

# Public Document Pack

## Executive Member Decisions

Friday, 7th February, 2020  
10.00 am

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### AGENDA

1. **Proposed 3 Tonne Weight Restriction Order - Davies Road, Blackburn**  
**EMD - Proposed 3 tonne weight restriction - Davies Road, Blackburn** **2 - 7**  
**Appendix 1 - Schedule - Davies Road Weight Restriction**  
**Appendix 2 - Plan**  
**EIA Checklist**
  
2. **National Highways and Transport (NHT) 2019 Network**  
**EMD - NHT 2019 Survey Results** **8 - 14**  
**EIA Checklist - NHT 2019 Survey Results**

Date Published: 6<sup>th</sup> February 2020  
Denise Park, Chief Executive

## EXECUTIVE MEMBER DECISION



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

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

**DATE:** 21st January 2020

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

**WARD/S AFFECTED:** Little Harwood and Whitebirk

**SUBJECT :** Proposed 3 tonne weight restriction order – Davies Road. Blackburn

### 1. EXECUTIVE SUMMARY

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

**Proposed 3 tonne weight restriction .....Davies Road, Blackburn**

### 2. RECOMMENDATIONS

That the Executive Member:

Authorise the Director of HR, Legal and Governance to advertise the proposed Traffic Regulation Order as per the attached schedule.

Authorise the Director of HR, Legal and Governance to then make the Traffic Regulation 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

Davies Road is located in the Whitebirk area of Blackburn. It provides access to a plot of land adjacent to the A678 and runs from its junction with Blakewater Road and Whitebirk Drive in a southerly direction crossing the Leeds Liverpool Canal at its southerly end.

Some years ago the bridge was barriered off to prevent incidents of fly tipping and to remove the threat of travellers settling on the land. Recently the council's structures team has received a request to reopen the bridge to allow access to the land for development. It has been agreed that this is the best course of action with the proviso that a weight restriction is introduced on the bridge.

This proposal seeks to introduce a 3 tonne weight restriction on the bridge.

### 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 £1500 and will be funded from the essential bridge maintenance 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 and if any objections cannot be agreed then they will be brought back for a decision by the Executive Member.

