

Public Document Pack

Executive Member Decisions

Friday, 3rd April, 2020
10.00 am

AGENDA

1. **Proposed Traffic Regulation Order - Borough Restricted Zone**
EMD - DF exp to perm restricted zone 2 - 12
Appendix 1 Borough Restricted Zone schedule
Appendix 2 plan TRO Borough Restricted Zone
Appendix 3 EMD form relating to previous experimental order
EIA-checklist Borough Restricted zone order

2. **Disposal of Plot 6, Carl Fogarty Way, Blackburn**
EMD Pt 1 Disposal of Plot 6 Carl Fogarty Way 13 - 20
Burnley Road Red MUGA Line Boundary
EIA Checklist - Disposal of Plot 6 Carl Fogarty Way
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3. **Variation to Prohibition and Restriction**
DF variation to Proh and restr of waiting and loading V2 21 - 31
Appendix 1 schedule
Appendix 2 Plans
EIA-Checklist

Date Published: Date Not Specified
Denise Park, Chief Executive

EXECUTIVE MEMBER DECISION



REPORT OF: Executive Member for Growth and Development
(Please Select) (Please Select...)

LEAD OFFICERS: Director of Growth and Development

DATE: 4th March 2020

PORTFOLIO/S AFFECTED: Growth and Development

WARD/S AFFECTED: Blackburn Central Little Harwood and Whitebirk

SUBJECT: : Proposed Traffic Regulation Order – Borough Restricted Zone

1. EXECUTIVE SUMMARY

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

NO WAITING & NO LOADING AT ANY TIME EXCEPT IN SIGNED BAYS ON THE FOLLOWING STREETS:-

AINSWORTH STREET, ALMA STREET, BARTON STREET, BLAKEY MOOR, BROWN STREET, BYROM STREET, CANTERBURY STREET, CARDWELL PLACE, DUKE STREET, EXCHANGE STREET, FEILDEN STREET, FRANCE STREET, HARRISON STREET, JAMES STREET, KING WILLIAM STREET, LIMBRICK, MUSEUM STREET, NORTHGATE, PARADISE LANE, PARADISE STREET, PENNY STREET, PRESTON NEW ROAD, PRINCES STREET, REGENT STREET, RICHMOND HILL, RICHMOND TERRACE, SIMMONS STREET, ST PAULS STREET, SUMNER STREET, TACKETT STREET, TONTINE STREET, TOWN HALL ST, UN-NAMED ROAD TO THE NORTH EAST OF THE COUNTY COURT, VICTORIA STREET.

NO WAITING & NO LOADING AT ANY TIME EXCEPT IN SIGNED BAYS) MON-FRI 8AM-9.30AM AND 2PM-5PM ON THE FOLLOWING STREETS:-

SERVICE ROAD TO THE REAR OF NOS 50 TO 64 WHITEBIRK ROAD, WHITEBIRK ROAD (SERVICE ROAD TO SCHOOL).

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

Various Streets Blackburn Town Centre - No Waiting/No Loading At Any Time except in marked bays.
The introduction of this restriction will remove the requirement to install double yellow lines and double kerb blips which would negatively impact on the aesthetic value of the project.

Sumner Street, Harrison Street and Byrom Street - in order to reduce the requirement for double yellow lines and kerb blips, a Restricted Parking Zone Order is proposed for the area around TIBS and the Fire Station in order to prevent inappropriate parking.

Intack Primary School - No Waiting/No Loading Mon – Fri 8am – 9:30am and 2pm to 5pm –It is proposed to introduce a part-time Order between the times specified above on the service road to the school and on the rear service road between Nos 50 to 64 Whitebirk Rd, to prevent obstructive parking and resolve identified safety issues.

For more background details please see previous report (appendix 3)

The order has been operating since 16th August 2019. No objections or comments regarding the restrictions have been received and we are now in a position to make it permanent.

It is intended to use this order to combine all future and existing restricted zones going forward.

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 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. Members of the public were given the opportunity to object to or comment on the proposal during the first six months of operation of the experimental order.

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

The necessary legal powers to implement this scheme are within the Road Traffic Regulations Act 1984. Members of the public were given the opportunity to object to or comment on the proposal during the first six months of operation of the experimental order. No objections or comments regarding the restrictions 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

CONTACT OFFICER: Simon Littler

DATE: 27th February 2020

BACKGROUND PAPER: Appendix 1 - schedule
Appendix 2 - plan
Appendix 3 – Executive Member Decision Form relating to the previous experimental order

SCHEDULES

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

Street	Side	Location
AINSWORTH STREET,	both	for its entire length for its entire length
ALMA STREET,	both	for its entire length
BARBARA CASTLE WAY,	both	from a point approx 30m west of the centre line of Alma St to the centre line of Preston New Rd
BARBARA CASTLE WAY EASTBOUND CARRIAGEWAY,	both	from the centre line of Preston New Road to a point approx 30m west of the centre line of Lark Hill
BARBARA CASTLE WAY WESTBOUND CARRIAGEWAY,	both	from a point approx 30m west of the centre line of Penny St to the centre line of Preston New Rd
BARTON STREET,	both	for its entire length
BLAKEY MOOR,	both	for its entire length
BROWN STREET,	both	for its entire length
BYROM STREET,	both	from the centre line of Sumner St for a distance of approx 190m in a northerly direction
CANTERBURY STREET,	both	from the centre line of Wainwright Way to the centre line of Harrison St
CARDWELL PLACE,	both	for its entire length
DUKE STREET,	both	for its entire length
EXCHANGE STREET,	both	from its junction with Museum St to its junction with Richmond Terrace
FEILDEN STREET,	both	for its entire length
FRANCE STREET,	both	for its entire length
HARISON STREET,	both	from a point approx 20m north of the centre line of Canterbury St to the centre line of Sumner St
JAMES STREET,	both	for its entire length
KING WILLIAM STREET,	both	from its junction with Museum St to its junction with Northgate
LIMBRICK,	both	from its junction with Tontine St to the centre line of Preston New Rd
MUSEUM STREET,	both	for its entire length
NORTHGATE,	both	from the centre line of Blakey Moor to the centre line of Duke St
PARADISE LANE,	both	for its entire length

