

Public Document Pack

Executive Member Decisions

Friday, 15th March, 2019
Time Not Specified

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Date Published: Date Not Specified
Harry Catherall, Chief Executive

EXECUTIVE MEMBER DECISION



REPORT OF: Executive Member for Regeneration

LEAD OFFICERS: Director of Environment and Operations

DATE: 11th February 2019

PORTFOLIO/S AFFECTED: Regeneration

WARD/S AFFECTED: Audley and Queens Park Blackburn Central

SUBJECT: Proposed Traffic Regulation Order – Red Route on A678 and surrounding roads

1. EXECUTIVE SUMMARY

To seek approval from the Executive Member for Regeneration of the proposal to make permanent an experimental Traffic Regulation Order as detailed below

A678 and surrounding roads.....Red Route

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

Red Routes operate as a No Stopping and No Loading restriction except in marked and signed bays and can be enforced by the police and via CCTV as well as by CEO's.

The scheme covers the main route from Larkhill, Eanam Roundabout through to Accrington Rd and Gorse St.

The scheme has been operating since October 2017 and we are now in a position to make the order permanent. For further background information see Appendix 3 Executive Member Decision Form relating to the experimental order.

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 Highways maintenance 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. No comments or objections have been received.

11. STATEMENT OF COMPLIANCE

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

12. DECLARATION OF INTEREST

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

VERSION:	1
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CONTACT OFFICER:	Gina Lambert
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DATE:	11 th February 2019
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BACKGROUND PAPER:	Appendix 1 - schedule Appendix 2 - plans Appendix 3 – Executive Member Decision Form relating to the experimental order.
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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.	Traffic	Date the activity will be implemented	28/02/2019
Brief description of activity	Proposed Traffic Regulation Order – Red Route Furthergate area 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	07/02/2019

The Red Route (Main road items)

Street	Side	Extent
Burnley Road, Blackburn	Both sides	From a point approximately 10m north of its junction with Gorse Street to its junction with Furthergate
Accrington Road, Blackburn	Both sides	From the centre line of Didsbury Street to its end-on junction with Furthergate
Furthergate, Blackburn	Both sides	From its end-on junction with Accrington Road for its whole length.
Back Higher Audley Street, Blackburn	Both sides	For its entire length
Bottomgate, Blackburn	Both sides	From its end-on junction with Furthergate to its end-on junction with Copy Nook for its whole length
Copy Nook, Blackburn	South side	From its end-on junction with Bottomgate for its whole length
Copy Nook, Blackburn	North side	From its end-on junction with Bottomgate to a point approximately 3m west of its junction with Gate Street.
Copy Nook, Blackburn	North side	From its end-on junction with Higher Eanam for a distance of approximately 25m in an easterly direction.
Higher Eanam, Blackburn	North side	From its end-on junction with Copy Nook to its end-on junction with Eanam
Higher Eanam, Blackburn	South side	From its end-on junction with Copy Nook to a point approximately 3m west of its junction with Culshaw Street
Higher Eanam, Blackburn	South side	From a point approximately 15m east of its junction with Higher Barn St to its end-on junction with Eanam.
Eanam, Blackburn	Both sides	From its end-on junction with Higher Eanam for its whole length.
Higher Audley St, Blackburn	South side	From its end-on junction with Copy Nook to a point approximately 20m west of its junction with Higher Barn St.
Higher Audley St, Blackburn	North side	From a point approximately 2m east of its junction with Eden St (New) to a point approximately 20m west of its junction with Higher Barn St
Higher Barn St, Blackburn	East side	From the centre line of Higher Audley Street for a distance of 40 metres in a northerly direction
Higher Barn St, Blackburn	East side	From its junction with Higher Eanam for a distance of approximately 25m in a southerly direction.
Higher Barn St, Blackburn	West side	From its junction with Higher Eanam to a point approximately 10m south of its junction with Wharf

		St
Higher Barn St, Blackburn	West side	From its junction with Higher Audley St for approximately 35m in a northerly direction

The Red Route (Side road items)

Street	Side	Extent
Harwood St, Blackburn	Both sides	From its junction with Furthergate for a distance of approximately 50m in a northerly direction
Eden St (New) , Blackburn	Both sides	From its junction with Higher Audley St to a point approximately 10m north of its junction with Dock St
Eden St (Old) , Blackburn	East side	From its junction with Dock St for its entire length.
Eden St (Old) , Blackburn	West side	From its junction with Dock St for a distance of approximately 10m in a southerly direction
Dock St, Blackburn	North side	From its junction with Higher Eanam for a distance of approximately 10m in a north easterly direction.
Dock St, Blackburn	North side	From its junction with Eden St for a distance of approximately 10m in a westerly direction
Dock St, Blackburn	South side	From its junction with Higher Eanam to its junction with Eden St
Culshaw St, Blackburn	East side	From its junction with Higher Audley St to its junction with junction with Higher Eanam
Culshaw St, Blackburn	West side	From its junction with Higher Audley St for a distance of approx. 5m in a northerly direction
Culshaw St, Blackburn	West side	From its junction with Higher Eanam for a distance of approx. 5m in a southerly direction
Wharf St, Blackburn	North side	For its entire length
Wharf St, Blackburn	South side	From its junction with Higher Barn St for a distance of approx. 5m in a westerly direction.

Limited Waiting 8am to 6pm, 1 hour, No Return within 1 hour

Street	Side	Extent
Copy Nook, Blackburn	North side	From a point approximately 3m west of its junction with Gate St, to a point approximately 25m east of its end-on junction with Higher Eanam

Limited Waiting 8am to 6pm, 2 hours, No Return within 3 hours

Street	Side	Extent
Culshaw St, Blackburn	West side	From a point approximately 5m north of its junction

		with Higher Audley St, to a point approx. 5m south of its junction with Higher Eanam
Higher Eanam, Blackburn	South side	From a point approximately 3m west of its junction with Culshaw St for a distance of 45m in a westerly direction
Higher Audley Street, Blackburn	North side	From a point 12 metres east of the centre line of Culshaw Street for 10 metres in a easterly direction
Higher Audley Street, Blackburn	North side	From a point 12 metres west of the centre line of Culshaw Street for 10 metres in a westerly direction
Higher Audley St, Blackburn	North side	From a point approximately 2m east of its junction with Eden St (New) to its junction with Higher Eanam
Eden St (Old), Blackburn	West side	From a point approximately 10m south of its junction with Dock St in a southerly direction for its remaining length.
Wharf St, Blackburn	South side	From a point approximately 5m west of its junction with Higher Barn St in a westerly direction for its remaining length.
Higher Barn St, Blackburn	Both sides	From a point approximately 5m south of its junction with Wharf St to a point approximately 35m north of its junction with Higher Audley St

