

Public Document Pack

Executive Member Decisions

Friday, 26th April, 2019

Time Not Specified

AGENDA

1. **Dock Street Proposal**
Dock Street Site Plan - Appendix A 2 - 8
Dock Street Disposal EIA
Dock Street Disposal EMD - PART 2
2. **Proposed Traffic Regulation Orders - Darwen East Development Corridor**
Proposed TRO Darwen East Development Corridor EMD 9 - 20
Proposed TRO Darwen East Development Corridor - Appendix 1 DEDC Schedule
Proposed TRO Darwen East Development Corridor - Appendix 2 DEDC Plan
Proposed TRO Darwen East Development Corridor EIA Checklist
3. **Proposal of Traffic Regulation Order - No Waiting At Any Time - Blakewater Road, Blackburn**
Blakewater Road Blackburn EMD 21 - 26
Blakewater Road Plan Appendix 1
Blakewater Road Schedule Appendix 2
Blakewater Road Blackburn - EIA Checklist

Date Published: Date Not Specified
Harry Catherall, Chief Executive



Dock Street

Dock Street

Eden Street

Higher Eanam A6078

Blackburn with Darwen
Borough Council

01254 273915

pmogrowth@blackburn.gov.uk

Project

Dock Street

Drawing

Red Line Boundary

Scale @ A4

1:1250

Date

19/09/2018

Revision

T01

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 and Development	Date the activity will be implemented	15/04/2019
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Brief description of activity	Following an informal tender process, via the Council's Growth Framework, The Growth team seek approval to dispose of Council owned land at Dock Street for commercial development.
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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 =	TOTAL	AGAINST =

Will you now be completing an EIA?

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

☐ Yes

☒ No

Assessment Lead Signature	 Simon Jones
Checked by departmental E&D Lead	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date	11/04/2019

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

Document is Restricted

EXECUTIVE MEMBER DECISION



REPORT OF:	Executive Member for Regeneration
LEAD OFFICERS:	Director of Growth and Development
DATE:	2 nd April 2019

PORTFOLIO/S AFFECTED:	Regeneration
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WARD/S AFFECTED:	Darwen East	Darwen South
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SUBJECT: Proposed Traffic Regulation Orders – Darwen East Development Corridor

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:-

No Waiting At Any Time

Anyon St, Ashton St, Bolton Rd, Ellison Fold Way. Grimshaw St. Holden Fold. Ivinson Rd, Jacks Key Dr. Marsh House Ln. Meadow St, Oak Grove, Pole Lane, Priory Dr, Sarah St, Sough Rd, Sudell Rd. Sudellside St unnamed access Road all Darwen.

No Waiting Mon-Sat 8am – 6pm

Bolton Rd, Mill Gap St. Sudell Rd all Darwen

No Waiting Mon-Fri 8am – 6pm

Higher London Terrace Darwen

No Waiting 7am to 7pm

Hilton Rd, Tower Rd Darwen

No Waiting and No Loading 8am – 6pm

Hilton Street Darwen

No Loading Mon-Sat 8am – 6pm

Mill Gap Street Darwen

Limited Waiting 1hr no return within 1hr Mon – Sat 7am – 7pm

Bolton Road Darwen

2. RECOMMENDATIONS

That the Executive Member:

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

3. BACKGROUND

In order to accommodate the requirement for further housing in the borough, a number of sites have been identified within Darwen for potential development. In order to mitigate, as far as possible, the impacts of increased traffic, associated with the delivery of new housing, on the highway network, a package of measures is presented as the 'Darwen East Development Corridor' (DEDC).

This scheme proposes to reduce traffic congestion issues on the local highway network routes and improve road safety on specific local highway network routes through new residential Areas.

A number of the improvements brought about by DEDC require the introduction of new highway restrictions and this report seeks approval to make permanent traffic regulation orders in respect of those restrictions to be implemented by the Local Authority under its statutory powers.