PARADISE STREET,	both	for its entire length
PENNY ST,	both	from the centre line of the westbound carriageway of Barbara Castle Way to a point approx 20m south west of the centre line of Brown St
PRESTON NEW ROAD,	both	from the centre line of Northgate to the centre line of the westbound carriageway of Barbara Castle Way
PRINCES STREET,	both	for its entire length
REGENT STREET,	both	for its entire length
RICHMOND HILL,	both	for its entire length
RICHMOND TERRACE,	both	for its entire length
SIMMONS STREET,	both	for its entire length
ST PAULS STREET,	both	from the centre line of Alma St to a point approx 20m west of the centre line of St Pauls Ave
SUMNER STREET,	both	for its entire length
TACKETT STREET,	both	for its entire length
TONTINE STREET,	both	for its entire length
TOWN HALL ST,	both	from its junction with Tackett St to its junction with Victoria St
UN-NAMED ROAD TO THE NORTH EAST OF THE COUNTY COURT,	both	from its junction with Ainsworth St to its junction with Victoria St
VICTORIA STREET,	both	from the centre line of the westbound carriageway of Barbara Castle Way to its junction with Town Hall Street

**RESTRICTED PARKING ZONE (NO WAITING & NO LOADING AT ANY TIME EXCEPT IN SIGNED BAYS)
MON-FRI 8AM-9.30AM AND 2PM-5PM**

Street	Side	Location
SERVICE ROAD TO THE REAR OF NOS 50 TO 64 WHITEBIRK ROAD,	both	for its entire length
WHITEBIRK ROAD (SERVICE ROAD TO SCHOOL),	No Side Specified	for its entire length



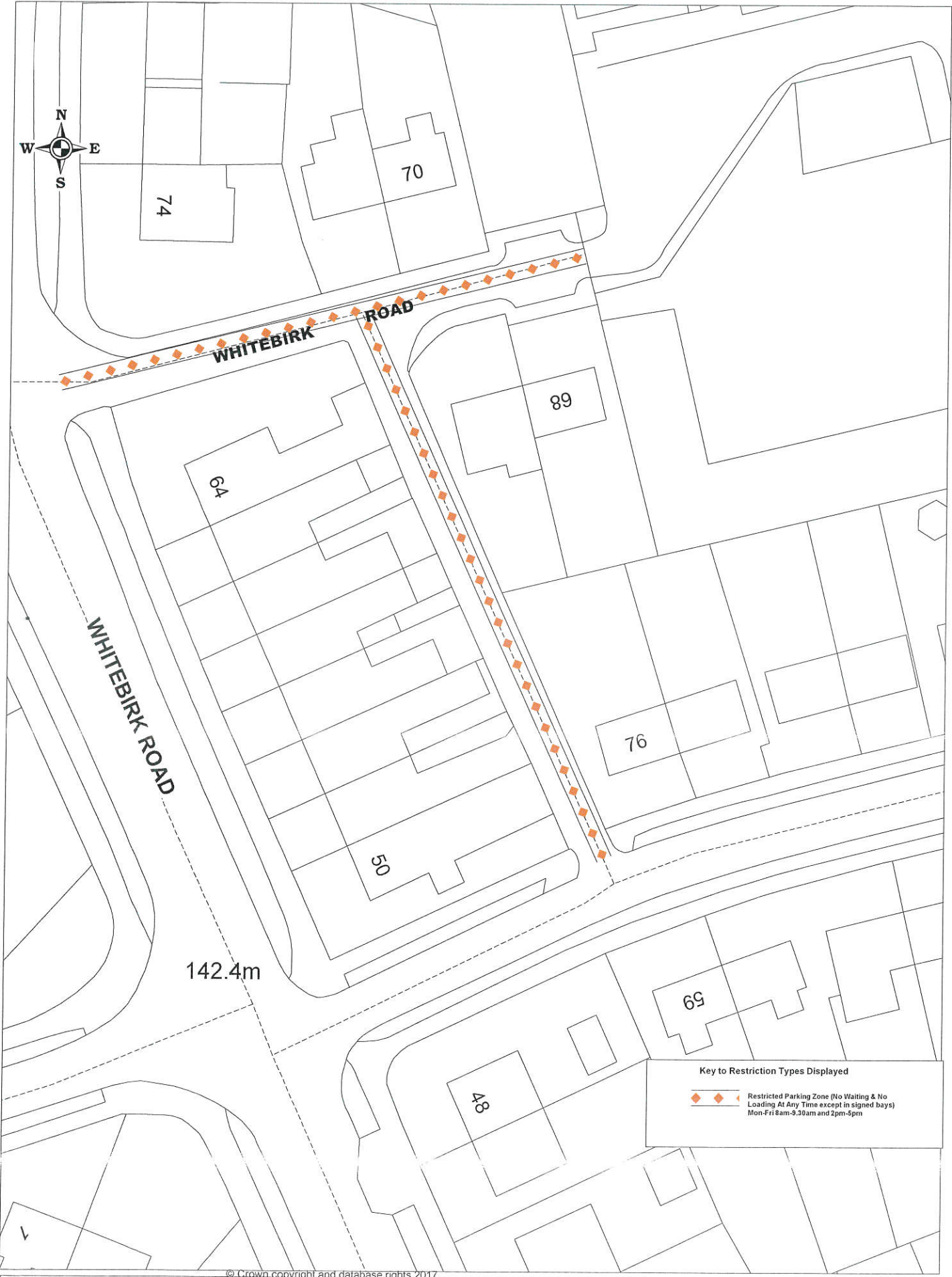
Traffic Regulation Order - Borough Restricted Zone

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07/05/2019


Checked by



Key to Restriction Types Displayed

-  Restricted Parking Zone (No Waiting & No Loading At Any Time except in signed bays) Mon-Fri 8am-9.30am and 2pm-5pm