## 8. RESOURCE IMPLICATIONS

None

## 9. EQUALITY AND HEALTH IMPLICATIONS

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

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

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

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

## 10. CONSULTATIONS

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

## 11. STATEMENT OF COMPLIANCE

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

## 12. DECLARATION OF INTEREST

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

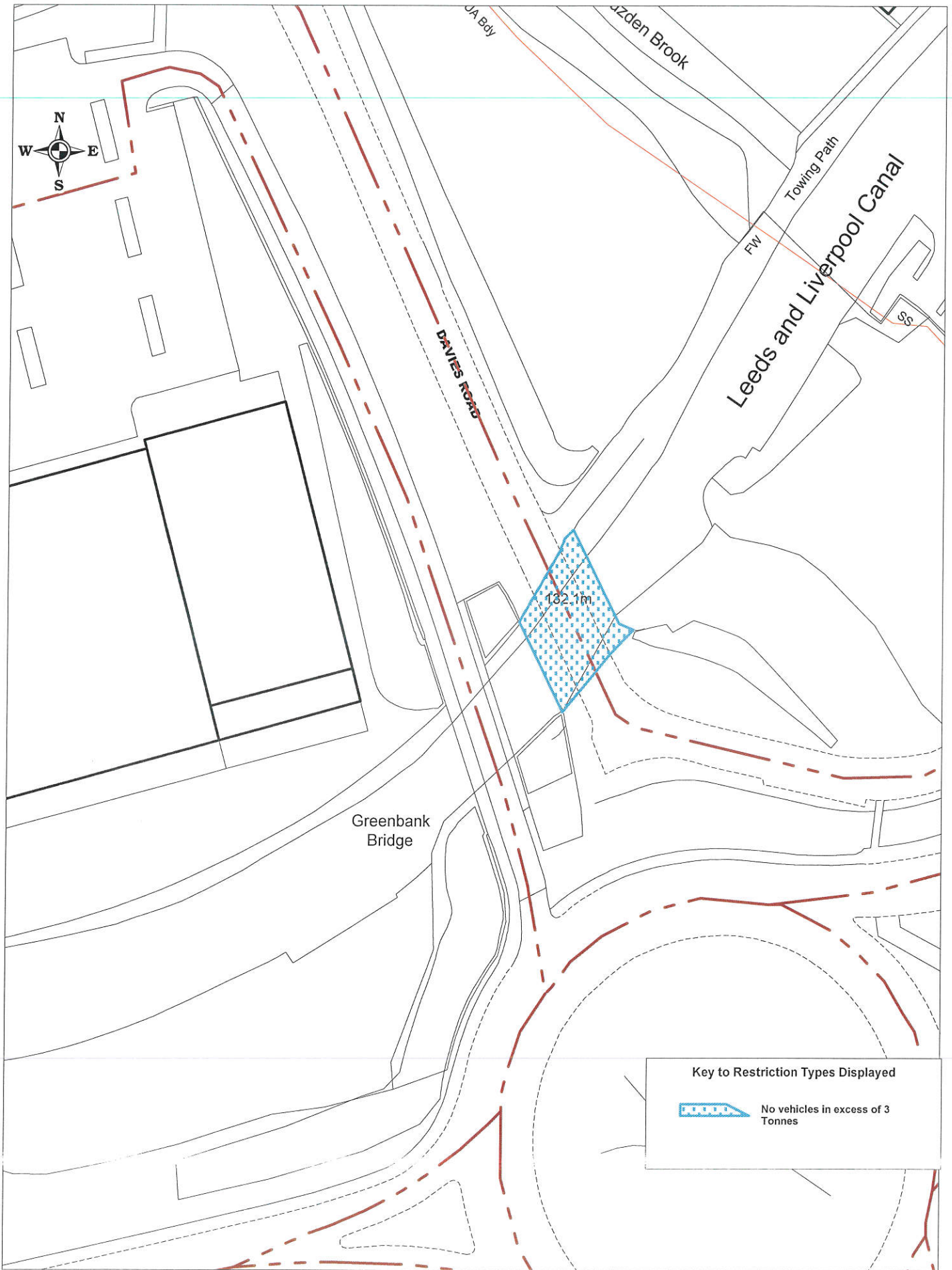
<b>VERSION:</b>	1
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<b>CONTACT OFFICER:</b>	Simon Littler
<b>DATE:</b>	21 <sup>st</sup> January 2020
<b>BACKGROUND PAPER:</b>	Appendix 1 Schedule Appendix 2 Plan

## **SCHEDULES**

### **NO VEHICLES IN EXCESS OF 3 TONNES**

<b>Street</b>	<b>Side</b>	<b>Location</b>
DAVIES ROAD BLACKBURN,	both	from a point 126 metres south east of the centerline of Blakewater Road/Whitebirk Drive for a distance of 19 metres in a south easterly direction. That part of Davies Road which crosses the canal



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Proposed 3 tonne weight limit Davies Road Blackburn

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SCALE	1 : 800
DATE	22/01/2020
DRAWING No.	
DRAWN BY	
CHECKED 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.

<b>Service area &amp; dept.</b>	Traffic	<b>Date the activity will be implemented</b>	21/01/2020
<b>Brief description of activity</b>	Proposed 3 tonne weight restriction order – Davies Road Blackburn		


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

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

Yes

No

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

<b>Assessment Lead Signature</b>	
<b>E&amp;D Lead Signature</b>	Gwen Kinloch
<b>Date</b>	29/01/2020

## EXECUTIVE MEMBER DECISION



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

**LEAD OFFICERS:** Director of Environment and Operations

**DATE:** December 2019

**PORTFOLIO/S AFFECTED:** Growth and Development Environmental Services

**WARD/S AFFECTED:** All

**SUBJECT: National Highways and Transport (NHT) 2019 Network**

### 1. EXECUTIVE SUMMARY

The results of the National Highways and Transport (NHT) 2019 Network Public Satisfaction Survey have recently been published. Officers will carry out detailed analysis of the results and use the findings to inform policy and budget proposals going forward.