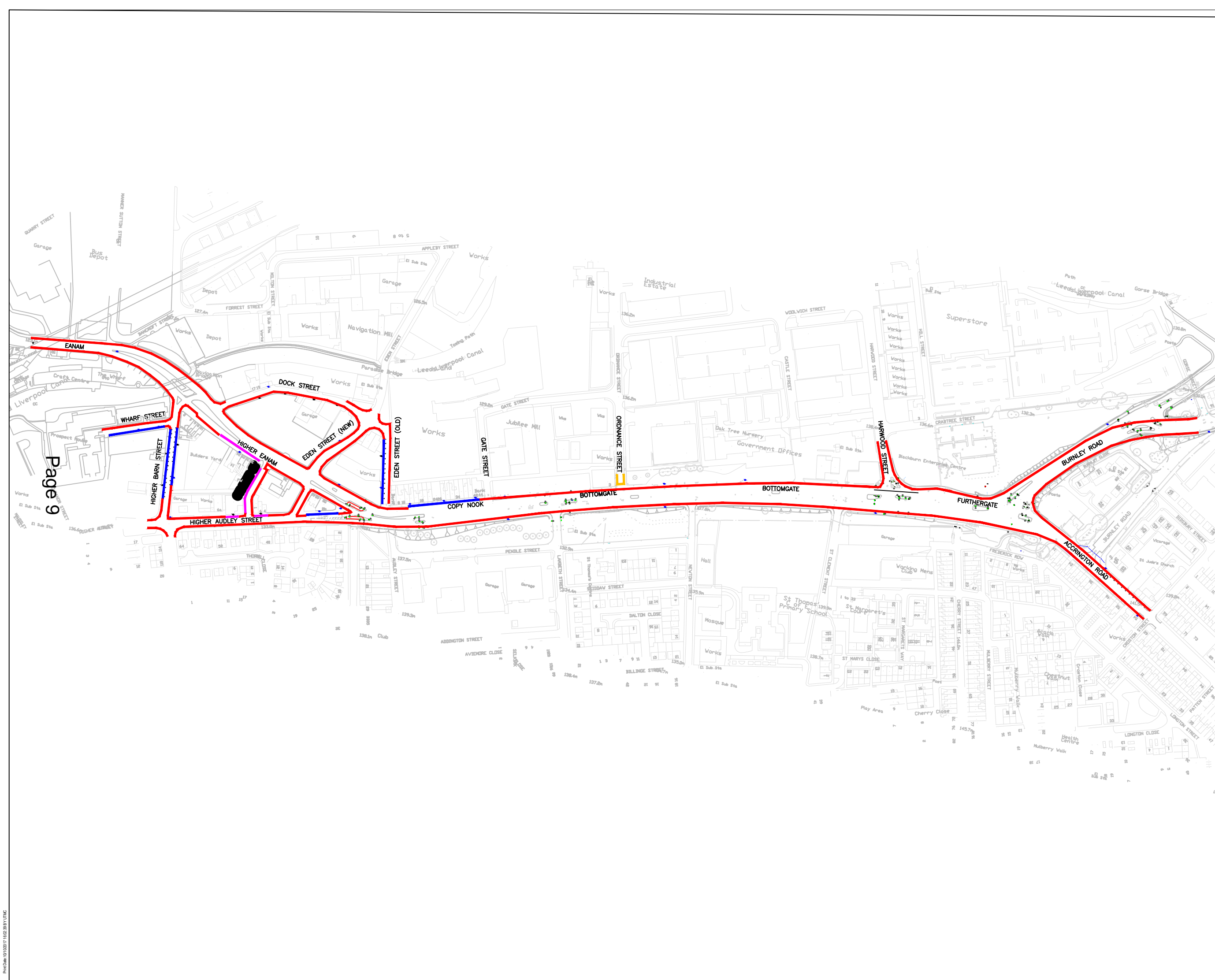
No Waiting 8am to 6pm

Street	Side	Extent
Ordnance Street, Blackburn	Both sides	From a point 77 metres south of the centre line of Gate Street for 37 metres including the turning head

Schedule of Revocations

Order	Reference
THE BOROUGH OF BLACKBURN WITH DARWEN (EANAM AREA, BLACKBURN) (TRAFFIC	The entire Order

MANAGEMENT AND REVOCATION) ORDER 2009	
THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (NO. 2) (PROHIBITION OF WAITING) ORDER 1984	Reference to Accrington Road both sides in schedule 1
THE BOROUGH OF BLACKBURN (BURNLEY ROAD, BLACKBURN) (BUS STOPS CLEARWAY) ORDER 1995	Reference to Bus Stop clearway Burnley Road in the schedule
THE BOROUGH OF BLACKBURN (VARIOUS STREETS NO. 5) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1982	Reference to Eden Street both sides in schedule 1
THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO 1) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2008	Reference to Back Higher Audley Street both sides in schedule 1
THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO.9) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2005	Reference to Culshaw Street in schedule 6 Reference to Culshaw Street in Schedule 1



- "Red Route"
No Stopping at any time
- Limited Waiting
8am – 6pm, 1 hour,
no return within 1 hour
- Limited Waiting
8am – 6pm, 2 hours,
no return within 2 hours
- No Waiting, 8am – 6pm

Rev	Drawn	Chkd	App'd	Description	Date
Purpose of Issue					
CONSULTATION					
Classification					
PUBLIC					
Client					
BLACKBURN WITH DARWEN B.C					
TOWN HALL					
BLACKBURN BB1 7DY					
Project					
FURTHERGATE RED ROUTE					
Drawing					
PROPOSED EXTENTS OF					
RESTRICTIONS					
Scale @ A3		Drawn	Checked	Approved	
NTS		CLP	GL	SS	
Project No.			Date		
CS/092094			10/10/17		
Drawing Identifier					
Red Route Rev C					revision
					T03

EXECUTIVE MEMBER DECISION



REPORT OF: Executive Member for Regeneration

LEAD OFFICERS: Director of Planning and Prosperity

DATE: 14th February 2017

PORTFOLIO/S AFFECTED: Regeneration

WARD/S AFFECTED: Shear Brow Audley

SUBJECT: Proposed Experimental Traffic Regulation Order – Red Route on A678 and surrounding roads.

1. EXECUTIVE SUMMARY

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

A678 and surrounding roads.....Red Route

2. RECOMMENDATIONS

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.

3. BACKGROUND

Since the opening of the widened alignment on Copy Nook, Bottomgate and Furthergate, parking issues have been experienced in the vicinity of the shops on Copy Nook. At the present time there is no legal remedy to prevent this or enforce against this type of parking.

Red Routes were introduced to allow for reducing congestion and controlling traffic on bus corridors in London. These measures eventually spread to the West Midlands and have now been included in the general traffic regulations released in 2016.

The proposal is to cover the main route from Larkhill, Eanam Roundabout through to Accrington Rd and Gorse St over this section of the Pennine Reach scheme.

In order to provide some consistency, short sections of side roads and inter-connecting roads such as Culshaw St and Dock St have been included in the scheme as these routes intersect the Red Routes at either end and also experience parking issues.

Red Routes operate as a No Stopping and No Loading restriction except in marked and signed bays and can be enforced by the police and via CCTV as by CEO's.

4. KEY ISSUES & RISKS

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 Traffic Regulation Order will be in the region of £8000 and will be funded from the Pennine Reach scheme.

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 – 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 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 and published if applicable.

VERSION:	0.01
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CONTACT OFFICER:	Chris Pearson
DATE:	23 rd January 2017
BACKGROUND PAPER:	Appendix 1 schedule Appendix 2 plan

EXECUTIVE MEMBER DECISION



REPORT OF:	Executive Member for Regeneration
LEAD OFFICERS:	Director of Environment and Operations
DATE:	13th February 2019

PORTFOLIO/S AFFECTED:	Regeneration	
WARD/S AFFECTED:	Billinge and Beardwood Darwen Blackburn South East Darwen East Darwen South Darwen West Little Harwood and Whitebirk Roe Lee West Pennine	Blackburn South and Lower

SUBJECT: Proposed Speed Limit Consolidation Order – various roads

1. EXECUTIVE SUMMARY

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

Proposed Speed Limit Order consolidation.....various roads as per schedule

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.