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	Licence No. 100019493	SCALE	1 : 500
	Whitebirk Road Blackburn Proposed Restricted Zone Page 8	DATE	04/03/2020
		DRAWING No.	
		DRAWN BY	
		CHECKED BY	

EXECUTIVE MEMBER DECISION



REPORT OF: Executive Member for Regeneration
Executive Member for Environment

LEAD OFFICERS: Director of Growth and Development
Director of Environment and Leisure

DATE: 7th May 2019

PORTFOLIO/S AFFECTED:	Regeneration	Environment
WARD/S AFFECTED:	Blackburn Central	Little Harwood and Whitebirk

SUBJECT: Proposed Experimental Traffic Regulation Order – **Blackburn with Darwen Borough Council (Various Streets)(Restricted Parking Zone Order) 2019**

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:-

NO WAITING & NO LOADING AT ANY TIME EXCEPT IN SIGNED BAYS ON THE FOLLOWING STREETS:-

AINSWORTH STREET, ALMA STREET, BARTON STREET, BLAKEY MOOR, BROWN STREET, BYROM STREET, CANTERBURY STREET, CARDWELL PLACE, DUKE STREET, EXCHANGE STREET, FEILDEN STREET, FRANCE STREET, HARRISON STREET, JAMES STREET, KING WILLIAM STREET, LIMBRICK, MUSEUM STREET, NORTHGATE, PARADISE LANE, PARADISE STREET, PENNY STREET, PRESTON NEW ROAD, PRINCES STREET, REGENT STREET, RICHMOND HILL, RICHMOND TERRACE, SIMMONS STREET, ST PAULS STREET, SUMNER STREET, TACKETT STREET, TONTINE STREET, TOWN HALL ST, UN-NAMED ROAD TO THE NORTH EAST OF THE COUNTY COURT, VICTORIA STREET.

NO WAITING & NO LOADING AT ANY TIME EXCEPT IN SIGNED BAYS) MON-FRI 8AM-9.30AM AND 2PM-5PM ON THE FOLLOWING STREETS:-

SERVICE ROAD TO THE REAR OF NOS 50 TO 64 WHITEBIRK ROAD, WHITEBIRK ROAD (SERVICE ROAD TO SCHOOL).

2. RECOMMENDATIONS

That the Executive Member:

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

3. BACKGROUND

1). NPIF/VSNGL: No Waiting/No Loading At Any Time - in order to maintain the visual amenity of the area which is being heavily rebuilt/resurfaced it is proposed to introduce an Order to prevent waiting and loading except in signed bays. This is to remove the requirement to install double yellow lines and double kerb blips which would negatively impact on the aesthetic value of the project.

2) Tauheedul Islamic Boys School: No Waiting/No Loading At Any Time – as part of the off-site highway works to install school access and safety infrastructure on Sumner St, Harrison St and Byrom St. As part of this, in order to reduce the requirement for double yellow lines and kerb blips, a Restricted Parking Zone Order is proposed for the area around TIBS and the Fire Station in order to prevent inappropriate parking.

3) Intack Primary School: No Waiting/No Loading Mon – Fri 8am – 9:30am and 2pm to 5pm – the access road to the school is being blocked at critical school entry/exit times which is impacting on the safety of children travelling to/from school. In order to mitigate this, it is proposed to introduce a part-time Order between the times specified above on the service road to the school and on the rear service road between Nos 50 to 64 Whitebirk Rd, to prevent obstructive parking and resolve identified safety issues.

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 as traffic queues will be reduced in the area and the safety for road users will be improved.

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 National Productivity Infrastructure Fund.

7. LEGAL IMPLICATIONS

The necessary legal powers to implement this scheme are within the Road Traffic Regulations Act 1984. The advertising of the proposals will enable comments/objections and suggestions on how the experimental order may be improved by variation from members of the public as well as relevant council highway officers.

Experimental orders are predominantly to provide the Highways Authority with a proper period of time to test the effects of a traffic order. An experimental order enables the impact of the new restriction to be examined and potentially minor changes made to address unforeseen issues more readily. For an experimental order the objection period is 6 months which allows people to raise any objections or recommendations they may have with knowledge of how the restriction really works. Hence the recommendation for the review after 6 months is a reasonable and appropriate requirement although additionally the recommendation could be to continue with the experimental order for a further period if it was considered necessary. The order could be modified sooner than the initial 6 months depending on how it was operating and the interim objections and feedback that was being received.

The experimental period will allow the council to make the necessary adjustments although it should be noted that every time an experimental order is modified, the 6 month objection period starts again

8. RESOURCE IMPLICATIONS

None

9. EQUALITY AND HEALTH IMPLICATIONS

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

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

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

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

10. CONSULTATIONS

Members of the public will be given the opportunity to comment on the experimental order during the first 6 months from its implementation.

11. STATEMENT OF COMPLIANCE

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

12. DECLARATION OF INTEREST

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

VERSION:	1
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CONTACT OFFICER:	Chris Pearson
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DATE:	5 th May 2019
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BACKGROUND PAPER:	Appendix 1 Schedule Appendix 2 Plan
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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	31/03/2020
Brief description of activity	Proposed Traffic Regulation Order - Borough Restricted Zone 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>(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?

Yes

No

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

Assessment Lead Signature	
E&D Lead Signature	
Date	28/02/2019

Executive Member Decision



REPORT OF: Executive Member for Finance and Governance,
Executive Member for Growth and Development

LEAD OFFICERS: Director of Growth & Development

DATE: Friday, 6 March 2020

PORTFOLIO(S) AFFECTED: Growth and Development Finance and Governance

WARD/S AFFECTED: Audley & Queens Park;

SUBJECT:

Disposal of Plot 6 Carl Fogarty Way, Blackburn

1. EXECUTIVE SUMMARY

1.1 To seek approval to appoint a preferred bidder for the sale of Plot 6 Carl Fogarty Way, Blackburn and enter into a building licence and subsequent agreement for sale.