Initial findings from the summary results show that in terms of public satisfaction the authority is below average with significant room for improvement.

### 2. RECOMMENDATIONS

That the Executive Member:

- Approves the review of the detailed results of the NHT Survey 2019
- Approves the use of the findings of this review to inform policy and budget proposals going forward
- Approves the continued participation in the NHT Network by the submission of an Expression of Interest for the 2020 survey.

### 3. BACKGROUND

The Incentive Fund Self-assessment process is used by the DfT to reward councils that can demonstrate that their Highway's Service is delivering value for money and carrying out cost effective improvements.

The self-assessment consists of 22 questions covering different aspects of the provision of a Highway Service whereby the council has to score themselves as either Level 1, 2 or 3 (3 being the highest level). Participation in the NHT Network feeds into several of the questions helping the council to eventually rate them as Level 3.

Participation in the NHT Network contributes predominately to 3 of the questions covering:

- Customer satisfaction
- Benchmarking
- Efficiency monitoring

Continued participation is required to either keep or improve these areas to a Level 3 response.

Currently 111 Authorities participate in the NHT Public Satisfaction Survey with 84 of the Authorities participating in the Performance Management Framework (PMF) Network and Customer Quality Cost (CQC) Network



## 4. KEY ISSUES & RISKS

### NHT Survey

The NHT survey is carried out by Ipsos MORI who normally seek a minimum of 800-1,000 responses as these deliver statistical reliability of +3 at the aggregate level, as well as the scope to look at differences among sub-groups, such as younger vs older residents, with confidence. The response rate for Blackburn with Darwen is historically low (16<sup>th</sup> lowest in 2017, 3<sup>rd</sup> lowest in 2018 and 5<sup>th</sup> lowest this year) and therefore an extra 1000 questionnaires in addition to the minimum number of 3300 are sent out to increase the chance of receiving a statistically reliable number of responses.

This year there were 754 responses with 31 authorities receiving fewer responses.

In addition to the postal survey that forms the basis of the reports and analysis within this report, the council also participates in online surveys per theme, the results of which are available early in 2020. Currently the number of online responses are as follows:

Theme	No of Responses
Accessibility	346
Public Transport	105
Walking/Cycling	42
Tackling Congestion	76
Road Safety	78
Highway Maintenance	210

### Summary Results

The 2019 summary results based on the postal survey for Blackburn with Darwen are as follows:

Satisfaction	National Results Average (%age)				BwD Results (%age)			
	2015	2017	2018	2019	2015	2017	2018	2019
Overall	55	54	53	53	52	51	51	50
By Theme:								
Accessibility	74	70	70	70	65	64	60	67
Public Transport	60	61	61	61	55	57	58	58
Walking/Cycling	56	55	54	54	53	53	53	52
Tackling Congestion	51	48	47	48	44	44	44	45
Road Safety	56	55	55	55	54	53	52	52
Highway Maintenance	52	51	49	51	49	48	45	45

The headline conclusion is that in terms of public satisfaction, the authority has generally followed national trends but is still currently below the National Average. With regards to the 6 themes Accessibility, and Tackling Congestion are showing signs of improvement, Public Transport, Walking/Cycling and Road Safety remain fairly constant following national trends but Highway Maintenance is falling further behind the national picture.