A number of anomalies were identified in existing restrictions within the Darwen East and Darwen South Wards. These have been corrected within this 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 £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 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
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DATE:	2 nd April 2019
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BACKGROUND PAPER:	Appendix 1 - schedule Appendix 2 - plans
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SCHEDULES

NO WAITING AT ANY TIME

Street	Side	Location
ANYON STREET DARWEN,	north-east	from its junction with the centreline of Olive Lane for a distance of approx 22 metres in a north westerly direction
ASHTON ROAD DARWEN,	both	from its junction with the centreline of unamed road leading to India Street for a distance of 33 metres in a south easterly direction
ASHTON ROAD DARWEN,	east	from the centreline of Tower Road for a distance of 9 metres in a southerly direction
BOLTON ROAD DARWEN,	east	from a point 15 metres north west of the centreline of Woodville Terrace for a distance of 30 metres in a south easterly direction
ELLISON FOLD WAY DARWEN,	both	from a point 20 metres north of the centreline of the unamed road for a distance of 40 metres in a southerly direction from its junction with the centreline of Marsh House Lane for a distance of 10 metres in a northerly direction from its junction with the centreline of Marsh House Lane for a distance of 10 metres in a northerly direction
ELLISON FOLD WAY DARWEN,	north-east	from a point 20 metres north west of the centreline of the unamed access road for a distance of 40 metres in a south easterly direction from a point 20 metres north west of the centreline of the unamed access road for a distance of 40 metres in a south easterly direction
GRIMSHAW STREET DARWEN,	both	from the centreline of Sough Road for a distance of 42 metres in a south westerly direction
GRIMSHAW STREET DARWEN,	south	from a point 15 metres south west of the centreline of Meadow Street for a distance of 32 metres in a north easterly direction
HOLDEN FOLD, DARWEN,	north-east	from a point 8 metres south east of the centre line of Oak Grove for a distance of 34 metres in a north westerly direction
HOLDEN FOLD, DARWEN,	south-west	from its junction with Oak Grove for a distance of 25.5 metres in a north westerly direction
IVINSON ROAD DARWEN,	north-east	from its junction with the centreline of Oak Grove for a distance of 22 metres in a south easterly direction
IVINSON ROAD, DARWEN,	north-east	from a point 21.5 metres north west of its junction with the centreline of Oak Grove for a distance of 43 metres in a south easterly direction
IVINSON ROAD, DARWEN,	south-west	from a point 21 metres north west of the centreline of Oak Grove for a distance of 42 metres in a south easterly direction
JACKS KEY DRIVE DARWEN,	north-west	from a point approx. 31 metres east of the centreline of Cemetery Road for a distance of approx. 69 metres in a north easterly direction
JACKS KEY DRIVE DARWEN,	south	from a point 59 metres north east of the centre line of Cemetery Road for a distance of 28 metres in a southerly direction

JACKS KEY DRIVE DARWEN,	south-east	From a point approx. 104 metres north east of the centreline of Cemetery Road for a distance of 74 metres in a south wesetrly then southerly direction
MARSH HOUSE LANE DARWEN,	both	from a point 24 metres West of its junction with the centreline of Priory Drive for a distance of 48 metres in an easterly direction
MARSH HOUSE LANE DARWEN,	south	from its junction with the centreline of Progress Street for a distance of 25 metres in a north westerly direction
MEADOW STREET DARWEN,	both	from the centreline of Grimshaw Street for a distance of 23 metres in a southerly direction from its junction with the centreline of Grimshaw Street for a distance of 23 metres in a southerly direction
OAK GROVE DARWEN,	north-west	From its junction with the centreline of Ivinson Road for a distance of 39 metres in a north easterly direction
OAK GROVE DARWEN,	south-east	from its junction with the centreline of Ivinson Road for a distance of 15 metres in a north easterly direction
OAK GROVE, DARWEN,	north-west	from its junction with the centreline of Holden Fold for a distance of 39 metres in a south westerly direction
OAK GROVE, DARWEN,	south-east	from a point 6 metres south west of the centre line of Holden Fold for a distance of 27 metres in a south westerly direction
POLE LANE DARWEN,	both	from its junction with the centreline of Sough Road for a distance of 41 metres in a north easterly direction
PRIORY DRIVE DARWEN,	both	from its junction with the centreline of Marsh House Lane for a distance of 17.5 metres in a southerly direction
SARAH STREET DARWEN,	both	from the centreline of Olive Lane for a distance of 16 metres in a south westerly direction
SOUGH ROAD DARWEN,	both	from a point 13 metres north of its junction with the centreline of Pickup Fold Road for a distance of 73 metres in a northerly direction
SUDELL ROAD DARWEN,	south	from a point 20 metres south west of its junction with the centreline of Highfield Road to its junction with Marsh House Lane
SUDELLSIDE STREET DARWEN,	both	from the centreline of Marsh House Lane for a distance of 21 metres in a north westerly direction
SUDELLSIDE STREET DARWEN,	south-west	from a point 14 metres north west of the centreline of Sarah Street for a distance of 30 metres in a south easterky direction
UNAMED ACCESS ROAD TO FUTURE DEVELOPMENTS,	both	From a point 20 metres south west of the centreline of Ellison Fold Way for a distance of 40 metres in a north easterly direction from its junction with the centreline of Ellison Fold Way for a distance of 20 metres in a north easterly direction from the centreline of Ellison Fold Way for a distance of 20 metres in a north easterly direction