2. RECOMMENDATIONS

That the Executive Members:

2.1 Approve the appointment of the preferred bidder, entering into a building licence and subsequent agreement for sale.

2.2 Authorise the Director of HR, Legal and Governance to complete the necessary legal formalities

3. BACKGROUND

3.1 Plot 6 Carl Fogarty Way, Blackburn comprises approximately 1.43 acres of commercial development land and was originally offered for sale by tender through the Council's framework development partners with a closing date of 03rd December 2019. The deadline for the tender returns was extended to the 17th December 2019 following requests from the framework partners.

3.2 Two bids were received via. CHEST by the deadline date. Both tender returns were made on the basis of the developers proposing a scheme of speculative starter units for commercial use. As this particular site is not a key gateway site in comparison to the other plots unlocked by the construction of Carl Fogarty Way, the proposed developments are considered reasonable.

3.3 Following clarification meetings, one of the parties is considered to have provided the most favourable tender return due to the higher value offered, and it is proposed they are appointed as preferred bidder. They intend to submit a planning application by June 2020 for 18 small units totalling between 17,880 sq ft without mezzanine, up to 23,780 sq ft with mezzanine areas included. The proposed construction start date is January 2021 with units being ready for occupation in 2022.

3.4 Construction will be carried out under a building licence, with the freehold of the site to be transferred to the preferred bidder upon completion, ensuring that the units are built out within an acceptable timeframe.

4. KEY ISSUES & RISKS

4.1 The proposed preferred bidder has submitted a compliant tender bid with an acceptable scheme and has offered the highest site value. It is recommended that the Council proceeds with the transaction.

4.2 Should the transaction not be completed then the Council will explore other options for the site and re-tender.

4.3 The access road to the site is currently unadopted and may need to be adopted in order to facilitate the development.

5. POLICY IMPLICATIONS

5.1 The disposal method accords with the Council's approved policy for disposals.

6. FINANCIAL IMPLICATIONS

6.1 The Council will receive a capital receipt.

6.2 The preferred bidder will cover the Council's legal and surveyor fees.

7. LEGAL IMPLICATIONS

7.1 The disposal method complies with the Council's legal obligations for such transactions and with the Council's Disposal Policy 2019.

7.2 The land comprises public open space. It will therefore be necessary to advertise the proposed disposal in the Lancashire Telegraph for 2 consecutive weeks under Section 123 (2A) Local Government Act 1972 so as to allow the public to raise any queries/objections. The Executive Member may be required to report further as a consequence of any queries or objections received.

8. RESOURCE IMPLICATIONS

8.1 Legal and surveyor resources will be required to complete the transaction

9. EQUALITY AND HEALTH IMPLICATIONS

Please select one of the options below.

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.

10. CONSULTATIONS

10.1 The proposal has been subject to consultations between Council Officers, Executive members, and Legal and Planning departments

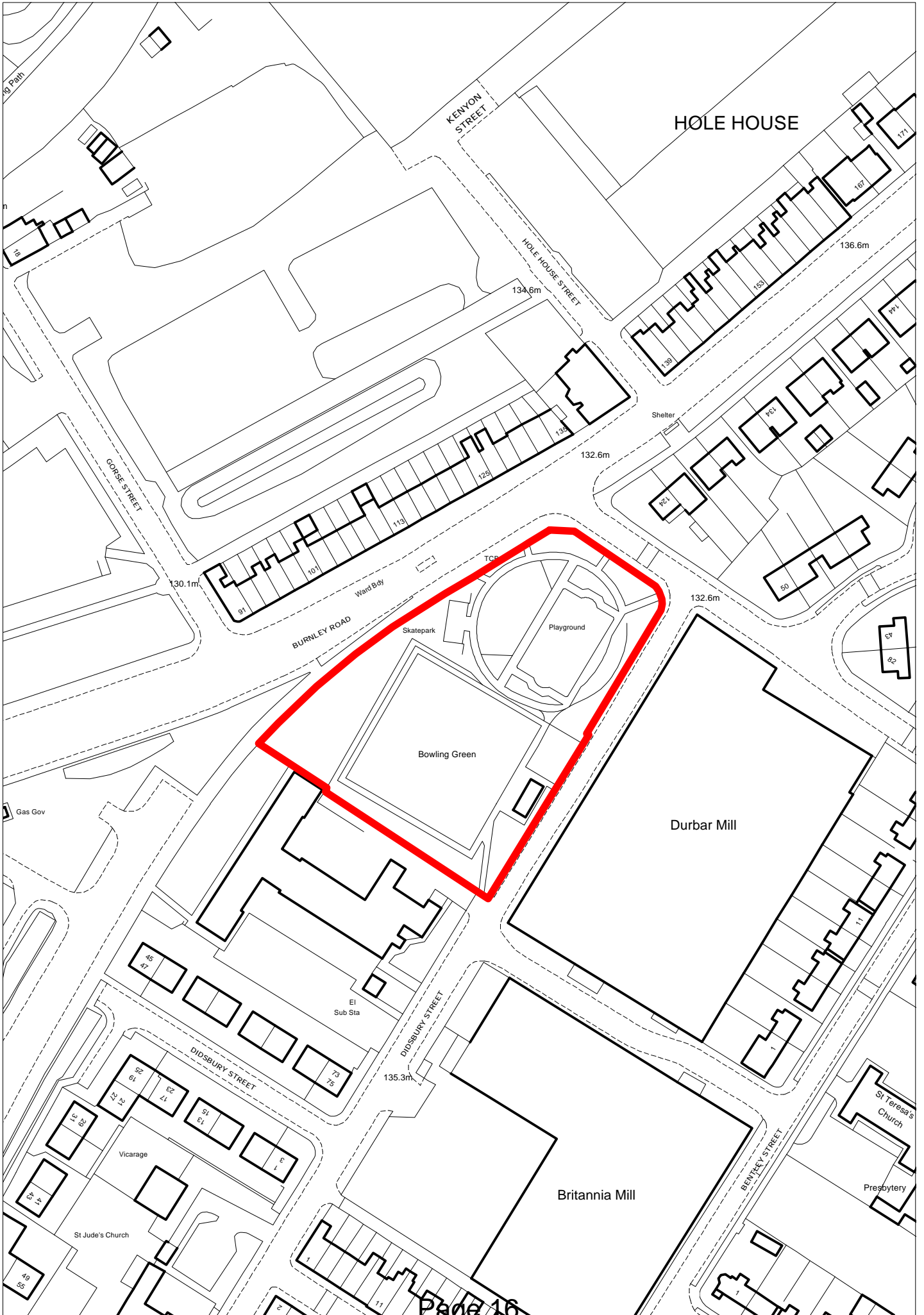
11. STATEMENT OF COMPLIANCE

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 in the Summary of Decisions published.

