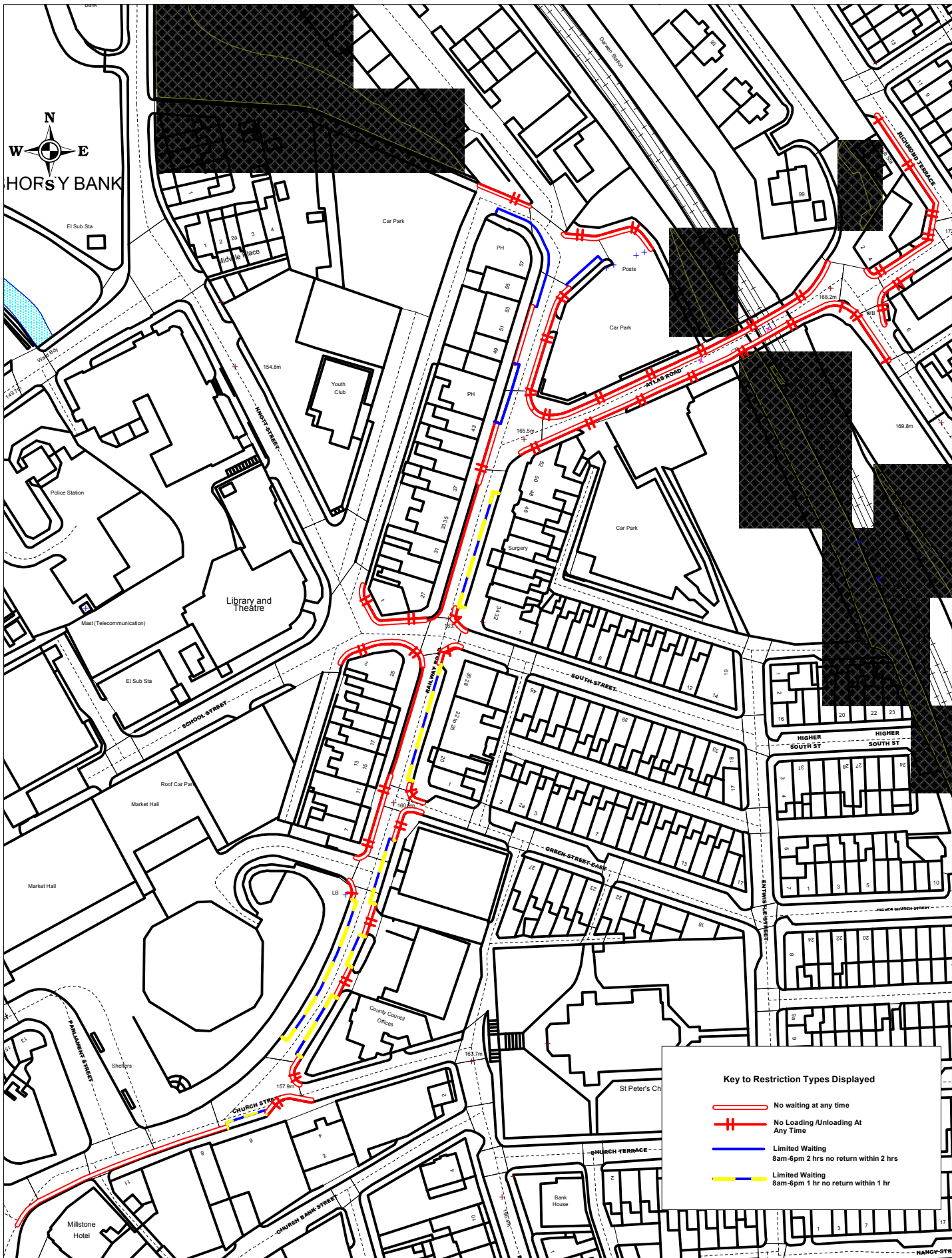
11. STATEMENT OF COMPLIANCE

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.