(Note that any unresolved objections will be reported to a meeting of the Planning and Highways Committee)

3. BACKGROUND

Anomalies in a 1997 Speed Limit Order were highlighted by Lancashire Police as part of their speed camera programme.

There are a significant number of disparate legal orders for different speed limits across the Borough, so the opportunity is being taken while addressing the anomalies raised by Lancashire Police, to consolidate all the existing Speed Limit Orders for speeds above the National Speed Limit for Restricted Roads and below the National Speed Limit for Unrestricted Roads in to a single Borough-wide Order.

This will simplify future administration and amendments and as the speed limit information will be contained in a single legal order will also be easier for the public to access and digest.

Note: The National Speed Limit for a Restricted Road is 30mph and the National Speed Limit for an Unrestricted Road is 60mph (for single carriageways) or 70mph (for dual carriageways).

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.

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 Traffic Regulation Order will be approximately £8000 and will be funded from the Traffic and Transportation element of the Highways Maintenance budget.

7. LEGAL IMPLICATIONS

The necessary legal powers to implement this scheme are within the Road Traffic Regulations Act 1984 under Section 84 and Part III of Schedule 9 of the Road Traffic Regulation Act 1984, as amended, and all other enabling powers and in accordance with its duty with Section 122 of the said Act.

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.

VERSION:	1
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CONTACT OFFICER:	Gina Lambert, George Bell
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DATE:	13th February 2019
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BACKGROUND PAPER:	Appendix 1 - schedule Appendix 2a,b,c - plans
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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.	Traffic	Date the activity will be implemented	13/03/2019
Brief description of activity	Proposed 30+ Speed Limit Consolidation Order		


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	15/02/2019

SCHEDULES

40 MPH SPEED RESTRICTION

Street	Side	Location
A6077/B6232 GUIDE,	No Side Specified	from a point 54 metres south of its junction with Blackamoor Road to a point 100 metres southeast of its junction with Belthorn Road
BATRIDGE ROAD TURTON,	No Side Specified	For its entire length
BELTHORN ROAD, GUIDE,	No Side Specified	from its junction with the Centreline of Haslingden Road for a distance of 562 metres in a southeasterly direction
BILLINGE END ROAD BLACKBURN,	No Side Specified	from a point 300 metres west of its junction with Woodgates Road for a distance of 500 metres in a westerly direction
BLACKBURN ROAD TURTON / ROMAN ROAD DARWEN,	No Side Specified	from a point 19.5 metres south of the southerly boundary of 9 Blacksnape Road to a point 96 metres north of its junction with the Centreline of Hob Lane
BOG HEIGHT ROAD BLACKBURN,	No Side Specified	from its junction with Broken Stone Road for a distance of 645 metres in an easterly then southerly direction
BOLTON ROAD, DARWEN,	No Side Specified	from a point 82 metres south of the gable of No. 686 Bolton Road to a point 71 metres south of its junction with the Centreline of Woodlea Chase
BROADHEAD ROAD EDGWORTH,	both	From a point 430 metres north of its junction with Bury Road in a northerly direction for a distance of 685 metres
BROKEN STONE ROAD BLACKBURN,	No Side Specified	from its junction with Horden Rake to a point 50 metres west of its junction with the centreline of Gib Lane
	No Side Specified	From a point 50 metres east of the centreline of Gib Lane to its junction with Bog Height Road
BROWNHILL DRIVE BLACKBURN,	both	from a point 156 metres east of its junction with the Centreline of Emerald Avenue to a point 66 metres east of its junction with the Centreline of Cornelian Street
BURY ROAD EDGWORTH,	No Side Specified	From the boundary with the Metropolitan Borough of Bolton in a northerly direction for a distance of 1207 metres
CHAPELTOWN ROAD CHAPELTOWN,	No Side Specified	From the boundary with the Metropolitan Borough of Bolton in a northerly direction for a distance of 900 metres
ECCLESHILL LINK ROAD & A666/M65 LINK ROAD,	No Side Specified	from its junction with Greenbank Terrace to its junction with A666 Blackburn Road, including the roundabout under the M65 Motorway.
GREENS ARMS ROAD TURTON,	No Side Specified	From a point 50 metres north-west of its junction with the Centreline of Batridge Road in a south easterly direction for a distance of 1156 metres
HORDEN RAKE BLACKBURN,	No Side Specified	From its junction with Horden View to its junction with Broken Stone Road
JOHNSON ROAD HODDLESDEN,	No Side Specified	from a point 534.5 metres east of its junction with the Centreline of Roman Road for a distance of 826 metres in a southeasterly direction

	No Side Specified	from its junction with the Centreline of Roman Road to a point 93.5 metres east of its junction with the Centreline of Roman Road
MOORSIDE ROAD EDGORTH,	No Side Specified	From its junction with the Centreline of Roman Road in an easterly direction for a distance of 1208 metres
PRESTON OLD ROAD BLACKBURN,	No Side Specified	from a point 310 metres south-west of its junction with Pleasington Road in a south-westerly direction for a distance of 397 metres (amended by LCC72a)
ROMAN ROAD DARWEN,	No Side Specified	from a point 40 metres north-west of its junction with the Centreline of Harwood's Lane to a point 89 metres south-east of its junction with the Centreline of Coniston Drive
	No Side Specified	from a point 246 metres south of its junction with the Centreline of Pickering Fold to a point 360 metres north-west of its junction with the Centreline of Pothouse Lane
SCHOOL LANE, GUIDE,	No Side Specified	from a point 274 metres east of its junction with the Centreline of Copster Hill Close for a distance of 267 metres in an easterly direction.

50 MPH SPEED RESTRICTION

Street	Side	Location
A6119 - WHITEBIRK DRIVE / BROWNHILL DRIVE,	both	from a point 476 metres south-east of its junction with the Centreline of Philips Road (the Borough Boundary) to a point 250 metres east of its junction with the Centreline of Whitebirk Road
A6119 - YEW TREE DRIVE / RAMSGREAVE DRIVE,	No Side Specified	eastbound carriageway from its junction with the Centreline of Preston New Road to a point 11 metres west of its junction with the Centreline of Broadway
	No Side Specified	westbound carriageway from a point 268 metres east of its junction with the Centreline of Pleckgate Road to its junction with the Centreline of Preston New Road
A666 BOLTON ROAD DARWEN,	No Side Specified	from a point 71 metres south of its junction with the Centreline of Woodlea Chase in a southerly direction to the Bolton Boundary, approximately 195 metres south of Stones Bank Road south
BELMONT ROAD,	No Side Specified	From a point 335 metres south east of its junction with Scout Road to a point 588 metres south east of its junction with the Centreline of Egerton Road
BELMONT ROAD BELMONT,	No Side Specified	From a point 1342 metres north west of its junction with Crookfield Road to a point 40 metres south east of its junction with Longworth Road North
CROOKFIELD ROAD/TOCKHOLES ROAD TOCKHOLES,	No Side Specified	from its junction with the Centreline of Belmont Road (A675) for a distance of 2550 metres in a north easterly then northerly direction