NO WAITING MON-SAT 8AM-6PM

Street	Side	Location
BOLTON ROAD DARWEN,	west	from its junction with the centreline of Northcote Street for a distance of 264 metres in a southerly direction from the centreline of Bowling Green Close for a distance of 137 metres in a south easterly direction
MILL GAP STREET DARWEN,	south	from a point 21 metres east of the centreline of Bolton Road for a distance of 38 metres in an easterly then north easterly direction from a point 21 metres east of the centreline of Bolton Road for a distance of 51 metres in an easterly direction
SUDELL ROAD DARWEN,	north	from a point 10 metres north east of the centreline of Kay Street for a distance of 37 metres north easterly
SUDELL ROAD DARWEN,	south	from the centreline of Ratcliffe Street for a distance of 60 metres in a south westerly direction

NO WAITING MON-FRI 8AM-6PM

Street	Side	Location
HIGHER LONDON TERRACE DARWEN,	south-east	from its junction with the centreline of Olive Lane for a distance of 28 metres in a north easterly direction

NO WAITING 7AM-7PM

Street	Side	Location
HILTON ROAD DARWEN,	west	from the centreline of Balle Street for a distance of 36 metres in a northerly direction
TOWER ROAD DARWEN,	north	from its junction with Hilton Road for a distance of 57 metres in a north easterly direction

NO WAITING 8AM-6PM

Street	Side	Location
HILTON STREET DARWEN,	west	from its junction with Mill Gap Street to its junction with Balle Street

NO LOADING/UNLOADING 8AM-6PM

Street	Side	Location
HILTON STREET DARWEN,	west	from its junction with Mill Gap Street to its junction with Balle Street

NO LOADING/UNLOADING MON-SAT 8AM-6PM

Street	Side	Location
MILL GAP STREET DARWEN,	south	from a point 59 metres east of the centreline of Bolton Road for a distance of 14 metres in an easterly direction

LIMITED WAITING 1 HOUR, NO RETURN WITHIN 1 HOUR MON-SAT 7AM-7PM

Street	Side	Location
BOLTON ROAD DARWEN,	east	from a point 29 metres north west of its junction with the centreline of Woodville Road to its junction with Auckland Street

SCHEDULE OF REVOCATIONS

Items to be removed from the following orders:

THE BOROUGH OF BLACKBURN (DARWEN) (VARIOUS STREETS) (NO. 4) (PROHIBITION OF WAITING) ORDER 1975

No waiting at any time

SUDELL ROAD	south	from a point 15 metres west of its junction with Highfield Road for a distance of 33 metres in an easterly direction
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THE BOROUGH OF BLACKBURN (VARIOUS ROADS NO. 1) (ONE-WAY TRAFFIC) ORDER 1974

One Way Traffic

HIGHER LONDON TERRACE		from its junction with Olive Lane to its junction with Walmsley Street- from west to east
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THE BOROUGH OF BLACKBURN (VARIOUS STREETS, DARWEN) (NO. 2) (PROHIBITION OF WAITING) ORDER 1989

No waiting at any time

ASHTON ROAD	both	from its junction with Redearth Road to its junction with Tower Road from its junction with Redearth Road to its junction with Tower Road
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THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 1993

Limited Waiting 1 Hour, No Return Within 1 Hour Mon-Sat 7am-7pm

BOLTON ROAD	east	from a point 30 metres north of its junction with Watery Lane to its junction with Grimshaw Street
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THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 1994