CONTACT OFFICER:	Gina Lambert
DATE:	31st October 2018
BACKGROUND PAPER:	Appendix 1 - schedule Appendix 2 - plans Appendix 3 – Executive Member Decision Form relating to the experimental order



Key to Restriction Types Displayed

- No waiting at any time
- No Loading /Unloading At Any Time
- Limited Waiting 8am-6pm 2 hrs no return within 2 hrs
- Limited Waiting 8am-6pm 1 hr no return within 1 hr

SCALE	1 : 1500
DATE	28/03/2018
DRAWING No.	
DRAWN BY	
CHECKED BY	

SCHEDULE

No Waiting At Any Time

Street	Side	Extent
Railway Road, Darwen	South East	<p>From a point 27 metres north of the southern kerbline of Church Street for a distance of 10 metres in a northerly direction</p> <p>From a point 48 metres north of the southerly kerbline of Church Street for a distance of 10 metres in a northerly direction</p> <p>From a point 77 metres north of the northerly kerbline of Church Street to its junction with Green Street East</p> <p>From its junction with the northerly kerbline of Green street East for a distance of 4 metres in a northerly direction</p> <p>From a point 6 metres south of the southerly kerbline of South Street for a distance of 18 metres in a northerly direction</p> <p>From its junction with Atlas Road for a distance of 37 metres in a north easterly direction</p> <p>From a point 80 metres south of the southerly kerbline of Green Street East to its junction with Church Street</p>
Railway Road, Darwen	North	<p>From the entrance to the alleyway to Shorey Bank for a distance of 16 metres in a south easterly direction</p> <p>From the entrance to Railway Road car park for a distance of 29 metres in a north westerly then westerly direction</p>
Railway Road, Darwen	North West	<p>From a point 34 metres south west of its junction with Knott Street for a distance of 38 metres in a south westerly direction</p> <p>From a point 42 metres north east of the northerly kerbline of Knott Street for a distance of 19 metres in a north easterly direction</p> <p>From a point 85 metres north of the northerly kerbline of Knott Street for a</p>

		distance of 18 metres in a northerly direction
Atlas Road, Darwen	Both	From its junction with Railway Road to its junction with Kay Street
Atlas Road, Darwen	North	From its junction with Kay Street for a distance of 22 metres in an easterly direction
Atlas Road, Darwen	South East	From its junction with Kay Street for a distance of 14 metres in a north westerly direction
Kay Street, Darwen	North East	From its junction with the southerly kerbline of Atlas Road for a distance of 8 metres in a south easterly direction
Kay Street, Darwen	South West	From its junction with Atlas Road for a distance of 20 metres in a south easterly direction
Richmond Terrace, Darwen	North East	From its junction with Atlas Road for a distance of 37 meters in a north westerly direction
Knott Street, Darwen	North	From its junction with Railway Road for a distance of 25 metres to its junction with back Railway Road
Church Street, Darwen	South East	<p>From its junction with the north easterly kerbline of Bridge Street for a distance of 70 metres in a north easterly direction</p> <p>From a point 82 metres north east of the north easterly extended kerbline of Bridge Street for a distance of 14 metres in a north easterly direction</p>