RESTRICTED ROAD

Street	Side	Location
JOHNSON ROAD HODDLESDEN,	No Side Specified	From a point 93.5 metres east of its junction with the centreline of Roman Road for a distance of 444 metres in an easterly direction
PLEASINGTON ROAD AND SANDY LANE BLACKBURN,	No Side Specified	from a point 151 metres south of its junction with the Centreline of Links Lane to a point 169 metres north of its junction with the Centreline of Priory Close
PRESTON NEW ROAD (A.677),	No Side Specified	from a point 12 metres south-east of its junction with Yew Tree Drive to a point 51 metres north-west of its junction with Meins Road, a distance of approximately 1,130 metres
PRESTON OLD ROAD BLACKBURN,	No Side Specified	from a point 336 yards south-west of its junction with Pleasington Road in a south-westerly direction for a distance of 54 yards
RIVINGTON ROAD BELMONT,	No Side Specified	From its junction with High Street For a distance of 195 metres in a westerly direction
ROMAN ROAD DARWEN,	No Side Specified	from a point 360 metres north-west of its junction with the Centreline of Pothouse Lane to a point 89 metres south-east of its junction with the Centreline of Coniston Drive
TOCKHOLES ROAD TOCKHOLES,	No Side Specified	from a point 580 metres south of its junction with Broken Stone Road to a point 150 metres south of its junction with Old School Lane

30 MPH SPEED RESTRICTION

Street	Side	Location
BILLINGE END ROAD BLACKBURN,	No Side Specified	from a point 45 metres west of its junction with Woodgates Road for a distance of 255 metres in a westerly direction
BOG HEIGHT ROAD BLACKBURN,	No Side Specified	from a point 105 metres north of the centreline of Meadow Head Lane to a point 162 metres west of the centreline of Beech Grove
BROADHEAD ROAD EDGORTH,	No Side Specified	from a point 30 metres north of its junction with Moorside Road for a distance of 150 metres in a northerly direction
LONG HEY LANE HODDLESDEN,	No Side Specified	from its junction with Queen Street, Huddlesden to a point 200 metres north of Chapel Corner
LOWER ECCLESHILL ROAD LOWER DARWEN,	No Side Specified	from its junction with the Eccleshill Link Road to a point 110 metres north of its junction with Hollins Grove Street
MEINS ROAD BLACKBURN,	No Side Specified	from a point 850 metres west of its junction with Preston New Road for a distance of 470 metres in a westerly direction
RIVINGTON ROAD BELMONT,	No Side Specified	from a point 195 metres west of the junction with High Street for a distance of 190 metres in a westerly direction
TOCKHOLES ROAD TOCKHOLES,	No Side Specified	from a point 150 metres south of Old School Lane for a distance of 210 metres in a southerly direction

SCHEDULE OF REVOCATIONS

Items to be removed from the following orders:

THE BOROUGH OF BLACKBURN (BROADHEAD ROAD, EDGORTH) (30 MPH SPEED RESTRICTION) ORDER 1996 **30 MPH Speed Restriction**

BROADHEAD ROAD	from a point 30 metres north of its junction with Moorside Road for a distance of 150 metres in a northerly direction
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THE BOROUGH OF BLACKBURN (TOCKHOLES ROAD, TOCKHOLES) (30 MPH SPEED RESTRICTION AND REVOCATION) ORDER 1996 **30 MPH Speed Restriction**

TOCKHOLES ROAD	from a point 580 metres south of its junction with Broken Stone Road to a point 360 metres south of its junction with Old School Lane
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THE BOROUGH OF BLACKBURN WITH DARWEN (40 MPH SPEED RESTRICTION AND REVOCATION) ORDER 1997 **40 MPH Speed Restriction**

A6177/B6232 HASLINGDEN ROAD	from a point 100 metres south-east of its junction with Belthorn Road (new junction) to its junction with Blackamoor Road
ECCLESHILL LINK ROAD & A666/M65 LINK ROAD	from its junction with Greenbank Terrace to its junction with A666 Blackburn Road, including the roundabout under the M65 Motorway.
HASLINGDEN ROAD, BLACKBURN	from a point 65 metres southeast of its junction with Old Bank Lane to a point 20 metres northwest of the northwesterly gable of 328 Haslingden Road

THE BOROUGH OF BLACKBURN WITH DARWEN (A666 BOLTON ROAD, DARWEN) (50 MPH SPEED RESTRICTION) ORDER 2002 **50 MPH Speed Restriction**

A666 BOLTON ROAD	from a point of the existing 40mph limit, approximately 66 metres south of Woodlea Chase in a southerly direction to the Bolton Boundary, approximately 195 metres south of Stones Bank Road south
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THE BOROUGH OF BLACKBURN WITH DARWEN (A666, BULL HILL, BOLTON ROAD, DARWEN)(30MPH SPEED RESTRICTION AND REVOCATION) ORDER 2007 **30 MPH Speed Restriction**

A666 BULL HILL	from a point 263 metres south of its junction with Jacks Key Drive to a point 70 metres south of its junction with Woodlea Chase
----------------	--

THE BOROUGH OF BLACKBURN WITH DARWEN (BILLINGE END ROAD, BLACKBURN) (30 MPH SPEED RESTRICTION) ORDER 2000 **30 MPH Speed Restriction**

BILLINGE END ROAD	from a point 45 metres west of its junction with Woodgates Road for a distance of 255 metres in a westerly direction
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THE BOROUGH OF BLACKBURN WITH DARWEN (BILLINGE END ROAD, BLACKBURN) (40 MPH SPEED RESTRICTION) ORDER 2000 **40 MPH Speed Restriction**

BILLINGE END ROAD	from a point 300 metres west of its junction with Woodgates Road for a distance of 500 metres in a westerly direction
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THE BOROUGH OF BLACKBURN WITH DARWEN (BLACKBURN ROAD, EDGWORTH) (40 MPH SPEED RESTRICTION) ORDER 2007

40 MPH Speed Restriction

BLACKBURN ROAD,
EDGWORTH

from a point 100 metres south of the Crown & Thistle PH for a distance of 1749 metres in a southerly direction

THE BOROUGH OF BLACKBURN WITH DARWEN (BURY ROAD, EDGWORTH) (30 MPH SPEED RESTRICTION) ORDER 2005

30 MPH Speed Restriction

BURY ROAD

From a point at its junction with Broadhead Road for a distance of 480 metres in a south-easterly direction

THE BOROUGH OF BLACKBURN WITH DARWEN (JOHNSON ROAD, ECCLESHILL)(30 MPH SPEED RESTRICTION) ORDER 2007

30 MPH Speed Restriction

JOHNSON ROAD

From its junction with Roman Road for a distance of 550 metres in an easterly direction

40 MPH Speed Restriction

JOHNSON STREET

from a point 550 metres east of its junction with Roman Road to a point 1350 metres east of its junction with Roman Road (amendment from 2003 order)

THE BOROUGH OF BLACKBURN WITH DARWEN (LONG HEY LANE, PICKUP BANK) (30 MPH SPEED RESTRICTION) ORDER 1999

30 MPH Speed Restriction

LONG HEY LANE

from its junction with Queen Street, Hoddlesden to a point 200 metres north of Chapel Corner

THE BOROUGH OF BLACKBURN WITH DARWEN (LOWER ECCLESHILL ROAD) (30 MPH SPEED RESTRICTION) ORDER 1999

30 MPH Speed Restriction

LOWER ECCLESHILL
ROAD

from its junction with the Eccleshill Link Road to a point 110 metres north of its junction with Hollins Grove Street

THE BOROUGH OF BLACKBURN WITH DARWEN (MEINS ROAD, BLACKBURN) (30 MPH SPEED RESTRICTION) ORDER 2005

30 MPH Speed Restriction

MEINS ROAD

from a point 850 metres west of its junction with Preston New Road for a distance of 470 metres in a westerly direction