The NHT provides two Executive Summary reports for the council. One report shows the authority's 2019 Overall, Theme and Key Benchmark Indicator (KBI) performances against the 2018 performances whilst the other report compares the authority's 2019 performance against the 2019 National Average Performance. These reports are being published on the council's website

## Respondents Details

The table below shows the distribution of the status of the respondents to the survey:

28%	Employee in full-time job (30 hours plus per week)
9.4%	Employee in full-time job (under 30 hours per week)
7.5%	Self-employed full- or part-time
4.6%	Permanently sick/disabled
39.7%	Wholly retired from work
2.1%	Full-time education at school, college or university
5.7%	Something else
2.9%	Not stated

Similarly the ethnicity of the respondents can be analysed which shows that of the 745 respondents, 84.3% were from a White background, 10.2% from an Asian background, 2.2% from other ethnic groups and 3.3% not stated.

## Detailed Results

In addition to the summary results, there is a plethora of reports available that analyse the raw data.

These reports include:

- Question Response Analysis
- Year-on-Year Performance
- Historic KBI Performance
- Historic BI Performance
- Historic Theme Performance
- Benchmark Summary Report
- KBI, BI, KQI & QI Comparison Reports
- Individual KBI & BI Comparison Reports
- KBI & BI Maps
- Historic Theme Comparison Report

The headline results from the detailed reports are best summarised by considering the Analysis of the Key Benchmark Indicators in the final report against all 111 highway authorities that took part in the survey:

	BwD Score	NHT Average	Variance	Rank of 111
<b>01. General KBI</b>				
KBI 01 - Overall (local)	50	53	-3	103 <sup>rd</sup> =
KBI 02 - Overall (national)	50	53	-3	104 <sup>th</sup> =
<b>02. Accessibility KBI</b>				
KBI 03 - Ease of Access (all)	71	75	-4	107 <sup>th</sup>
KBI 04 - Ease of Access (disabilities)	60	64	-4	101 <sup>st</sup>

KBI 05 - Ease of Access (no car)	71	70	1	46 <sup>th</sup>
<b>03. Public Transport KBI</b>				
KBI 06 - Local bus services	50	60	-10	104 <sup>th</sup>
KBI 07 - Local bus services (BVPI104)	49	60	-11	63 <sup>rd</sup>
KBI 08 - Local bus services (BVPI 103)	42	47	-5	52 <sup>nd</sup>
KBI 09 - Taxi/mini cab services	68	66	2	35 <sup>th</sup> =
KBI 10 - Community Transport	55	57	-2	85 <sup>th</sup> =
<b>04. Walking/ Cycling KBI</b>				
KBI 11 - Pavements & Footpaths	51	55	-4	87 <sup>th</sup> =
KBI 12 - Pavements & Footpaths (aspects)	51	58	-7	110 <sup>th</sup>
KBI 13 - Cycle routes and facilities	52	51	1	49 <sup>th</sup> =
KBI 14 - Cycle routes and facilities (aspects)	53	50	3	25 <sup>th</sup> =
KBI 15 - Rights of Way	54	57	-3	96 <sup>th</sup> =
KBI 16 - Rights of Way (aspects)	53	54	-1	44 <sup>th</sup>
<b>05. Tackling Congestion KBI</b>				
KBI 17 - Traffic levels & congestion	42	43	-1	59 <sup>th</sup>
KBI 18 - Management of roadworks	48	52	-4	96 <sup>th</sup> =
KBI 19 - Traffic Management	51	55	-4	68 <sup>th</sup>
<b>06. Road Safety KBI</b>				
KBI 20 - Road safety locally	50	56	-6	109 <sup>th</sup>
KBI 21 - Road safety environment	55	56	-1	68 <sup>th</sup> =
KBI 22 - Road safety education	51	52	-1	70 <sup>th</sup> =
<b>07. Highway Maintenance/ Enforcement KBI</b>				
KBI 23 - Condition of highways	29	36	-7	97 <sup>th</sup>
KBI 24 - Highway maintenance	46	52	-6	106 <sup>th</sup> =
KBI 25 - Street lighting	61	64	-3	93 <sup>rd</sup>
KBI 26 - Highway enforcement/obstructions	44	49	-5	111 <sup>th</sup>

The overall results are unfortunately again disappointing across the board with only 4 KBI's recording above the national average.