No waiting Mon-Sat 8am-6pm

SUDELL ROAD	both	from a point 5 metres north-east of its junction with Ratcliffe Street for a distance of 35 metres in a south-westerly direction
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THE BOROUGH OF BLACKBURN WITH DARWEN (BOLTON ROAD, DARWEN) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2018

No waiting 8am-6pm

BOLTON ROAD, DARWEN	west	from a point 9 metres south east of its junction with Bowling Green Close for a distance of 59 metres in a south easterly direction
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THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS, BLACKBURN AND DARWEN) (NO.1) (RESTRICTION OF WAITING AND REVOCATION) ORDER 2015

No waiting at any time

CORNFIELD STREET	both	FROM ITS JUNCTION WITH OLIVE LANE FOR A DISTANCE OF 5 METRES IN A SOUTH WESTERLY DIRECTION.
		FROM ITS JUNCTION WITH OLIVE LANE FOR A DISTANCE OF 5 METRES IN A SOUTH WESTERLY DIRECTION.
		FROM ITS JUNCTION WITH INDUSTRY STREET FOR A DISTANCE OF 5 METRES IN A NORTH EASTERLY DIRECTION
		FROM ITS JUNCTION WITH INDUSTRY STREET FOR A DISTANCE OF 5 METRES IN A NORTH EASTERLY DIRECTION
INDUSTRY STREET	both	FROM ITS JUNCTION WITH CORNFIELD STREET FOR A DISTANCE OF 5 METRES IN A NORTH WESTERLY DIRECTION.
OLIVE LANE	south-west	FROM A POINT 8 METRES SOUTH EAST OF THE CENTRELINE OF CORNFIELD STREET FOR A DISTANCE OF 18 METRES IN A NORTH WESTERLY DIRECTION.

No waiting Mon-Sat 8am-6pm

BRUSSELLS ROAD	west	FROM A POINT 21 METRES SOUTH OF ITS JUNCTION WITH NAPLES ROAD FOR A DISTANCE OF 15 METRES IN A SOUTHERLY DIRECTION.
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THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO. 3) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 1998

No waiting at any time

ANYON STREET	both	from its junction with Sudellside Street for a distance of 15 metres in a northerly direction
SUDELL ROAD	north	from a point 10 metres east of its junction with Kay Street for a distance of 20 metres in a westerly direction

THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO. 3) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2003

No waiting Mon-Sat 7am-7pm

HILTON STREET	west	from its junction with Mill Gap Street to its junction with Balle Street
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THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO. 5) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2001
No waiting Mon-Fri 8.30am-9.30am and 3pm-4pm

HOLDEN FOLD	north	from a point 10 metres east of its junction with Oak Grove for a distance of 220 metres in a westerly direction
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No Stopping/School Entrance Markings Mon-Fri 8.30am-9.30am and 3pm-4pm

HOLDEN FOLD	north	for its entire length
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THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO. 6) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 1998
No waiting at any time

BOLTON ROAD	north-east	from its junction with Woodville Terrace for a distance of 15 metres in a north-westerly direction
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THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO.4) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2006
No waiting at any time

BOLTON ROAD	east	from a point 5 metres north of its junction with Auckland Street for a distance of 10 metres in a southerly direction
		From its junction with Woodville Terrace for a distance of 10 metres in a southerly direction

Limited Waiting 1 Hour, No Return Within 2 Hours Mon-Sat 8am-6pm

BOLTON ROAD	east	from its junction with Blackpool Street for a distance of 30 metres in a southerly direction
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THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO.5) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2004
No waiting Mon-Sat 8am-6pm