No Loading/Unloading At Any Time

Railway Road, Darwen	South East	<p>From a point 27 metres north of the southern kerbline of Church Street for a distance of 10 metres in a northerly direction</p> <p>From a point 48 metres north of the southerly kerbline of Church Street for a</p>
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		<p>distance of 10 metres in a northerly direction</p> <p>From a point 77 metres north of the northerly kerbline of Church Street to its junction with Green Street East</p> <p>From its junction with the northerly kerbline of Green street East for a distance of 4 metres in a northerly direction</p> <p>From a point 6 metres south of the southerly kerbline of South Street for a distance of 18 metres in a northerly direction</p> <p>From its junction with Atlas Road for a distance of 37 metres in a north easterly direction</p> <p>From a point 80 metres south of the southerly kerbline of Green Street East to its junction with Church Street</p>
Railway Road, Darwen	North	<p>From the entrance to the alleyway to Shorey Bank for a distance of 16 metres in a south easterly direction</p> <p>From the entrance to Railway Road car park for a distance of 29 metres in a north westerly then westerly direction</p>
Railway Road, Darwen	North West	<p>From a point 34 metres south west of its junction with Knott Street for a distance of 38 metres in a south westerly direction</p> <p>From a point 42 metres north east of the northerly kerbline of Knott Street for a distance of 19 metres in a north easterly direction</p>
Atlas Road, Darwen	Both	From its junction with Railway Road to its junction with Kay Street
Atlas Road, Darwen	North	From its junction with Kay Street for a distance of 22 metres in an easterly direction
Atlas Road, Darwen	South East	From its junction with Kay Street for a distance of 14 metres in a north westerly direction
Kay Street, Darwen	North East	From its junction with the southerly kerbline of Atlas Road for a distance of 8 metres in a south easterly direction

Kay Street, Darwen	South West	From its junction with Atlas Road for a distance of 20 metres in a south easterly direction
Richmond Terrace, Darwen	North East	From its junction with Atlas Road for a distance of 37 metres in a north westerly direction
Knott Street, Darwen	North	From its junction with Railway Road for a distance of 25 metres to its junction with back Railway Road
Church Street, Darwen	South East	<p>From its junction with the north easterly kerbline of Bridge Street for a distance of 70 metres in a north easterly direction</p> <p>From a point 82 metres north east of the north easterly extended kerbline of Bridge Street for a distance of 14 metres in a north easterly direction</p>

No Waiting 8am – 6pm

Railway Road, Darwen	North West	<p>From its junction with the northerly kerbline of Knott Street for a distance of 43 metres in a north westerly direction</p> <p>From its junction with the southerly kerbline of Knott Street for a distance of 38 metres in a south westerly direction</p>
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Limited Waiting 8am – 6pm 1 hour no return within 1 hour

Railway Road, Darwen	South East	<p>From a point 14 metres south of the southerly kerbline of Atlas Road in a southerly direction to 5 metres north of the northerly kerbline of South Street</p> <p>From a point 5 metres south of the southerly kerbline of South Street to a point 4 metres north of the northerly kerbline of Green Street East</p> <p>From a point 9.5 metres south of the southerly kerbline of Green Street East for a distance of 20 metres in a southerly direction</p>
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		<p>From a point 37 metres south of the southerly kerbline of Green Street East for a distance of 10 metres in a southerly direction</p> <p>From a point 58 metres south of the southerly kerbline of Green Street East for a distance of 20 metres in a southerly direction</p>
Railway Road, Darwen	North West	From a point 52 metres north east of the easterly kerbline of Parliament Street for a distance of 47 metres in a north easterly direction
Church Street, Darwen		From a point 70 metres north east of the northerly kerbline of Bridge Street for a distance of 12 metres in a north easterly direction

Limited Waiting 8am – 6pm
2 hours no return within 2 hours

Railway Road, Darwen	South East	From a point 107 metres north of the northerly kerbline of South Street for a distance of 13 metres in a northerly direction
Railway Road, Darwen	North West	<p>From a point 60 metres north of the northerly kerbline of Knott Street for a distance of 25 metres in a northerly direction</p> <p>From a point 97 metres north of the northerly kerbline of Knott Street for 35 metres in a northerly then westerly direction</p>

Schedule of Revocations

Order	
THE BOROUGH OF BLACKBURN WITH DARWEN (BLACKBURN AND DARWEN TOWN CENTRES)(PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2004	<p>All reference to Railway Road south east side in schedule 10</p> <p>All reference to Railway Road east side in schedule 1</p> <p>Reference to Atlas Road east side in schedule 1</p>

	<p>Reference to Railway Road North west side in schedule 10</p> <p>All reference to Railway Road south east side in schedule 10</p>
<p>THE BOROUGH OF BLACKBURN (DARWEN TOWN CENTRE) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1976</p>	<p>Reference to Church street south east side in the First Schedule</p> <p>Reference to Railway Road north west side in second schedule</p> <p>Reference to Railway Road north west side in the Third Schedule</p> <p>Reference to Railway Road south east side in the Third Schedule</p> <p>Reference to Church Street south east side in the Third Schedule</p>



