

Public Document Pack

Executive Member Decisions

Friday, 1st May, 2020

AGENDA

- 1. Proposed Traffic Regulation Order - Preston New Road/Princess Street Area Blackburn**
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Appendix 1 - Schedule
Appendix 2 - Plans
Appendix 3 - DF Exp Preston New Rd and Princess St areas
EIA-Checklist PNR Princess St exp to perm

Date Published: 1st May 2020
Denise Park, Chief Executive

Agenda Item 1

EXECUTIVE MEMBER DECISION



REPORT OF: Executive Member for Growth and Development

LEAD OFFICERS: Director of Growth and Development

DATE: 8th April 2020

PORTFOLIO/S AFFECTED: Growth and Development

WARD/S AFFECTED: Shear Brow and Corporation Park
Mill Hill and Moorgate
Wensley Fold
Ewood

SUBJECT: Proposed Traffic Regulation Order – Preston New Road/Princess Street Area Blackburn

1. EXECUTIVE SUMMARY

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

Leamington Road, BlackburnOne way Driving
Burlington Street, BlackburnOne way Driving
Preston New Road, BlackburnNo waiting at any time, No waiting Mon–Sat 9am-6pm
Montague Street, Blackburn.....No waiting at any time, No waiting Mon-Sat 8am-6pm
Devonport Road, Blackburn.....No waiting at any time, No Waiting Mon-Sat 8am-6pm
Residents Parking/Limited waiting
Various side roads (Preston New Rd area).....No Waiting At Any Time
Princess Street, Blackburn.....No waiting/No loading/unloading at any time
Amberley Street, Blackburn.....No waiting/No loading/unloading at any time
Peel Street, Blackburn.....No waiting/No loading/unloading at any time
Stancliffe Street, Blackburn.....No waiting/No loading/unloading at any time
Wellington Road, Blackburn.....No waiting/No loading/unloading at any time
Unnamed street off Princess Street, Blackburn....No waiting/No loading/unloading at any time

2. RECOMMENDATIONS

That the Executive Member:

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

3. BACKGROUND

An experimental order was introduced as detailed in the summary above. The order has been operating since 6th March 2019. No objections or comments have been received and we are now in a

position to make the order permanent. For more background details please see previous report (appendix 3)

4. KEY ISSUES & RISKS

No risks arising from this proposal have been identified. The proposal is of benefit to the social and economic well being of the Borough.

5. POLICY IMPLICATIONS

The proposal to make and revoke Traffic Regulation Orders requires delegated approval from the Executive Member for Regeneration and Chief Officer. Traffic Regulation Orders are required to be published in the local press and on site to comply with the Road Traffic Regulations Act 1984. Directly affected properties are consulted in line with current procedure.

6. FINANCIAL IMPLICATIONS

The cost of making this Traffic Regulation Order will be approximately £1000 and will be funded from the Traffic and Transportation element of the Highways Maintenance Budget. Lining work in the Princess Street area was funded by the applicant.

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
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CONTACT OFFICER:	Simon Littler
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DATE:	8 th April 2020
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BACKGROUND PAPER:	Appendix 1 - schedule Appendix 2 - plan Appendix 3 – Executive Member Decision Form relating to the previous experimental order
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SCHEDULES