CONTACT OFFICER:	Alex Wildman, Strategic Development Manager (Commercial)
DATE:	27 th February 2020
BACKGROUND PAPER:	None



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	06/03/2020
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Brief description of activity	To seek approval to appoint a preferred bidder for the sale of Plot 6 Carl Fogarty Way and enter into a building licence and subsequent agreement for sale
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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>(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 =	TOTAL	AGAINST =6

Will you now be completing an EIA?

Yes

No

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

Assessment Lead Signature	Gwen Kinloch
Checked by departmental E&D Lead	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date	06/03/2020

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

Document is Restricted

Agenda Item 3

EXECUTIVE MEMBER DECISION



REPORT OF:	Executive Member for Growth and Development
LEAD OFFICERS:	Director of Growth and Development
DATE:	14 th January 2020

PORTFOLIO/S AFFECTED:	Growth and Development
WARD/S AFFECTED:	Blackburn South East, Little Harwood and Whitebirk, West Pennine, Darwen East. Wensley Fold

SUBJECT:	Proposed variation to Borough Prohibition and Restriction of Waiting and Loading various streets Blackburn and Darwen
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1. EXECUTIVE SUMMARY

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

Prohibition of Waiting.....	Davies Road, Blackburn
Prohibition of Waiting.....	Bolton Road junction Moorfield, Edgworth
Prohibition of Waiting.....	Bolton Road entrance to Barlow Inst Edgworth
Prohibition of Waiting.....	Back Montague Street Blackburn
Prohibition of Waiting and Loading.....	Duttons Way, Blackburn
Prohibition of Waiting and Loading.....	Atlas Road, Darwen
Prohibition of Waiting and Loading.....	Kay Street, Darwen

2. RECOMMENDATIONS

That the Executive Member:

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

Authorise the Director of HR, Legal and Governance Services 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 crosses the Leeds Liverpool Canal at its southerly end. Some years ago, the bridge was barriered off due to fly tipping and to prevent unauthorised access to the area of the land over the bridge. The structures team has recently received a request for the bridge to be reopened. It is proposed to extend the existing double yellow lines on the west side of Davies Road across the bridge to prevent obstruction and provide clear access for vehicles crossing the bridge.

Bolton Road Edgworth. It is proposed to introduce double yellow lines on Bolton Road junction Moorfield, Edgworth to prevent vehicles being parked there and to ensure that drivers have clear sightlines when coming out of Moorfield. In addition, for the same reasons it is proposed to introduce double yellow lines to the entrance of the Barlow institute where it meets Bolton Road, Edgworth.

Back Montague Street, Blackburn. In 2018, a temporary traffic regulation order was introduced on back Montague Street to prohibit the waiting of vehicles in order that the refuse collection vehicles could access refuse bins. The restriction has been working successfully since its introduction and this order seeks to make the restriction permanent.

Atlas Road, Darwen. Vehicles parked on Atlas Road opposite the entrance to a tyre fitting business are obstructing customers as they enter and exit the business. Therefore it is proposed to extend the existing double yellow lines and double kerb blips on the south east side of Atlas Road to keep the area clear of parked vehicles and to allow customers to get in and out of the business easily.

Kay Street Darwen Vehicles parked on Kay Street to park are obstructing two way traffic flow on Kay Street and also causing problems for the recycling collection vehicles as the driver attempts to gain access to the back street. Therefore it is proposed to extend the double yellow lines on both sides of Kay Street to allow two way traffic to flow smoothly and allow the recycling collection vehicles to gain access to the alleyway without obstruction.

Duttons Way Blackburn Heavy goods vehicles parked on Duttons Way are preventing free flow of traffic due to a restricted forward visibility. We are proposing to extend the existing double yellow lines from the junction of Lions drive for a distance of approximately an additional 90 metres to provide sufficient width for vehicles to pass safely.

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 Growth and Development 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 £1000 and will be funded from the Revenue Service 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.