THE BOROUGH OF BLACKBURN WITH DARWEN (RIVINGTON ROAD, BELMONT) (30 MPH SPEED RESTRICTION) ORDER 2009

30 MPH Speed Restriction

RIVINGTON ROAD

From its junction with High Street For a distance of 384 metres in a westerly direction

THE BOROUGH OF BLACKBURN WITH DARWEN (ROMAN ROAD, BLACKBURN) (40 MPH SPEED RESTRICTION) ORDER 1998

40 MPH Speed Restriction

ROMAN ROAD

from a point 100 metres south of its junction with Pickering Fold for a distance of 800 metres in a southerly direction

The Borough of Blackburn with Darwen (Roman Road, Darwen) (30 MPH and 40 MPH speed restriction and revocation) Order 2003
30 MPH Speed Restriction

ROMAN ROAD	from a point 50 metres south of its junction with Coniston Drive to a point 360 metres north-west of its junction with Pot House Lane
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40 MPH Speed Restriction

ROMAN ROAD	from its junction with Harwood's Lane to a point 50 metres south of its junction with Coniston Drive
------------	--

THE BOROUGH OF BLACKBURN WITH DARWEN (ROMAN ROAD, DARWEN) (40 MPH SPEED RESTRICTION) ORDER 2002
40 MPH Speed Restriction

ROMAN ROAD	from a point approximately 100 metres south of the southerly boundary of 9 Blacksnape Road for a distance of approximately 1700 metres in a southerly direction. (corresponding with a point approximately 100 metres south of the Crown and Thistle PH)
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THE BOROUGH OF BLACKBURN WITH DARWEN (ROMAN ROAD, ECCLESHILL) (40 MPH SPEED RESTRICTION) ORDER 1999
40 MPH Speed Restriction

ROMAN ROAD	from a point 900 metres south of its junction with Pickering Fold to a point 350 metres north-west of its junction with Pothouse Lane
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THE BOROUGH OF BLACKBURN WITH DARWEN (SCHOOL LANE AND LOTTICE LANE, GUIDE) (40 MPH SPEED RESTRICTION AND REVOCATION) ORDER 1997
40 MPH Speed Restriction

SCHOOL LANE AND LOTTICE LANE	from a point 410 metres east of its junction with Haslingden Road for a distance of 500 metres in an easterly direction. (as amended by 01/14)
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THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS IN BELMONT, BLACKBURN) (50 MPH SPEED LIMIT CLEARWAYS AND REVOCATION) ORDER 2017
24 hour clearway

BELMONT ROAD	From a point 1342 metres north west of its junction with Crookfield Road to a point 40 metres south east of its junction with Longworth Road North
--------------	--

From a point 690 metres south east of its junction with Scout Road to a point 636 metres south east of its junction with Egerton Road

50 MPH Speed Restriction

BELMONT ROAD	From a point 335 metres south east of its junction with Scout Road to a point 636 metres south east of its junction with Egerton Road
--------------	---

From a point 1342 metres north west of its junction with Crookfield Road to a point 40 metres south east of its junction with Longworth Road North

CROOKFIELD ROAD/TOCKHOLES ROAD	From its junction with Belmont Road (A675) for a distance of 2500 metres in a north easterly then northerly direction
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THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS IN EDGORTH AND CHAPELTOWN, BLACKBURN) (40MPH SPEED LIMIT) ORDER 2017
40 MPH Speed Restriction

BATRIDGE ROAD	For its entire length
BROADHEAD ROAD	From a point 430 metres north of its junction with Bury Road in a northerly direction for a distance of 685 metres
BURY ROAD	From the boundary with the Metropolitan Borough of Bolton in a northerly direction for a distance of 1320 metres
CHAPELTOWN ROAD	From the boundary with the Metropolitan Borough of Bolton in a northerly direction for a distance of 900 metres
GREENS ARMS ROAD	From a point 50 metres north of its junction with Batridge Road in a south easterly direction for a distance of 1150 metres
MOORSIDE ROAD	From its junction with Roman Road in an easterly direction for a distance of 1190 metres

THE COUNTY BOROUGH OF BLACKBURN (40 MPH SPEED LIMIT) (NO. 1) ORDER 1963
40 MPH Speed Restriction

PRESTON NEW ROAD (A.677)	from a point 13 yards south-east of its junction with Yew Tree Drive to a point 55 yards north-west of its junction with Meins Road, a distance of approximately 1,222 yards.
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THE COUNTY COUNCIL OF LANCASTER (RESTRICTED ROADS) (NO. 1) ORDER 1970
Restricted Road

PLEASINGTON ROAD AND SANDY LANE	from a point 175 yards north of Walk Mill Bridge to a point 440 yards north of the junction with Tongue Hill Crescent, a distance measured along the said length of road of approximately 1,050 yards
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THE COUNTY COUNCIL OF LANCASTER (RESTRICTED ROADS) (NO. 9) ORDER 1972
Restricted Road

PRESTON OLD ROAD	from a point 336 yards south-west of its junction with Pleasington Road in a south-westerly direction for a distance of 54 yards
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THE COUNTY OF BOROUGH OF BLACKBURN (RESTRICTED ROADS) (NO. 1) ORDER 1972
Restricted Road

HEYS LANE	that length of Heys Lane from the commencement of the existing 30m.p.h speed limit to the Borough Boundary
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THE LANCASHIRE COUNTY COUNCIL (40 MPH SPEED LIMIT) (NO. 2) ORDER 1967
40 MPH Speed Restriction

PRESTON OLD ROAD	from a point 336 yards south-west of its junction with Pleasington Road in a south-westerly direction for a distance of 430 yards (amended by LCC72a)
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THE LANCASHIRE COUNTY COUNCIL (BELTHORN ROAD, GUIDE AND BELTHORN, BOROUGH OF BLACKBURN AND HYNDBURN) (40 MPH SPEED LIMIT) ORDER 1989
40 MPH Speed Restriction