NO WAITING AT ANY TIME

Street	Side	Location
ADELAIDE TERRACE BLACKBURN,	both	from the centreline of Preston New Road for a distance of 14 metres in a north west direction
AMBERLEY STREET BLACKBURN,	north-east	From a point 71 metres north west of the Centreline of Peel Street for a distance of 101 metres in a north westerly direction including a distance of 8 metres at the northerly perimeter running east to west
AMBERLEY STREET BLACKBURN,	north-west	From a point 81 metres north west of its junction with the centre line of Princess Street for a distance of 4 metres in a north westerly direction
AMBERLEY STREET BLACKBURN,	south-east	From its junction with the centreline of Peel Street for a distance of 12 metres in a north westerly direction
AMBERLEY STREET BLACKBURN,	south-west	from a point 6 metres north west of the Centreline of Peel Street for a distance of 86 metres in a north westerly direction
DEVONPORT ROAD BLACKBURN,	both	from the centreline of Montague Street for a distance of 20 metres in a south westerly direction
LEAMINGTON CLOSE BLACKBURN,	east	from its junction with the centreline of back Preston New Road for a distance of 19 metres in a north westerly direction
MONTAGUE STREET BLACKBURN,	north-west	from a point 5 metres south east of the Centreline of Johnson Street for a distance of 24 metres in a south easterly direction through the traffic signal junction
MONTAGUE STREET BLACKBURN,	south-west	from a point 16 metres north west of the centreline of Johnson Street for a distance of 26 metres in a south easterly direction
MONTAGUE STREET BLACKBURN,	west	from a point 11 metres north west of the Centreline of Devonport Road for a distance of 23 metres in a south easterly direction
PEEL STREET BLACKBURN,	both	from its junction with the Centreline of Amberley Street for a distance of 12 metres in a south westerly direction
PEEL STREET BLACKBURN,	north	from its junction with the centreline of Queen Victoria Street for a distance of 33 metres in a north easterly direction from its junction with the centreline of Stancliffe Street for a distance of 37 metres in a south westerly direction
PEEL STREET BLACKBURN,	north-west	from its junction with the centreline of Amberley Street for a distance of 10 metres in a north easterly direction from a point 37 metres east of the centreline of Amberley Street for a distance of 8.5 metres in an easterly direction
PEEL STREET BLACKBURN,	south-east	from its junction with the centreline of Stancliffe street for a distance of 250 metres in a south westerly direction
PRESTON NEW ROAD BLACKBURN,	north	from a point 16 metres west of the Centreline of Adelaide Terrace for a distance of 34 metres in an easterly direction

		<p>from the Centreline of Leamington Road for a distance of 8 metres in an easterly direction</p> <p>From its junction with the centreline of East Park Road for a distance of 32 metres in an easterly direction</p>
PRESTON NEW ROAD BLACKBURN,	north-east	from its junction with Limbrick to its junction with King William Street
PRESTON NEW ROAD BLACKBURN,	south	<p>from a point 11 metres west of the Centreline of Bromley Street for a distance of 28 metres in an easterly direction</p> <p>from a point 10 metres west of the centreline of Saunders Road for a distance of 58 metres in an easterly direction</p>
PRESTON NEW ROAD BLACKBURN,	south-west	from a point 88 metres south east of the Centreline of New Park Street to its junction with King William Street
PRINCESS STREET BLACKBURN,	both	from its junction with the Centreline of Amberley Street for a distance of 10 metres in a north easterly direction
PRINCESS STREET BLACKBURN,	north-west	<p>from a point 50 metres south west of the Centreline of Stancliffe Street for a distance of 42 metres in a north easterly direction</p> <p>from a point 38 metres north east of the Centreline of Amberley Street for a distance of 38 metres in a north easterly direction</p>
PRINCESS STREET BLACKBURN,	south-east	<p>From a point 33 metres north east of the Centreline of Amberley Street for a distance of 49 metres in a north easterly direction</p> <p>from a point 59 metres south west of the Centreline of Stancliffe Street for a distance of 49 metres in a north easterly direction</p>
PRINCESS STREET BLACKBURN,	south-west	from a point 101 metres north west of the Centreline of Peel Street for a distance of 24 metres in a north westerly direction
QUEEN VICTORIA STREET BLACKBURN,	north-east	from its junction with the centreline of Peel Street for a distance of 11 metres in a north westerly direction
STANCLIFFE STREET BLACKBURN,	east	from its junction with the Centreline of Wellington Road to its junction with the centreline of back Hollin Street
STANCLIFFE STREET BLACKBURN,	south-west	From its junction with the centreline of Peel Street for a distance of 34 metres in a south easterly direction
WATERFALL STREET BLACKBURN,	east	from its junction with the Centreline of Princess Street for its entire length
WATERFALL STREET BLACKBURN,	north-west	from its junction with the centreline of Princess Street for a distance of 10 metres in a north easterly direction
WELLINGTON ROAD BLACKBURN,	both	from the centreline of Stancliffe Street for a distance of 42 metres in a north easterly direction

ONE WAY TRAFFIC

Street	Side	Location
BURLINGTON STREET BLACKBURN,	No Side Specified	from its junction with Leamington Road in an easterly direction to its junction with Harcourt Road
LEAMINGTON ROAD BLACKBURN,	No Side Specified	from its junction with Granville Road in a south easterly direction to its junction with Burlington Street