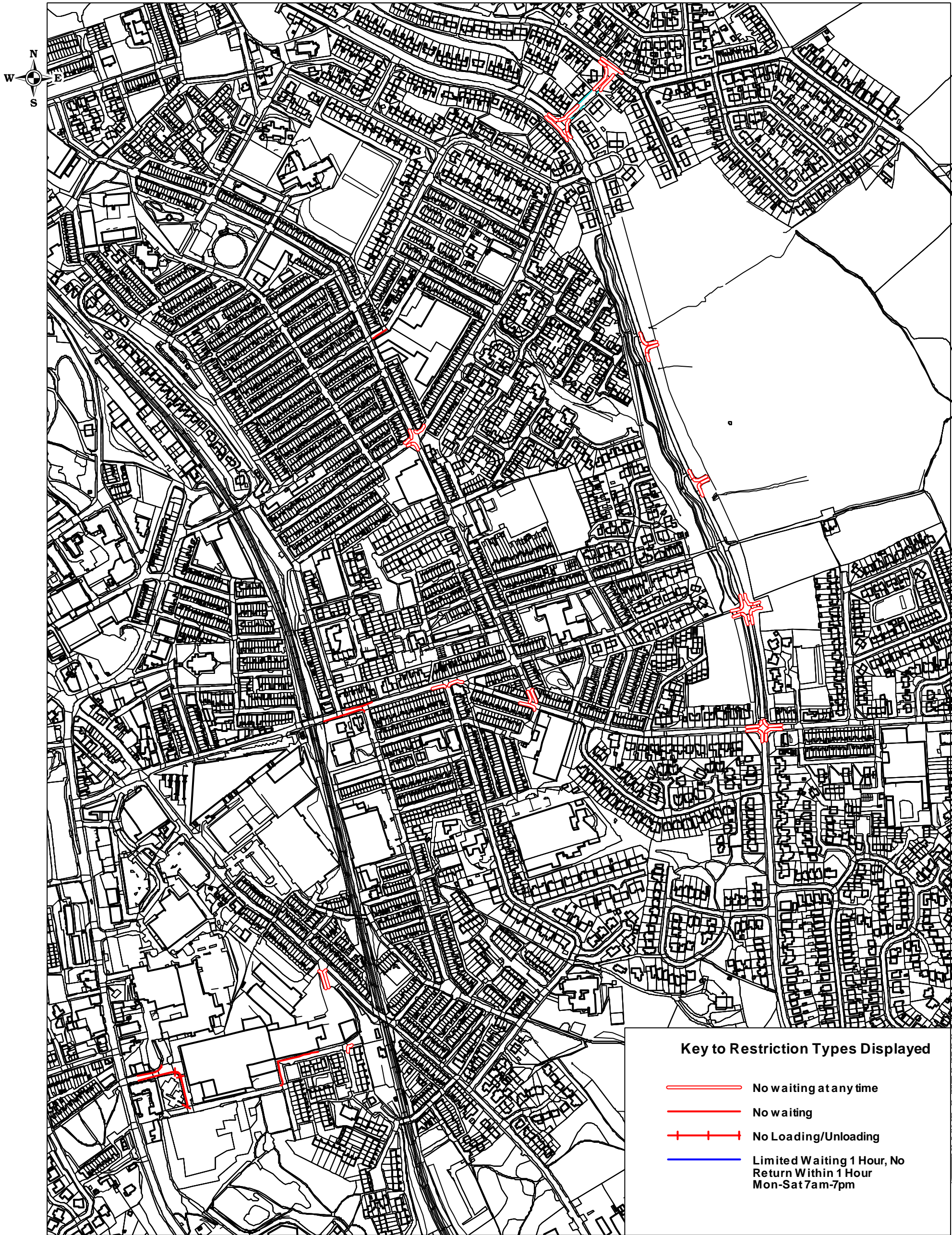
MILL GAP STREET	north	from a point 15 metres east of its junction with Bolton Road for a distance of 35 metres in an easterly direction
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No Loading/Unloading Mon-Sat 8am-6pm

HILTON STREET	west	from its junction with Mill Gap Street to its junction with Balle Street
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The Borough of Blackburn with Darwen (Various Streets)(NO.4)(Prohibition of Waiting,Loading and Unloading) Order 2015
No waiting at any time