VERSION:	1
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CONTACT OFFICER:	Simon Littler
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DATE:	29 th January 2020
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BACKGROUND PAPER:	Appendix 1 Schedule Appendix 2 Plans
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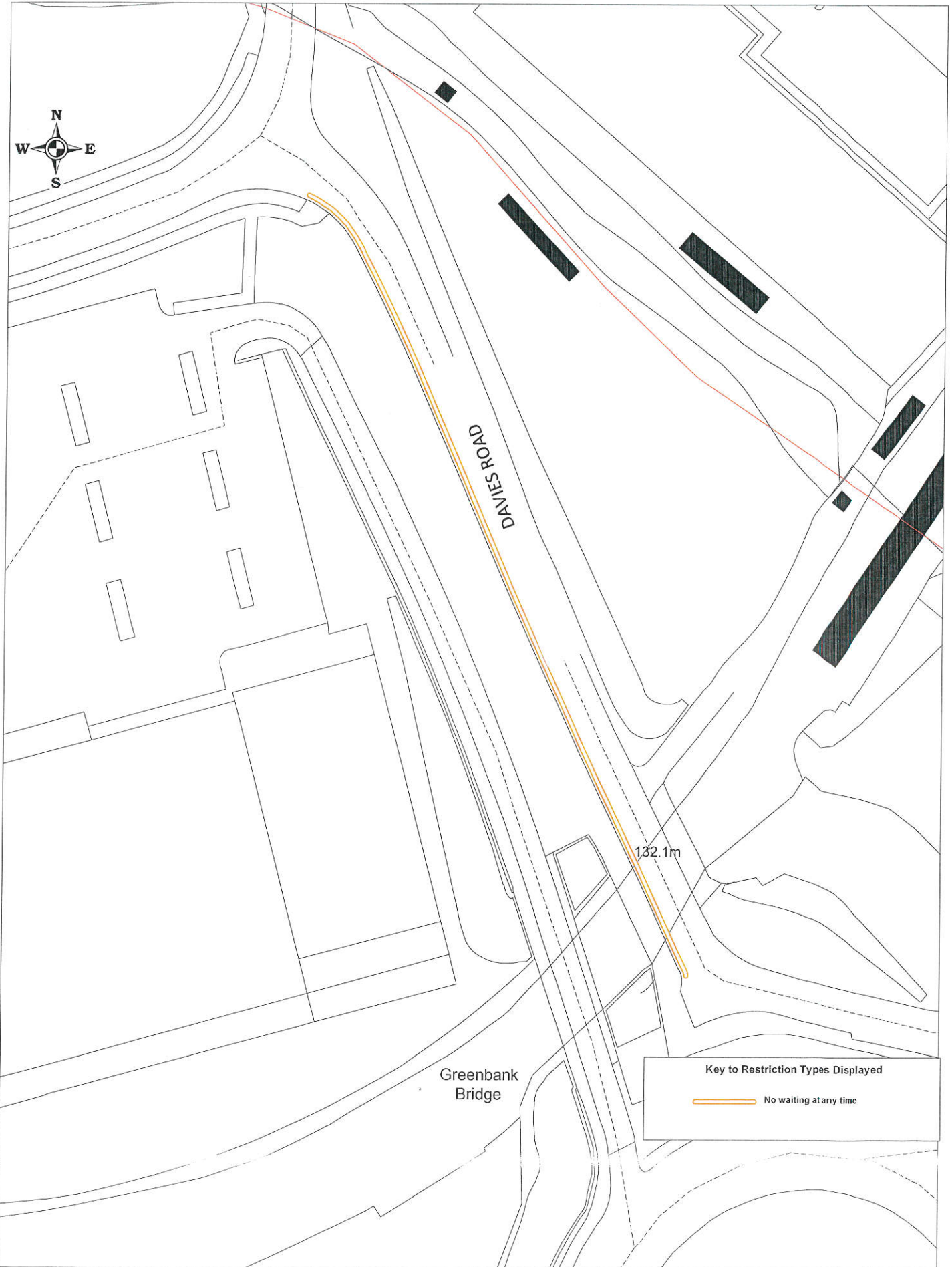
SCHEDULES

NO WAITING AT ANY TIME

Street	Side	Location
BACK MONTAGUE STREET BLACKBURN,	north-east	from a point 12 metres north west of the centreline of Hope Street for a distance of 23 metres in a north westerly direction
BACK MONTAGUE STREET BLACKBURN,	west	from the centerline of Hope Street from a point 12 metres north west of the centreline of Hope Street
BOLTON ROAD EDGWORTH,	east	From a point 69 metres south of the centre line of Moorfield for a distance of 26 metres in a south westerly direction
BOLTON ROAD EDGWORTH,	west	From a point 14 metres north east of the centre line of Moorfield for a distance of 30 metres in a south westerly direction
DAVIES ROAD BLACKBURN,	west	From the centre line of Whitebirk Drive for a distance of 150 metres in a southerly direction
DUTTONS WAY, BLACKBURN,	north	From a point 28 metres east of the centre line of Lions Drive for a distance of 89 metres in a easterly direction

NO WAITING / NO LOADING AT ANY TIME


Street	Side	Location
ATLAS ROAD DARWEN,	south	From a point 17 metres east of the centre line of Kay Street for a distance of 19 metres in a north easterly direction.
KAY STREET DARWEN,	east	From a point 13 metres south of the centre line of Atlas Road for a distance of 27 metres in a southerly direction
KAY STREET DARWEN,	west	From a point 23 metres south of the centre line of Atlas Road for a distance of 18 metres in a southerly direction



Greenbank Bridge

132.1m

Key to Restriction Types Displayed





 No waiting at any time



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Prohibition of waiting Page 25, Blackburn