RESIDENT'S PARKING/LIMITED WAITING MON-SAT 8AM-6PM RESIDENTS PARKING / LIMITED WAITING 30 MINS, NO RETURN 1 HOUR

Street	Side	Location
DEVONPORT ROAD BLACKBURN,	north-west	from a point 20 metres south west of the Centreline of Montague Street for a distance of 113 metres in a south westerly direction

NO WAITING MON-SAT 8AM-6PM

Street	Side	Location
DEVONPORT ROAD BLACKBURN,	south-east	from its junction with Montague Street to a point 14 metres south west of the centreline of Whittaker Street

NO WAITING MON-SAT 7AM-7PM

Street	Side	Location
PRESTON NEW ROAD BLACKBURN,	north	from its junction with the centreline of Shear Bank Road for a distance of 55 metres in a westerly direction
PRESTON NEW ROAD BLACKBURN,	south-east	from its junction with the centreline of Montague Street for a distance of 103 metres in a north westerly direction

NO WAITING 9AM-6PM

Street	Side	Location
PRESTON NEW ROAD BLACKBURN,	north-west	from a point 8 metres south west of the centreline of Leamington Road for a distance of 139 metres in a north easterly direction

NO LOADING /UNLOADING AT ANY TIME

Street	Side	Location
AMBERLEY STREET BLACKBURN,	north-east	From a point 71 metres north west of the Centreline of Peel Street for a distance of 101 metres in a north westerly direction including a distance of 8 metres at the northerly perimeter running east to west From a point 71 metres north west of the Centreline of Peel Street for a distance of 101 metres in a north westerly direction including a distance of 8 metres at the northerly perimeter running east to west
AMBERLEY STREET BLACKBURN,	north-west	From a point 81 metres north west of its junction with the centre line of Princess Street for a distance of 4 metres in a north westerly direction from a point 101 metres north west of the Centreline of Peel Street for a distance of 24 metres in a north westerly direction
AMBERLEY STREET BLACKBURN,	south-east	From its junction with the centreline of Peel Street for a distance of 12 metres in a north westerly direction
AMBERLEY STREET BLACKBURN,	south-west	from a point 6 metres north west of the Centreline of Peel Street for a distance of 86 metres in a north westerly direction
PEEL STREET BLACKBURN,	north	from a point 37 metres east of the centreline of Amberley Street for a distance of 8.5 metres in an easterly direction from its junction with the centreline of Stancliffe Street for a distance of 37 metres in a south westerly direction
PEEL STREET BLACKBURN,	north-west	from its junction with the Centreline of Amberley Street for a distance of 12 metres in a south westerly direction from its junction with the centreline of Amberley Street for a distance of 10 metres in a north easterly direction from its junction with the centreline of Queen Victoria Street for a distance of 33 metres in a north easterly direction
PEEL STREET BLACKBURN,	south-east	from its junction with the centreline of Stancliffe Street for a distance of 250 metres in a south westerly direction
PRINCESS STREET BLACKBURN,	both	from the Centreline of Amberley Street for a distance of 10 metres in a north easterly direction
PRINCESS STREET BLACKBURN,	north-west	from a point 50 metres south west of the Centreline of Stancliffe Street for a distance of 42 metres in a north easterly direction from a point 38 metres north east of the Centreline of Amberley Street for a distance of 38 metres in a north easterly direction
PRINCESS STREET BLACKBURN,	south-east	from a point 59 metres south west of the Centreline of Stancliffe Street for a distance of 49 metres in a north easterly direction From a point 33 metres north east of the Centreline of Amberley Street for a distance of 49 metres in a north easterly direction
QUEEN VICTORIA STREET BLACKBURN,	north-east	from its junction with the centreline of Peel Street for a distance of 11 metres in a north westerly direction

STANCLIFFE STREET BLACKBURN,	east	from its junction with the Centreline of Wellington Road to its junction with the centreline of back Hollin Street
STANCLIFFE STREET BLACKBURN,	south-west	From its junction with the centreline of Peel Street for a distance of 34 metres in a south easterly direction
WATERFALL STREET BLACKBURN,	east	from its junction with the Centreline of Princess Street for its entire length
WATERFALL STREET BLACKBURN,	north-west	from its junction with the centreline of Princess Street for a distance of 10 metres in a north easterly direction
WELLINGTON ROAD BLACKBURN,	both	from the centreline of Stancliffe Street for a distance of 42 metres in a north easterly direction