EXECUTIVE MEMBER DECISION

REPORT OF: Executive Member for Regeneration

LEAD OFFICER: Director of Planning and Prosperity

DATE: 31st October 2016

PORTFOLIO/S AFFECTED: Regeneration

WARDS AFFECTED: Sudell
Sunnyhurst

KEY DECISION: No

SUBJECT: Proposed Experimental Traffic Regulation Order –Various streets, Darwen

1. PURPOSE

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:-

Atlas Road, Darwen.....	No Waiting/Loading/Unloading at any Time
Church Street, Darwen.....	Limited Waiting 8am-6pm 1hour no return within 1 hour
	No Waiting/Loading/Unloading At any Time
Kay Street, Darwen.....	No Waiting/Loading/Unloading at any Time
Knott Street, Darwen.....	No Waiting/Loading/Unloading at any Time
Railway Road, Darwen	Limited Waiting 8am-6pm 1hour no return within 1 hour
	No waiting 8am-6pm
	No Waiting/Loading/Unloading At any Time
Richmond Terrace, Darwen.....	No Waiting/Loading/Unloading at any Time

2. RECOMMENDATIONS

It is recommended that the Executive Member:

Authorise the Director of HR, Legal & Corporate Services to make and advertise the Experimental Traffic Regulation Order as per the attached schedule.

BACKGROUND

A proposal to make Railway Road and Atlas Road car parks into Pay and Display car parks will be submitted to the Executive member for Regeneration this month requesting approval to advertise. If this proposal goes ahead, this will inevitably lead to the surrounding streets becoming congested with vehicles whose owners do not wish to pay the parking charge. In order to prevent congestion and formalise parking in these streets, it is proposed to introduce double yellow lines, a small amount of single yellow lines and limited waiting bays as detailed in the schedule.

4. KEY ISSUES

No risks arising from this proposal have been identified. The proposals are 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.

The proposal meets the requirements of the Traffic Management Act 2004 in managing the expeditious movement of traffic on the highway network.

6. FINANCIAL IMPLICATIONS

The cost of making and advertising this experimental Traffic Regulation Order will be funded from the Parking Services 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 enable comments/objections and suggestions on how the experimental order may be improved through variation from members of the public as well as 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 actually allows people to raise any objections or recommendations they may have with 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 could actually be modified sooner than the initial 6 months depending on how it was operating and the interim objections and feedback that was being received.

The experimental period will allow the Council to make 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.

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 6 months from its implementation.

11. STATEMENT OF COMPLIANCE

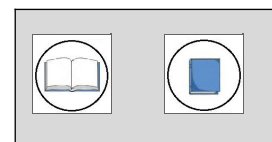
The recommendations are made further to advice from the Monitoring Officer and the Section 151 Officer has

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 as detailed in the attached briefing paper. 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 in the Summary of Decisions published on the day following the meeting.

VERSION:	0.01
CONTACT OFFICER:	Gina Lambert
DATE:	31 st October 2016
BACKGROUND PAPERS:	Appendix 1 Schedule Appendix 2 Plan



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	28/11/2018
Brief description of activity	Proposed Traffic Regulation Order – Various Streets Darwen making an experimental order permanent		


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 - 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.e. the activity creates or increases disadvantages suffered by people due to their protected characteristic)	<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.e. the activity fail to meet the needs of people from protected groups where these are different from the needs of other people)	<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.e. the function prevents people from protected groups to participate in public life or in other activities where their participation is disproportionately low)	<input checked="" type="checkbox"/> No
FOR =0	TOTAL	AGAINST =6

Will you now be completing an EIA?

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

☐ Yes

☒ No

Assessment Lead Signature	
E&D Lead Signature	Gwen Kinloch
Date	31/10/2018