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193.9m

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 No waiting at any time







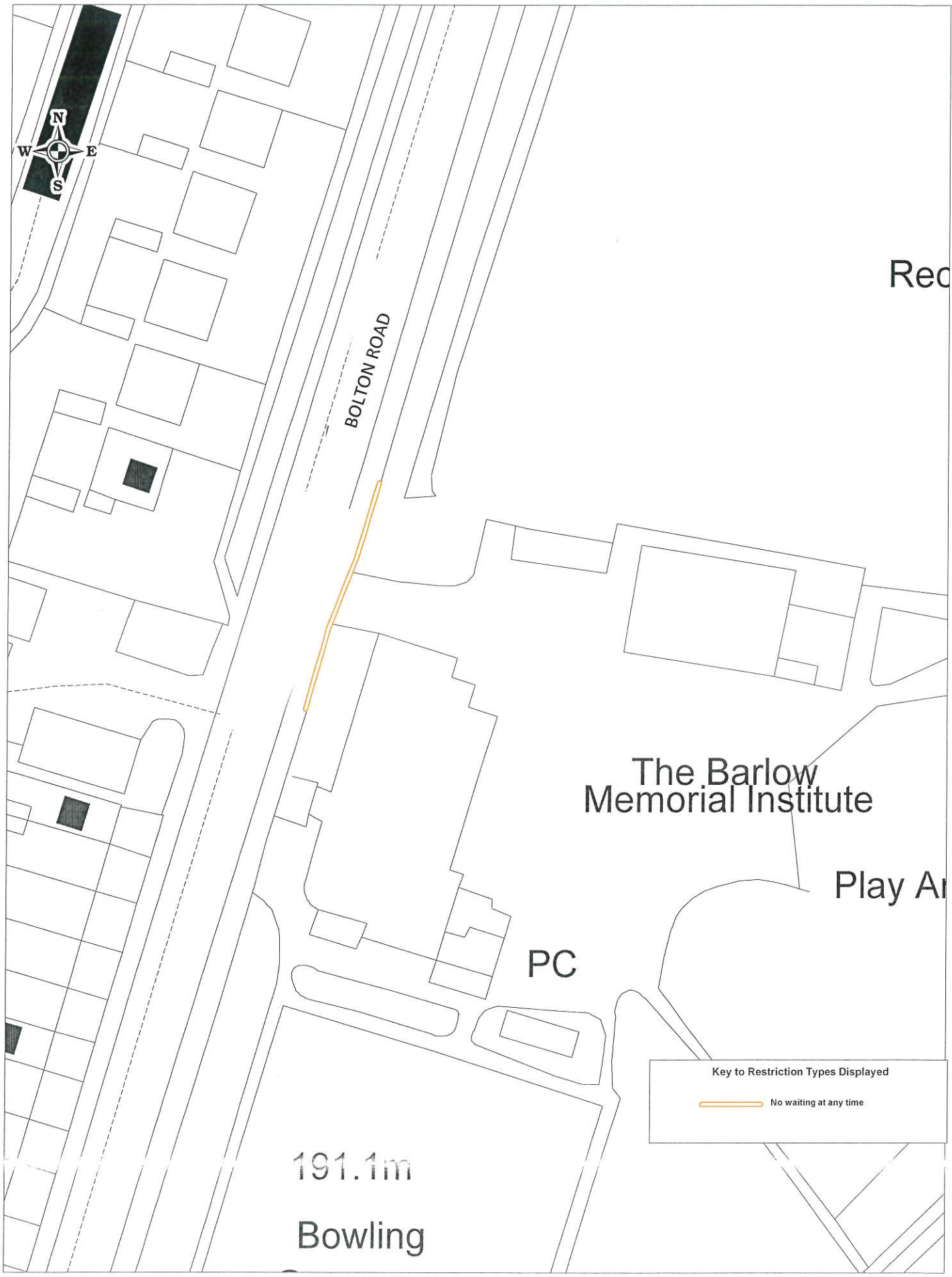
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Prohibition of Waiting
Bolton Road junction Moorfield, Edgworth

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Page 26

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Rec


Play Ar

The Barlow Memorial Institute

PC

191.1m
Bowling

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 No waiting at any time





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Prohibition of Waiting
Bolton Road entrance to Barlow Institute, Edgworth


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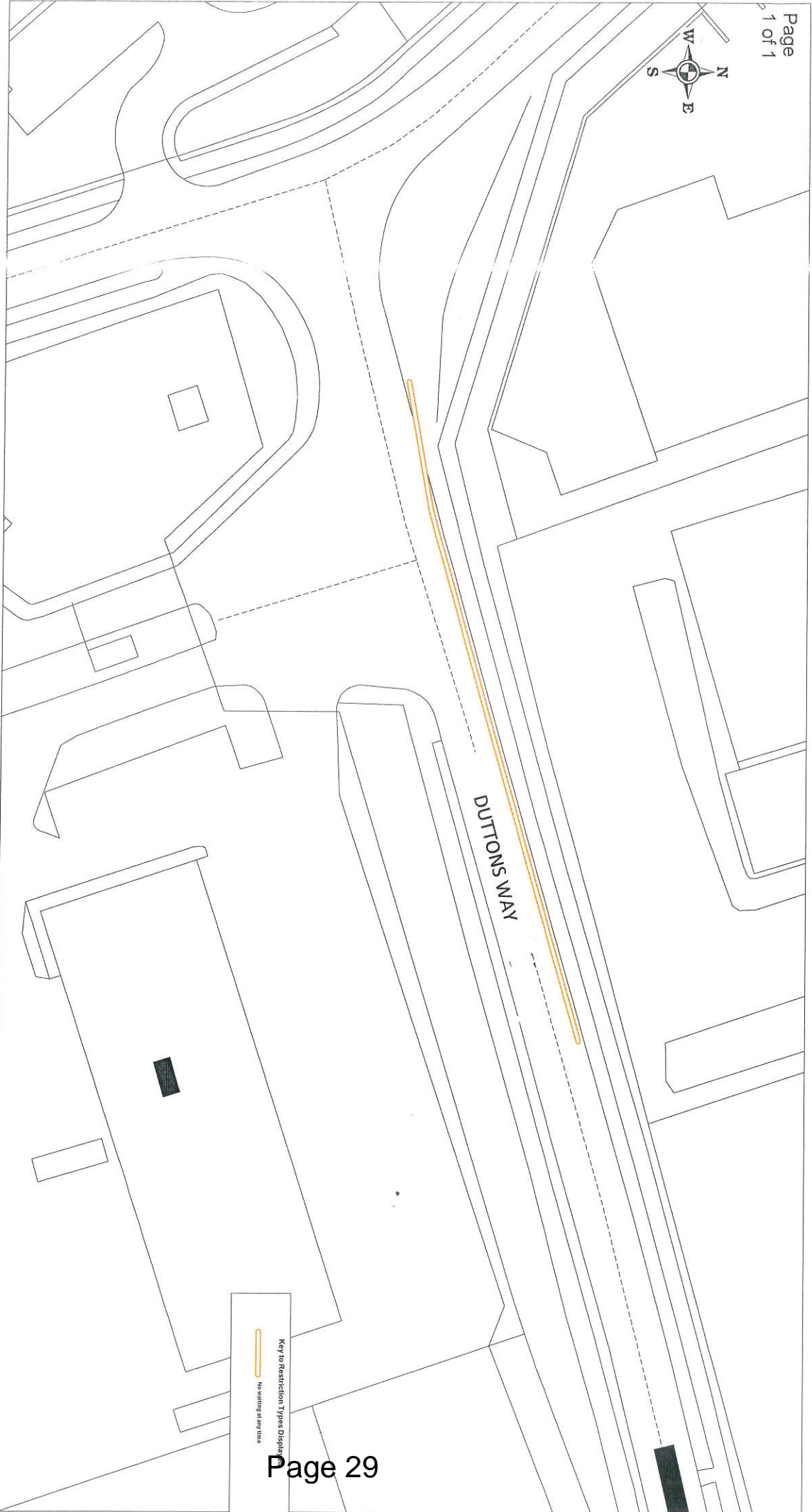
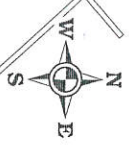
Key to Restriction Types Displayed