ELIGIBILITY FOR PERMITS

Street	Eligible Addresses
DEVONPORT ROAD BLACKBURN,	2 – 40 (even numbers) 19 – 27 (odd numbers)

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents

Items to be removed from:

THE BOROUGH OF BLACKBURN (INNER RELIEF ROAD) (EANAM TO PRESTON NEW ROAD) (TRAFFIC MANAGEMENT) ORDER 1991

No waiting at any time

1	PRESTON NEW ROAD	south-west	from a point 18 metres south-east of its junction with Alma Street to a point 16 metres north of its junction with Alma Street
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3			from its junction with Simmons Street to the south-easterly boundary of 13 Preston New Road
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No waiting Mon-Sat 7am-7pm

5	PRESTON NEW ROAD	south-west	from the south-easterly boundary of 13 Preston New Road to a point 18 metres south-east of its junction with Alma Street
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Items to be removed from:

THE BOROUGH OF BLACKBURN (JOHNSTON STREET AREA, BLACKBURN) (TRAFFIC MANAGEMENT) ORDER 1992

Limited Waiting 30 Minutes, No Return Within 30 Minutes Mon-Sat 8am-6pm

1	JOHNSTON STREET	south-east	from a point 10 metres north-east of its junction with Shaw Street for a distance of 53 metres in a north-easterly direction
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Items to be removed from:

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
THE BOROUGH OF BLACKBURN (VARIOUS STREETS NO.7) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1982			
No waiting at any time			
1	MONTAGUE STREET	north-east	from the north-west side of Johnstone Street for a distance of 25 metres in a south-easterly direction
Items to be removed from: THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (NO.2) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1977			
No waiting Mon-Sat 7am-7pm			
1	PRESTON NEW ROAD	north	from Leamington Road to the western boundary of 94 Preston New Road
Items to be removed from: THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (NO.9) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1987			
No waiting at any time			
1	PRESTON NEW ROAD	south	from a point 10 metres west of its junction with Saunders Road for a distance of 33 metres in an easterly direction
Items to be removed from: THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) (NO. 2) ORDER 1995			
Limited Waiting 30 Minutes, No Return Within 30 Minutes Mon-Fri 8.30am-6pm			
1	JOHNSTONE STREET	south	from a point 15 metres north-east of its junction with Addison Close to its junction with Shaw Street
Items to be removed from: THE BOROUGH OF BLACKBURN WITH DARWEN (BLACKBURN NORTH TWO) (TRAFFIC MANAGEMENT AND REVOCATION) ORDER 2008			
No waiting at any time			
1	DEVONPORT ROAD	north	From its junction with Montague Street for a distance of 5 metres in a south westerly direction
Items to be removed from: THE BOROUGH OF BLACKBURN WITH DARWEN (SUDELL CROSS AREA, BLACKBURN) (TRAFFIC MANAGEMENT AND REVOCATION) ORDER 2006			
No waiting at any time			
1	SUDELL	west	from its junction with Simmons' Street to its junction with Northgate

**Items to be removed from:
THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (no 4) (PROHIBITION OF DRIVING AND WAITING, RESTRICTION OF WAITING AND REVOCATION) ORDER 2015**

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
No waiting Mon-Sat 8am-6pm			
1	DEVONPORT ROAD	south-east	From its junction with Montague Street to a point 9 metres south west of its junction with Whittaker Street

**Items to be removed from:
THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO.2) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2008**

No waiting Mon-Sat 7am-7pm			
1	PRESTON NEW ROAD	north	from a point 20 metres east of its junction with East Park Road for a distance of 56 metres in an easterly direction

**Items to be removed from:
THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2012**

No waiting Mon-Sat 8am-6pm			
1	DEVONPORT ROAD	north-west	From its junction with Montague Street for a distance of 20 metres in a south westerly direction