There are however encouraging signs of improvement when the council's 2019 ranking against the 111 other authorities taking part is compared to its 2017 rankings. Only 22 of the KBI's were measured in 2017 but in 16 of them, the council increased its ranking, 9 of which were double figure increases. Of the 6 KBI's where the council's ranking has decreased, all 4 of the Highway Maintenance/ Enforcement KBI's are included, the worst being KBI 23 – Condition of highways where the ranking dropped from 76<sup>th</sup> placed authority down to 97<sup>th</sup> placed authority.

The following services:

- Management/maintenance road drainage/gullies/drains
- Management/maintenance of pavements
- Management/maintenance of street lighting

are the top three areas which the public feel that it is not acceptable to reduce the level of service. All these services lie within the Highway Maintenance/ Enforcement KBI area where public satisfaction has decreased since 2017.

Officers will now carry out detailed analysis of all the results and local action improvements plans will be developed, implemented and progressed with service leads. The findings will also be used to inform policy and budget proposals going forward.

## 5. POLICY IMPLICATIONS

The survey results will inform any review and updating of existing policies each of which will be taken through the Council's approval procedure.

## 6. FINANCIAL IMPLICATIONS

Customer Satisfaction surveys and customer feedback on the highway maintenance service are key elements of the DfT Incentive Funding Self-Assessment and the NHT Network Public Satisfaction Survey is a DfT recognised national standard for collecting much of this information.

Failure to carry out the survey could reduce the council's self-assessment grade which would impact negatively on future DfT Incentive Funding. The loss of Band 3 grading would result in the loss of between £226k to £323k funding for Highway Services, depending upon whether the grading reduced to Band 2 or to Band 1

The cost of the 2019 survey was £21.6k (inc VAT) and the anticipation is that the 2020 survey will be a similar cost.

## 7. LEGAL IMPLICATIONS

None

## 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

## 11. STATEMENT OF COMPLIANCE

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

## 12. DECLARATION OF INTEREST

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

<b>CONTACT OFFICER:</b>	<b>George Bell</b>
<b>DATE:</b>	28 <sup>th</sup> November 2019
<b>BACKGROUND PAPER:</b>	NHT Executive Summary Reports

## EQUALITY IMPACT ASSESSMENT CHECKLIST

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

<b>Service area &amp; dept.</b>	Highways and Transportation Environment & Operations	<b>Date the activity will be implemented</b>	02/01/2020
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<b>Brief description of activity</b>	Analysis of NHT Public Satisfaction Results
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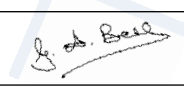
Answers favouring doing an EIA	Checklist question	Answers favouring not doing an EIA
<input type="checkbox"/> Yes	Does this activity involve any of the following: - Commissioning / decommissioning a service - Change to existing Council policy/strategy - Budget changes	<input checked="" type="checkbox"/> 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	<b>Does this activity:</b> Contribute towards unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act <i>(i.e. the activity creates or increases disadvantages suffered by people due to their protected characteristic)</i>	<input checked="" type="checkbox"/> No
<input type="checkbox"/> Yes <input type="checkbox"/> Not sure	Reduce equality of opportunity between those who share a protected characteristic and those who do not <i>(i.e. the activity fail to meet the needs of people from protected groups where these are different from the needs of other people)</i>	<input checked="" type="checkbox"/> No
<input type="checkbox"/> Yes <input type="checkbox"/> Not sure	Foster poor relations between people who share a protected characteristic and those who do not <i>(i.e. the function prevents people from protected groups to participate in public life or in other activities where their participation is disproportionately low)</i>	<input checked="" type="checkbox"/> No
<b>FOR = 0</b>	<b>TOTAL</b>	<b>AGAINST = 6</b>

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

Yes

No

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

<b>Assessment Lead Signature</b>	
<b>Checked by departmental E&amp;D Lead</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <b>Gwen Kinloch</b>
<b>Date</b>	23/12/2019