JACKS KEY DRIVE	both	From its junction with Cemetery Road in an easterly direction for a distance of 20 metres
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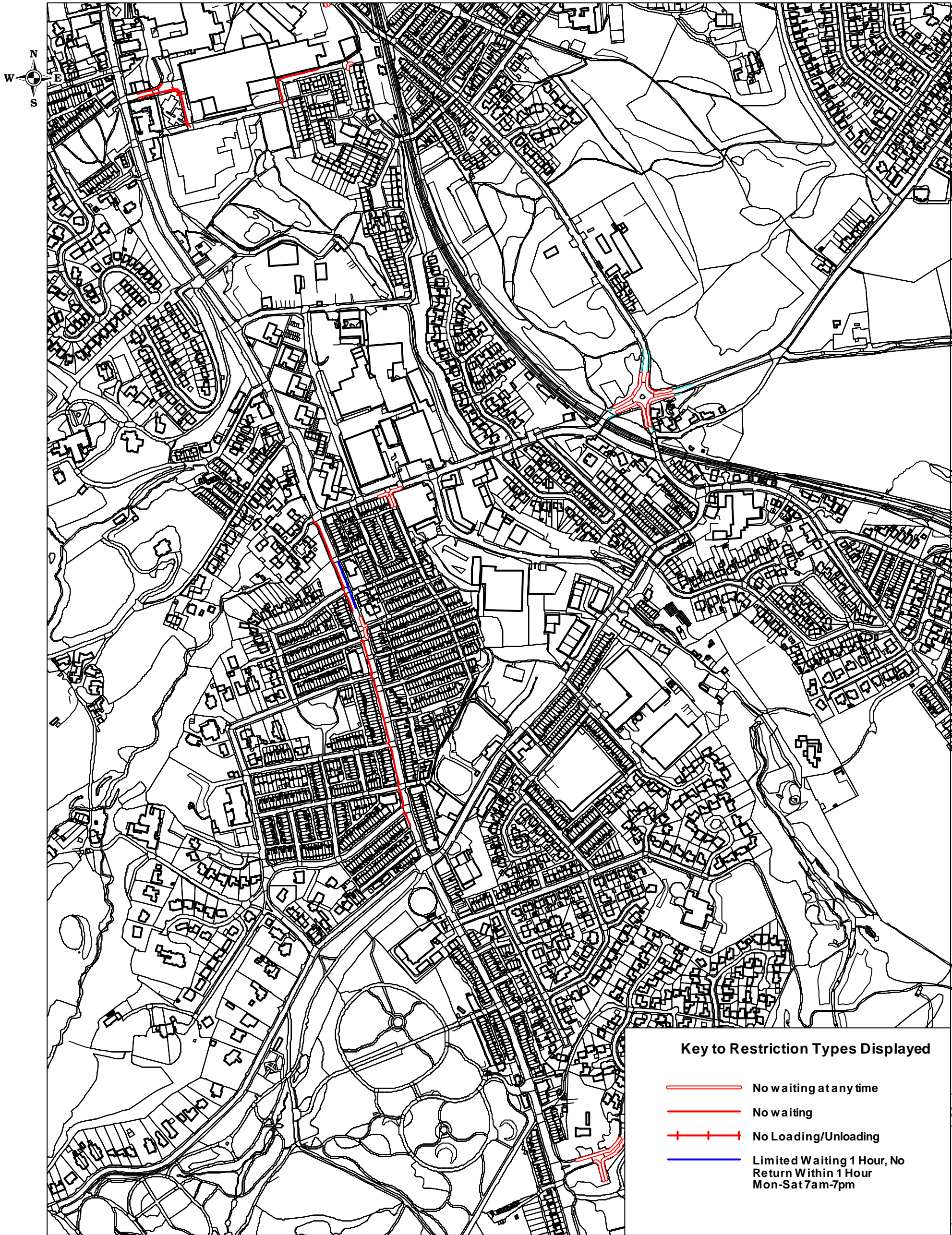


Darwen East Development Corridor - Associated TRO's

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SCALE	1 : 5000
DATE	10/04/2019
DRAWING No.	
DRAWN BY	



Darwen East Development Corridor - Associated TRO's

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SCALE	1 : 5000
DATE	10/04/2019
DRAWING No.	
DRAWN BY	

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	30/04/2019
Brief description of activity	Proposed Traffic Regulation Order – Darwen East Development Corridor		

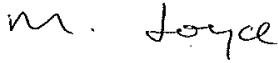
Answers favouring doing an EIA	Checklist question	Answers favouring not doing an EIA
<input type="checkbox"/> Yes	Does this activity involve any of the following: - Commissioning / decommissioning a service - Change to existing Council policy/strategy - Budget changes	<input checked="" type="checkbox"/> 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	04/04/2019