Key to Restriction Types Displayed

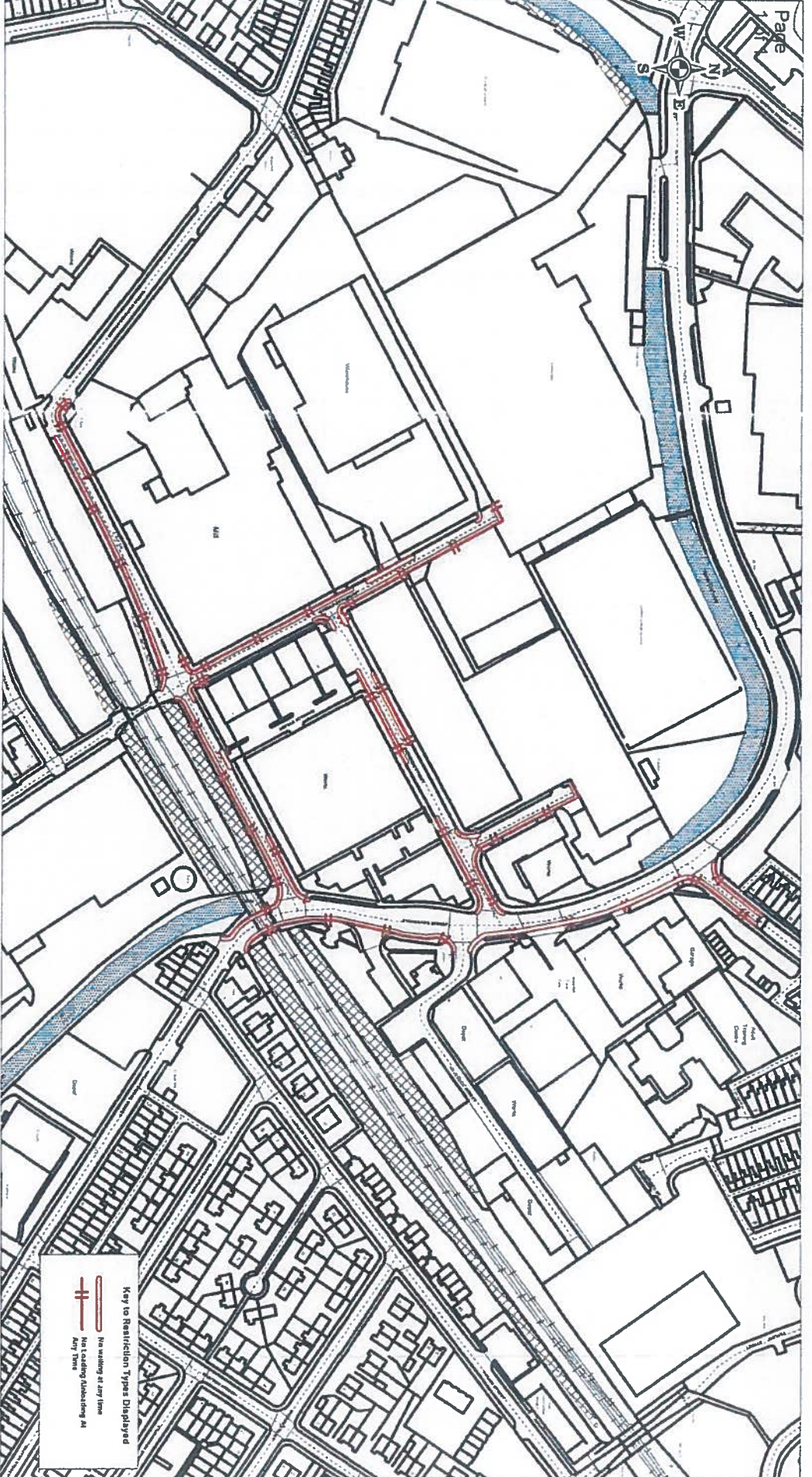
-  No waiting at any time
-  No waiting
-  One Way Traffic

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Proposed Experimental TRO - Preston New Road Area

SCALE	1 : 4000
DATE	27/02/2019
DRAWING No.	
DRAWN BY	
Checked by	



Working in partnership with

CAPITA

Proposed TRO - Princess Street, Blackburn area

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SCALE	1 : 2500
DATE	14/08/2018
DRAWING No.	
DRAWN BY	
Checked by	

EXECUTIVE MEMBER DECISION



REPORT OF: Executive Member for Regeneration

LEAD OFFICERS: Deputy Chief Executive

DATE: 26th June 2018

PORTFOLIO/S AFFECTED: Regeneration

WARD/S AFFECTED: Shear Brow and Corporation Park
Mill Hill and Moorgate
Wensley Fold
Ewood

SUBJECT: Proposed Experimental Traffic Regulation Order – Preston New Road and Princess Street areas Blackburn