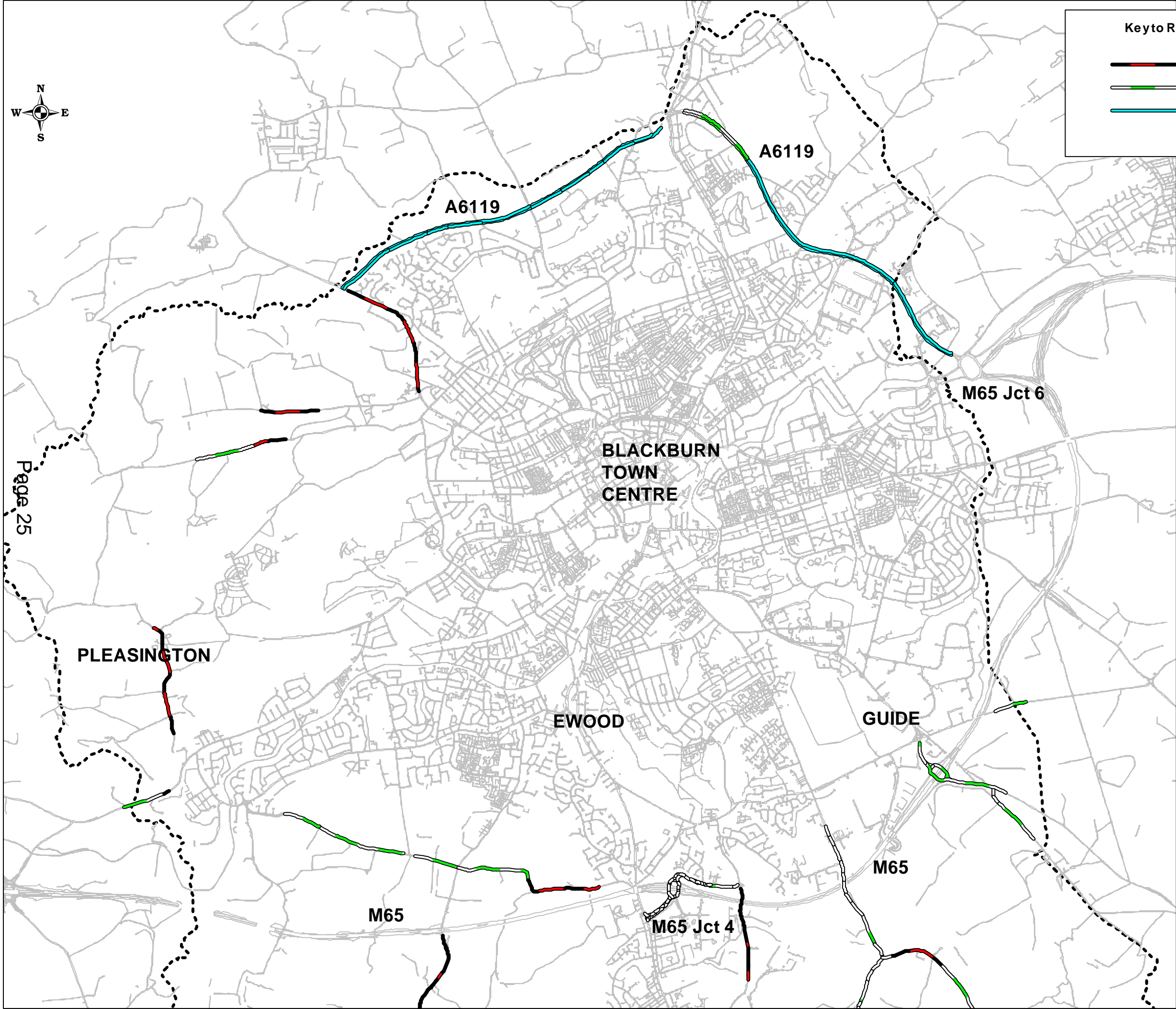
BELTHORN ROAD,
GUIDE

from a point 130 metres southeast of its junction with B6232
Haslingden Road for a distance of 680 metres in a southeasterly
direction

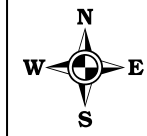
The Trunk Roads (50 MPH Speed Limit) (No 1) Order 1975
50 MPH Speed Restriction

A6119 - YEW TREE
DRIVE /
RAMSGREAVE DRIVE

from its junction with Preston New Road (A677) to the roundabout
forming its junction with Whalley New Road at Brownhill



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Key to Restriction Types Displayed

- 30 mph Speed Restriction
- 40 MPH Speed Restriction
- 50 MPH Speed Restriction

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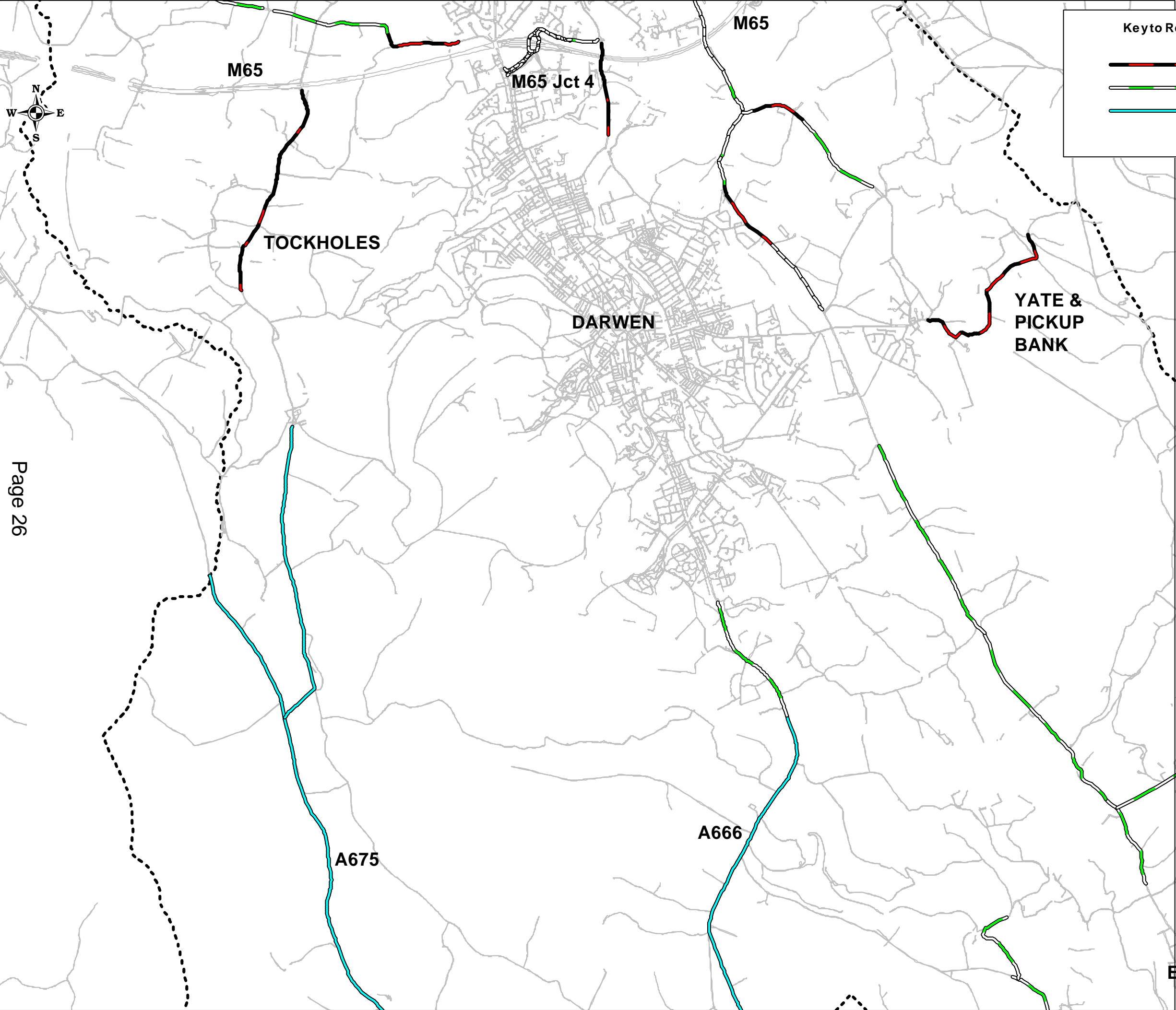
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DRAWING TITLE	
Proposed 30+ speed Limit Consolidation Order	
SCALE	1 : 30000
DATE	13/02/2019
DRAWING No	
DRAWN BY	GAL