EXECUTIVE MEMBER DECISION



REPORT OF: Executive Member for Regeneration

LEAD OFFICERS: Director of Growth and Development

DATE: 8th April 2019

PORTFOLIO/S AFFECTED: Regeneration

WARD/S AFFECTED: Little Harwood and Whitebirk

SUBJECT: Proposal of Traffic Regulation Order – No Waiting At Any Time – Blakewater Road, 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 No Waiting At Any Time..... Blakewater Road, Blackburn
Proposed No Waiting At Any Time..... Challenge Way, Blackburn

2. RECOMMENDATIONS

That the Executive Member:

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

3. BACKGROUND

A complaint has been received from some staff who work within the industrial estates off Blakewater Road about the obstruction of access and visibility by parked vehicles belonging to other employees from nearby businesses. It is also reported that bus bays and pavements are being obstructed.

Following an inspection of the area and observation of parking habits, it is proposed to introduce no waiting at any time on some sections of Blakewater Road and Challenge Way, to prevent parked vehicles from restricting access and to improve the movement of two-way traffic.

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. If the proposal is not implemented there is a greater chance of a road traffic accident occurring due to limited visibility.

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 land owner of the piece of land on Davies Road .

7. LEGAL IMPLICATIONS

The necessary legal powers to implement this scheme are within the Road Traffic Regulations Act 1984. The advertising of the proposals will provide the public the opportunity to comment/object which will be considered appropriately by officers. Any unresolved objections will be reported to a meeting of the Planning and Highways Committee and then brought back for a decision by the Executive Member.