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:-

Leamington Road, BlackburnOne way Driving
Burlington Street, BlackburnOne way Driving
Preston New Road, BlackburnNo waiting at any time, No waiting Mon–Sat 9am-6pm
Montague Street, Blackburn.....No waiting at any time, No waiting Mon-Sat 8am-6pm
Devonport Road, Blackburn.....No waiting at any time, No Waiting Mon-Sat 8am-6pm
Residents Parking/Limited waiting
Various side roads (Preston New Rd area).....No Waiting At Any Time
Princess Street, Blackburn.....No waiting/No loading/unloading at any time
Amberley Street, Blackburn.....No waiting/No loading/unloading at any time
Peel Street, Blackburn.....No waiting/No loading/unloading at any time
Stancliffe Street, Blackburn.....No waiting/No loading/unloading at any time
Wellington Road, Blackburn.....No waiting/No loading/unloading at any time
Unnamed street off Princess Street, Blackburn....No waiting/No loading/unloading at any time

2. RECOMMENDATIONS

That the Executive Member:
Authorise the Director of HR, Legal & Governance to make and advertise the Experimental Traffic Regulation Order as per the attached schedule.

3. BACKGROUND

Residents have requested via their Ward Councillor that the operational times of the no waiting restrictions on Preston New Road are relaxed in order to allow them to park outside their homes for longer. It is proposed to change the no waiting restrictions to Monday to Saturday 9am to 6pm. It is also proposed to take this opportunity to make changes to the operational times on other single

yellow lines in this area. This order also seeks to formalise the restrictions on a limited waiting/residents parking bay on Devonport Road.

Complaints have been received from a business which has recently acquired premises on Princess Street, Blackburn that they are experiencing access issues for heavy goods vehicles servicing their business. Additionally, there have been complaints regarding general parking in the area. This proposal of no waiting and no loading/unloading restrictions and informal part pavement parking seeks to resolve both access and parking issues in the area. Lining work associated with this scheme will be funded by the business.

As part of the scheme, it is also proposed to introduce one way driving on Leamington Road from Granville Road to Burlington Street and for the entire length of Burlington Street. These streets which surround the Mosque and Madrasa are typical of the Victorian era. They were intended to allow the movement of two way traffic but parked vehicles on both sides of the road means that congestion occurs when large volumes of traffic movement is being experienced. When the local mosque and madrasa are in operation, traffic volumes can be significant for relatively small residential streets. The introduction of one way traffic will support better vehicle movement around the local residential area and support the operation of both the mosque and madrasa.

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 this Experimental Traffic Regulation Order will be approximately £13000 and will be funded from the Traffic and Transportation element of the Highways Maintenance Budget. Lining work in the Princess Street area will be funded by the applicant.

7. LEGAL IMPLICATIONS

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

Experimental orders are predominately to provide the Highways Authority with a proper period of time to test the effects of a traffic order. An experimental order enables the impact of the new restrictions to be examined and potentially minor changes made to address unforeseen issues more readily. For an experimental order the objection period is 6 months which allows people to raise any objections or recommendations they may have with the experimental order with the 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 can be modified sooner than the initial 6 months depending on how it was operating and the interim objections and feedback being received. The maximum time limit for an experimental order is 18 months.

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

The public will have the opportunity to comment on the experimental order during the first six months from its implementation.

11. STATEMENT OF COMPLIANCE

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

12. DECLARATION OF INTEREST

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

VERSION:	1
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CONTACT OFFICER:	Gina Lambert
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DATE:	26 th June 2018
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BACKGROUND PAPER:	Appendix 1 - plans Appendix 2 - schedule
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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	11/05/2020
Brief description of activity	Proposed Traffic Regulation Order – Preston New Road/Princess Street Area (making an experimental order permanent)		


Answers favouring doing an EIA	Checklist question	Answers favouring not doing an EIA
<input type="checkbox"/> Yes	Does this activity involve any of the following: - Commissioning / decommissioning a service - Change to existing Council policy/strategy - Budget changes	<input checked="" type="checkbox"/> No
<input type="checkbox"/> Yes	Does the activity impact negatively on any of the protected characteristics as stated within the Equality Act (2010)?	<input checked="" type="checkbox"/> No
<input type="checkbox"/> No <input type="checkbox"/> Not sure	Is there a sufficient information / intelligence with regards to service uptake and customer profiles to understand the activity's implications?	<input checked="" type="checkbox"/> Yes
<input type="checkbox"/> Yes <input type="checkbox"/> Not sure	Does this activity: Contribute towards unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act <i>(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	14/04/2020