Key to Restriction Types Displayed

30 mph Speed Restriction

40 MPH Speed Restriction


50 MPH Speed Restriction

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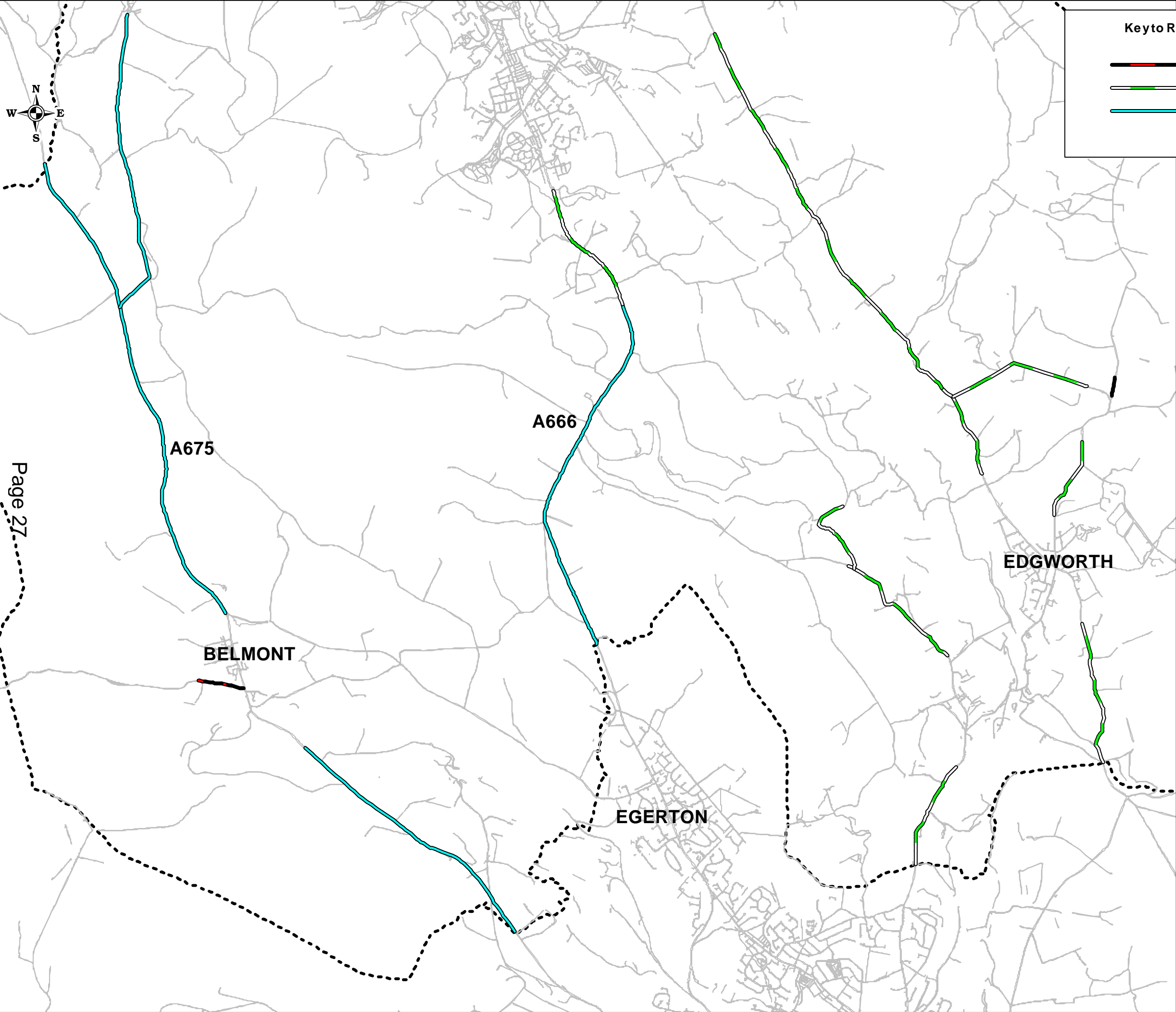
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CAPITA

DRAWING TITLE	
Proposed 30+ speed Limit Consolidation Order	
SCALE	1 : 30000
DATE	13/02/2019
DRAWING No.	
DRAWN BY	GAL



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Key to Restriction Types Displayed

- 30 mph Speed Restriction
- 40 MPH Speed Restriction
- 50 MPH Speed Restriction

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DRAWING TITLE

Proposed 30+ speed Limit Consolidation Order

SCALE 1 : 30000

DATE 13/02/2019

DRAWING No

DRAWN BY GAL

EXECUTIVE MEMBER DECISION



REPORT OF:	Executive Member for Resources
LEAD OFFICERS:	Director of Growth and Development
DATE:	18/01/19

PORTFOLIO/S AFFECTED:	Leisure Culture and Young People	Regeneration
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WARD/S AFFECTED:	Darwen West	Blackburn Central
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SUBJECT: LED Lighting for Darwen Leisure Centre and Blackburn Market

1. EXECUTIVE SUMMARY

The lighting around the pools at Darwen Leisure Centre and above the public walkways at Blackburn Market is failing and needs to be replaced. Replacement with LEDs would reduce running and maintenance costs. In using less electricity, LEDs cut carbon emissions and so it is proposed that the cost of the replacements is met from the carbon management programme capital budget.

2. RECOMMENDATIONS

That the Executive Member:

- I. Approves the use of the carbon management programme budget to replace the lighting at Darwen Leisure Centre;
- II. Approves the use of the carbon management programme budget to replace the lighting at Blackburn Market

3. BACKGROUND

The lighting proposed for replacement at Darwen Leisure Centre and Blackburn Market has been in use since the sites opened, making it almost 10 and 8 years old respectively. The LEDs that would be installed as replacements have a luminaire output guaranteed at 60,000 hours before any degradation of light output – 12 years for both sites – and cut electricity consumption, based on like for like use, by around 30%. LEDs are expected to be maintenance-free for their lifetime.

Replacement is becoming pressing, particularly at Darwen Leisure Centre where poor lighting levels can compromise the safety of pool users.

The lights around both large and small pools at Darwen Leisure Centre are now failing with increased frequency, displaying various and numerous faults. Each time the seal around a lamp is broken to make repairs the interior is exposed to chlorine-filled air that accelerates the lamp's corrosion and failure. When a lamp fails it compromises pool-user safety as it reduces the lifeguards' ability to see people in the water.

LED technology is now sufficiently advanced to enable manufacturers to design luminaires suitable for use in a pool environment and also provide similar light levels as the existing lamps.

It is proposed to replace all of the existing lamps with LEDs in one scheme, rather than replace each unit as it fails. This ensures that the correct lighting levels are provided for the pool environment and reduces the overall cost of replacement.

The lamps that light the public walkways in Blackburn Market have been failing for over two years. The cost of repairs is now around £1,000 pa and expected to rise as more repairs are required. It is proposed to replace all of the lamps at the same time to keep installation costs to a minimum.

The estimated scheme costs and expected savings from each scheme are set out below;

Location	Fittings and Installation	Electricity Reduction pa		Maintenance Saving pa	Payback (Years)
		kWh	Cost		
Darwen Leisure Centre	£31,703	30,200	£3,785	£1,000	6.6
Blackburn Market	£43,892	34,000	£4,000	£1,000	8.7
Totals	£75,595	64,200	£7,785	£2,000	7.7

The expected payback calculation takes no account of expected electricity price raises.

All installation work and equipment testing would be carried out by the Council's own property maintenance staff, and completed no later than the first quarter of 2019/20.

There are insufficient resources in the property maintenance budgets to meet the cost of the lighting replacement. Both schemes will achieve energy efficiencies and carbon reduction and so it is proposed they be met from the Council's carbon management programme budget. This will reduce the finance available for solar PV installation, which is the subject of a separate report, but due to the gradually more pressing need for replacement lighting at these sites, these schemes need to be given priority.