8. RESOURCE IMPLICATIONS

None

9. EQUALITY AND HEALTH IMPLICATIONS

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

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

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

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

10. CONSULTATIONS

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

11. STATEMENT OF COMPLIANCE

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

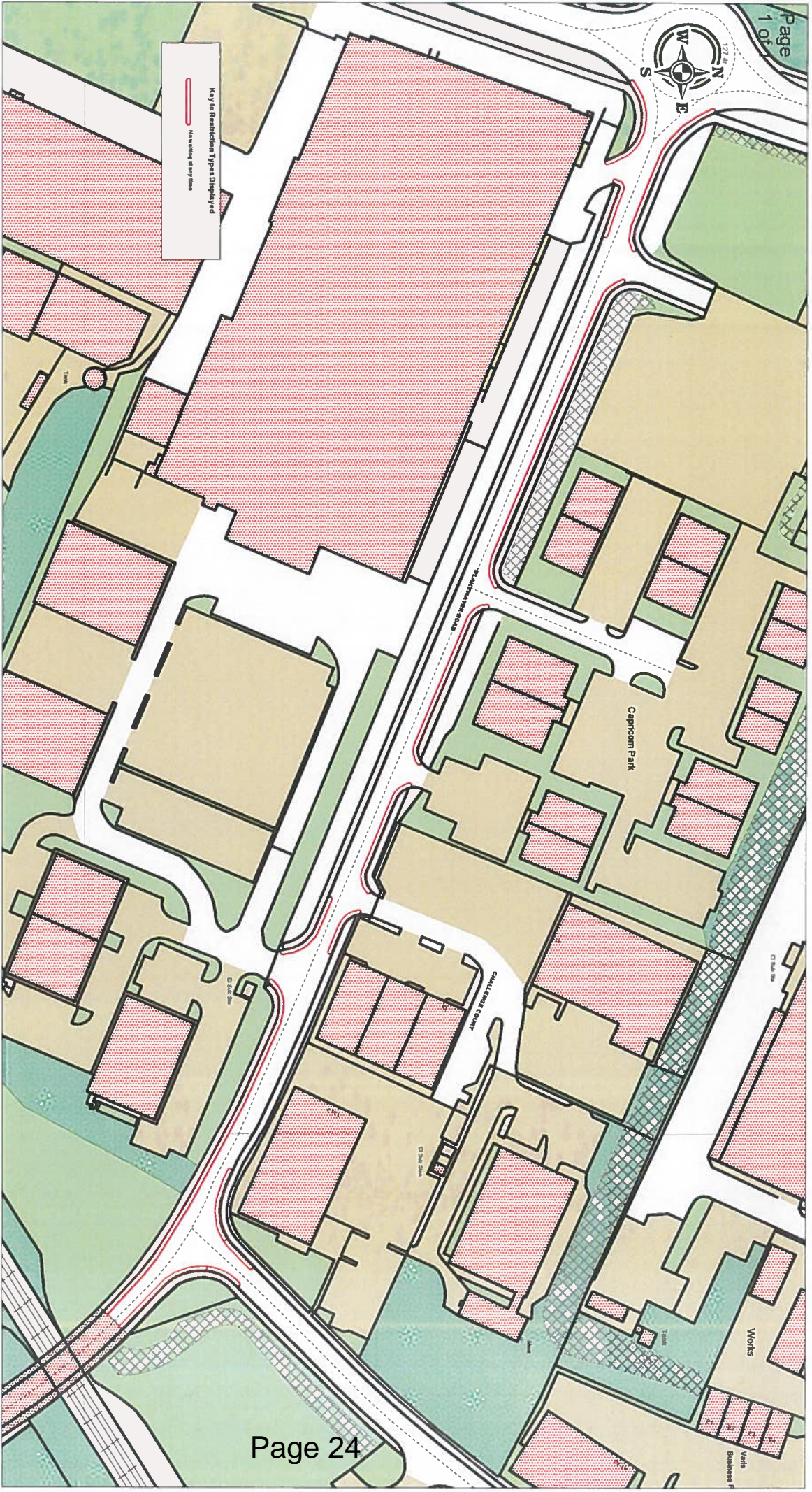
12. DECLARATION OF INTEREST

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

VERSION:	1
CONTACT OFFICER:	Gina Lambert
DATE:	08/04/2019
BACKGROUND PAPER:	Appendix 1 - schedule Appendix 2 - plan



Key to Restriction Types Displayed
No working on any site



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Proposed TRO scheme - Blakewater Road Blackburn

Working in partnership with



CAPITA

SCALE	1 : 1500
DATE	09/04/2019
DRAWING No.	
DRAWN BY	GAL
Checked by	

SCHEDULES

NO WAITING AT ANY TIME

Street	Side	Location
BLAKEWATER ROAD BLACKBURN,	north-east	From a point 20 metres north west of the centreline of Challenge Way For a distance of 54 metres in a south easterly direction From a point 87 metres north west of the centreline of Challenge Way to its junction with Phillips Road
BLAKEWATER ROAD BLACKBURN,	south-west	From a point 34 metres south east of its junction with the centreline of Challenge Way For a distance of 135 metres in a north westerly direction From a point 304 metres north west of the centreline of Challenge Way For a distance of 44 metres in a north westerly direction
CHALLENGE WAY BLACKBURN,	both	From the centreline of Blakewater Road for a distance of 20 metres in a north easterly direction

EQUALITY IMPACT ASSESSMENT CHECKLIST

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

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

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

Service area & dept.	Traffic	Date the activity will be implemented	08/04/2019
Brief description of activity	Proposed Traffic Regulation Order – No Waiting At Any Time – Blakewater Road, 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 - Budget changes - Change to existing Council policy/strategy	<input checked="" type="checkbox"/> No
<input type="checkbox"/> Yes	Does the activity impact negatively on any of the protected characteristics as stated within the Equality Act (2010)?	<input checked="" type="checkbox"/> No
<input type="checkbox"/> No <input type="checkbox"/> Not sure	Is there a sufficient information / intelligence with regards to service uptake and customer profiles to understand the activity's implications?	<input checked="" type="checkbox"/> Yes
<input type="checkbox"/> Yes <input type="checkbox"/> Not sure	Does this activity: Contribute towards unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act <i>(i.e. the activity creates or increases disadvantages suffered by people due to their protected characteristic)</i>	<input checked="" type="checkbox"/> No
<input type="checkbox"/> Yes <input type="checkbox"/> Not sure	Reduce equality of opportunity between those who share a protected characteristic and those who do not <i>(i.e. the activity fail to meet the needs of people from protected groups where these are different from the needs of other people)</i>	<input checked="" type="checkbox"/> No
<input type="checkbox"/> Yes <input type="checkbox"/> Not sure	Foster poor relations between people who share a protected characteristic and those who do not <i>(i.e. the function prevents people from protected groups to participate in public life or in other activities where their participation is disproportionately low)</i>	<input checked="" type="checkbox"/> No
FOR =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	11/04/2019