 No waiting at any time



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Prohibition of Waiting
Back Montague Street Blackburn

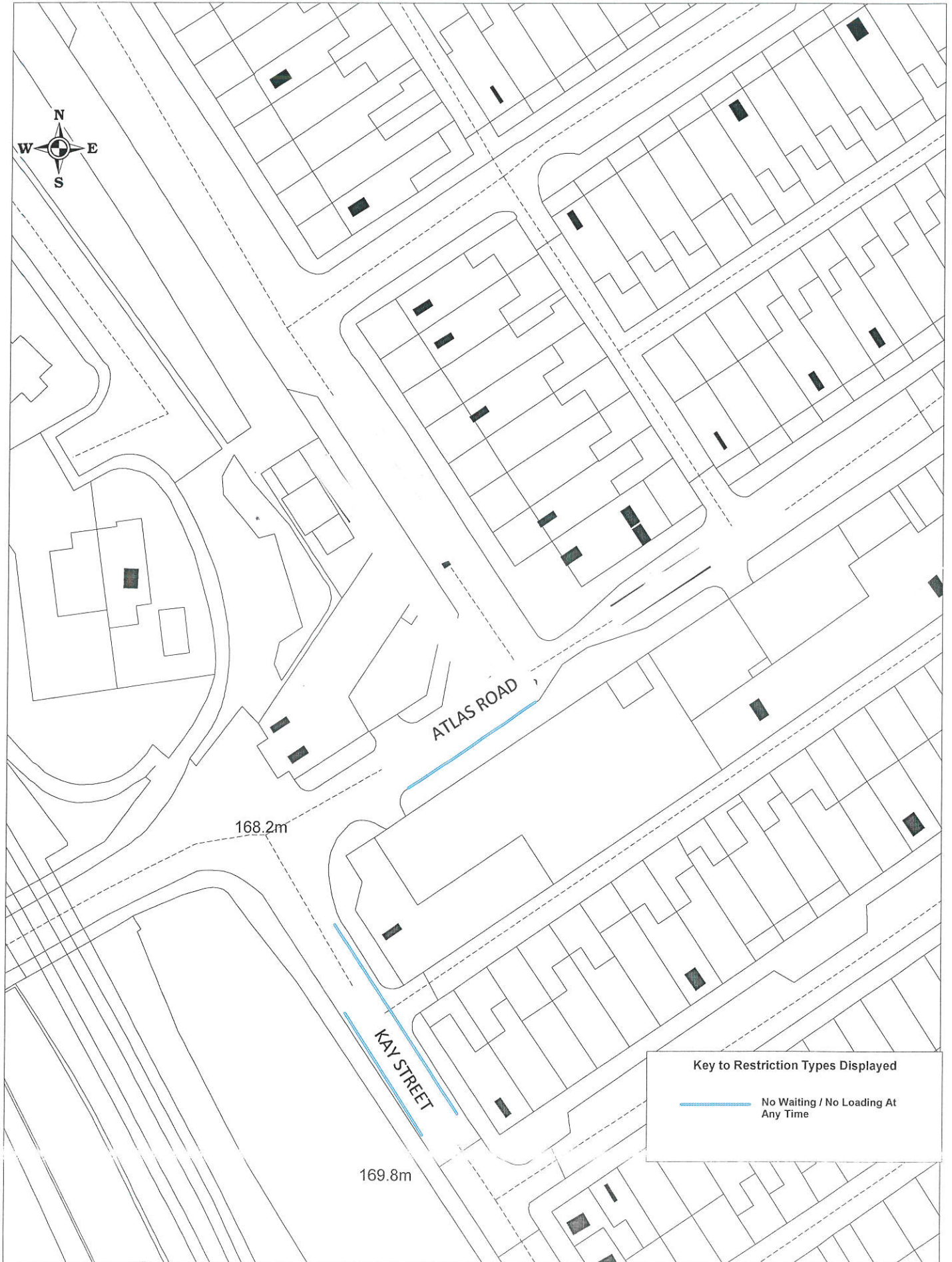
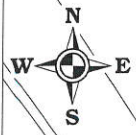
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Prohibition of Waiting and Loading - Duttons Way, Blackburn

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Key to Restriction Types Displayed

 No Waiting / No Loading At Any Time







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Prohibition of Waiting and Loading
Atlas Road and Kay Street, Darwen

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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	06/04/2020
Brief description of activity	Proposed variation to Borough Prohibition and Restriction of Waiting and Loading various streets Blackburn and Darwen		


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	<input checked="" type="checkbox"/> No
<input type="checkbox"/> Yes	- Budget changes	<input checked="" type="checkbox"/> No
<input type="checkbox"/> Yes	Does the activity impact negatively on any of the protected characteristics as stated within the Equality Act (2010)?	<input checked="" type="checkbox"/> No
<input type="checkbox"/> No <input type="checkbox"/> Not sure	Is there a sufficient information / intelligence with regards to service uptake and customer profiles to understand the activity's implications?	<input checked="" type="checkbox"/> Yes
<input type="checkbox"/> Yes <input type="checkbox"/> Not sure	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?

Yes

No

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

Assessment Lead Signature	
E&D Lead Signature	Gwen Kinloch
Date	05/03/2020