4. KEY ISSUES & RISKS

The Maintenance Team has established that suitable lighting units are available for both sites and have investigated potential costs of the fittings and associated installation.

The schemes would improve lighting at both sites, reduce running costs (and carbon emissions) and cut maintenance costs.

The schemes have a payback of over 7 to 8 years.

The balance of the carbon management programme budget is sufficient to cover the cost of both schemes.

The frequency with which the lights are failing, particularly at Darwen Leisure Centre, may lead to customer dissatisfaction with and complaints about the lighting conditions.

5. POLICY IMPLICATIONS

The proposal contributes to the Council's carbon reduction targets.

6. FINANCIAL IMPLICATIONS

The estimated cost of the scheme is £75,595. The scheme will result in savings of £3,785 pa on electricity bills at Darwen Leisure Centre and £4,000 at Blackburn Market. Maintenance costs of £1,000 at each site are expected to be saved each year.

7. LEGAL IMPLICATIONS

The Council's Contract Procurement Procedure rules will be followed in getting quotes for the materials. The value of the Procurement will be below the threshold for the Public Contracts Regulations 2015 to apply. Contracts for the supply and installation shall be in an approved form.

8. RESOURCE IMPLICATIONS

Staff time has been required to develop both lighting schemes and will be needed to oversee implementation of the scheme.

9. EQUALITY AND HEALTH IMPLICATIONS

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

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

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

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

10. CONSULTATIONS

There have been no consultations on this proposal. There have been discussions between Leisure Centre and Maintenance staff.

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:	Gwen Kinloch
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DATE:	18/01/19
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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.	Growth & Development	Date the activity will be implemented	11/02/2019
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Brief description of activity	Replacement of lighting at Darwen Leisure Centre and Blackburn Market with LEDs
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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	Gwen Kinloch
Checked by departmental E&D Lead	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date	21/01/2019

EXECUTIVE MEMBER DECISION



REPORT OF: Executive Member for Health and Adult Social Care

LEAD OFFICERS: Director of Adult Services & Prevention

DATE: Insert

PORTFOLIO/S AFFECTED: Health and Adult Social Care

WARD/S AFFECTED: All

SUBJECT: St Aiden's Short Break Service – Building Remodelling.

1. EXECUTIVE SUMMARY

St Aiden's is a Short Break Service for Adults who have a Learning Disability and Autism. The resource comprises of six bedrooms and an apartment. The current facilities do not accommodate safely the needs of more complex people with behavioural issues for which there is a growing demand for support.

As such, commissioners are needing to purchase expensive out of borough services when, with some investment people could be accommodated and appropriately cared for within St Aiden's.

This proposal presents a redesign of the apartment in line with Best Practice and will provide an appropriate environment for crisis and planned short break care for people with very complex challenging needs.

This proposal is supported by a further report. This will be presented for a decision by the Executive Member for Health & Adult Social Care in March 2019. This report will outline an aligned plan to review and enhance the current staffing available at St Aiden's to reduce the reliance on expensive, external commissions.

RECOMMENDATIONS

That the Executive Member:

- 1) Approves the Extension and redesign of St Aiden's.
- 2) Supports the expenditure from DFG Capital Grant.

3. BACKGROUND

St Aiden's is a residential short term break service that provides care to adults with learning disabilities and autism. St Aiden's existing layout is 'L-shaped' with 6 bedrooms with en-suite (1 bedroom with bath facilities), one apartment, communal kitchen, 2 lounges, visitor/communal WC, laundry and store, staff accommodation and office.

All bedrooms are located along the external wall to maximise natural light in to the rooms. The existing apartment is located to the far end of the 'L-shaped', building with separate double door access point. Currently service users enter to the main entrance of the building.

Over the last six months, the team at St Aiden's has worked hard to increase occupancy figures for short breaks as the building was only averaging 65% use. This was hard to understand given the assessed needs of

service users in the Borough and the distribution of Respite Vouchers.

The under occupancy is related to two areas, the physical layout of the estate to appropriately accommodate crisis and planned respite for service users that require behavioural interventions to be managed safely and also current staffing levels (the latter will be addressed in a separate report).

4. KEY ISSUES & RISKS

The demand for services for people with complex needs is increasing and commissioners are often having to resort to commissioning high cost, out of Borough, or one to one packages with specialist providers. This is due to the current in house offer not being fit for purpose.

Preventing admissions to long term care and hospital is a key component to the directorates demand management strategy and it is important for complex people living within families to be able to access regular breaks from demanding caring roles.

As part of the Boroughs strategic vision, we are striving to provide services as close to people's home and community.

Best practice in managing service users with learning disability and autism, has highlighted that need for people to be cared for in environments that are conducive to managing their behaviour safely. This relates to providing –

- low stimulus design schemes.
- Robust build and furniture that is resistant to damage.
- Ensuring that the space where people are cared for have two exits.
- Areas where staff can break out and where service users can be safely left to de-escalate any behaviours whilst being observed.
- Floor space areas that facilitate any physical intervention that is required.
- Separate entrance with own staffing facilities but with access to additional staffing as required.
- Outside space to offer opportunities to exercise and relax.

In recognition of the limitations of what St Aiden's can currently offer, a small project group including specialist input from the Learning Disability Health Team, have worked with the Council's Architects to re design the current apartment to accommodate the best practice standards described above.

The Strategic Commissioning Team have been tracking demand for specialist respite environments and care to support the need for the service and to support the business decision to provide these services in-house to ensure there is a responsive, safe quality service. The proposal ensures that the council has a safety net to provide emergency and planned care for some of its most vulnerable people.

This remodelling proposal will be accompanied by a proposal to enhance the staffing structure at St Aiden's as currently externally commissioned staff from private agencies are needed to supplement the staffing for individual service users who are safe to accommodate within the existing apartment.

The re design would comprise of a modest 3m extension to the existing apartment, internal reconfiguration of space and the creation of a separate entrance and parking space from the adjacent road.

The design creates a flexible space that can still be linked and used as part of the main buildings as required.

Planning permission has been submitted and the current schedule would look for completion of the works July/August 19.

5. POLICY IMPLICATIONS

The provision of emergency and short break service within the Borough is consistent with our demand management policies and supports families of young people transitioning into adulthood as per SEND strategy.

The provision would seek to address the needs of people currently included in the Transforming Care National strategy and the future Integrated Care System Commissioning Strategy.

6. FINANCIAL IMPLICATIONS

Capital funding is earmarked from within the total Disabled Facilities Grant allocation to support the build and the design requirements up to the value of £240k.

Remodelling of the staffing is being evaluated against current spend with external providers to create Best Value.

7. LEGAL IMPLICATIONS

Appropriate Planning Applications are in place and are being managed by the Growth and Development Department.

8. RESOURCE IMPLICATIONS

The current project group will oversee the development with the support of appropriate council officers from the Growth and Development portfolio.

The DFG work will be carried out internally by BwD CBT Team.

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

As part of the Planning Application, normal consultation will be carried out. Ward Councillors consulted as part of the process.

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
CONTACT OFFICER:	Suzanne Kinder
DATE:	30 th January 2019
BACKGROUND PAPER:	

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.	Adults Social Care	Date the activity will be implemented	01/04/2019
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Brief description of activity	Extension to St Aiden's Short Break Service to facilitate short breaks for people with complex health and social care needs (primarily those with Autism).
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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	
Checked by departmental E&D Lead	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date	12/02/2019

