

Public Document Pack

Executive Member Decisions

Friday, 5th June, 2020
5pm

AGENDA

1. **Proposed Traffic Regulation Order - St Peter Street Area, Blackburn**
Proposed TRO St Peter St Area **2 - 20**
Appendix 1 schedule St Peter Street Area
Appendix 2 plan St Peter St Area V3
Appendix 3 DF relating to exp order
EIA-Checklist

Date Published: 5th June 2020
Denise Park, Chief Executive

EXECUTIVE MEMBER DECISION



REPORT OF:	Executive Member for Growth and Development
LEAD OFFICERS:	Director of Growth and Development
DATE:	12 th May 2020

PORTFOLIO/S AFFECTED: Growth and Development

WARD/S AFFECTED: Blackburn Central

SUBJECT: Proposed Traffic Regulation Order – St Peter Street Area

1. EXECUTIVE SUMMARY

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

Proposed Restricted Parking Zone.....	Chapel Street, Blackburn Clayton Street, Blackburn Darwen Street, Blackburn Freckleton Street, Blackburn Heaton Street, Blackburn King Street, Blackburn Market Street Lane, Blackburn Mincing Lane, Blackburn St Peter Street, Blackburn Vernon Street, Blackburn
Proposed Limited Waiting 8am to 6pm 3 hrs no return 2 hrs.....	Chapel Street, Blackburn Clayton Street, Blackburn Freckleton Street, Blackburn Heaton Street, Blackburn
Proposed Pay and Display parking 1 hour no return within 2 hours.....	Darwen Street, Blackburn Mincing Lane, Blackburn St Peter Street, Blackburn
Proposed Loading/Unloading Only.....	Darwen Street, Blackburn Mincing Lane, Blackburn St Peter Street, Blackburn
Proposed No Waiting Mon – Sat 8am to 6pm.....	Chapel Street, Blackburn
Proposed No Waiting At Any Time.....	King Street, Blackburn Mincing Lane, Blackburn

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

In order to improve the parking offer for businesses within the St Peter Street area, a number of pay and display bays were changed to 3 hours limited waiting as part of an experimental order. As part of the same order a restricted parking zone was introduced which included a number of streets as detailed in paragraph 1. In order to benefit local businesses the experimental order also introduced two bays for loading/unloading only.

The order has been operating since 20th February 2019. No objections or comments regarding the restrictions have been received and we are now in a position to make it 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 and advertising this Traffic Regulation Order will be approximately £1200 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:	12 th May 2020
--------------	---------------------------

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

SCHEDULES

NO WAITING AT ANY TIME

Street	Side	Location
KING STREET BLACKBURN,	both	from the centre line of Wainwright Way for a distance of 196 metres in a south westerly direction
MINCING LANE BLACKBURN,	west	from its junction with Mill Lane to its junction with Weir Street

LOADING BAY

Street	Side	Location
ASTLEY GATE BLACKBURN,	south	from its end on junction with Higher Church Street for a distance of 14 metres in a westerly direction
DARWEN STREET BLACKBURN,	east	from a point approx. 55 metres north of the centreline of Jubilee Street for a distance of approx. 12 metres in a northerly direction
HIGHER CHURCH STREET BLACKBURN,	south	from its end on junction with Astley Gate for a distance of 7 metres in an easterly direction
MINCING LANE BLACKBURN,	west	from a point approx. 18 metres north of the centreline of Mincing Lane for a distance of approx. 12 metres in a westerly direction
ST PETER STREET BLACKBURN,	south	from a point approx. 88 metres south west of the centreline of Mincing Lane for a distance of approx. 12 metres in a westerly direction

NO WAITING MON-SAT 8AM-6PM

Street	Side	Location
CHAPEL STREET BLACKBURN,	north	from its junction with Byrom Street to its junction with Pearson Street

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

Street	Side	Location
ASTLEY GATE BLACKBURN,	No Side Specified	from its end on junction with Higher Church Street to its junction with King Street
CHAPEL STREET BLACKBURN,	No Side Specified	from its junction with Heaton Street to its junction with Freckleton Street
CHURCH STREET BLACKBURN,	No Side Specified	from the centreline of Darwen Street for a distance of 49 metres in an easterly direction
	No Side Specified	from the centreline of Railway Road for a distance of 52 metres in a westerly direction

CLAYTON STREET BLACKBURN,	No Side Specified	for its entire length
CORPORATION STREET BLACKBURN,	No Side Specified	for its entire length
DANDY WALK BLACKBURN,	No Side Specified	for its entire length
DARWEN STREET BLACKBURN,	No Side Specified	from its junction with Church Street to its junction with Jubilee Street
FLEMING SQUARE BLACKBURN,	No Side Specified	for its entire length
FRECKLETON STREET BLACKBURN,	No Side Specified	from its junction with King Street to its junction with Weir Street
HEATON STREET BLACKBURN,	No Side Specified	for its entire length
HIGHER CHURCH STREET BLACKBURN,	No Side Specified	from its end on junction with Church Street to its end on junction with Astley Gate
JUBILEE STREET BLACKBURN,	No Side Specified	from its end on junction with The Boulevard for a distance of x metres in a south westerly direction
KING STREET BLACKBURN,	No Side Specified	from its junction with Mincing Lane to a point approx 20 metres east of its junction with Montague Street
LORD STREET WEST BLACKBURN,	No Side Specified	from its junction with Corporation Street to its junction with Barton Street
MARKET STREET LANE BLACKBURN,	No Side Specified	for its entire length
MINCING LANE BLACKBURN,	No Side Specified	from its junction with Mill lane to its junction with King Street
RAILWAY ROAD BLACKBURN,	No Side Specified	for its entire length
SALFORD BLACKBURN,	No Side Specified	from its junction with Railway Road to a point 80 metres west of the centreline of Vicar Street
ST PETER STREET BLACKBURN,	No Side Specified	for its entire length
THE BOULEVARD BLACKBURN,	north-west	from the centreline of Railway Road to its end on junction with Jubilee Street
THE BOULEVARD BLACKBURN,	south-east	from the centreline of Railway Road to its end on junction with Bridge Street

**RESTRICTED PARKING ZONE (NO WAITING & NO LOADING AT ANY TIME EXCEPT IN SIGNED BAYS)
10AM-4PM EXCEPT FOR PERMIT HOLDERS**

Street	Side	Location
CHURCH STREET BLACKBURN,	No Side Specified	from a point 54 metres north east of the centreline of Darwen Street for a distance of approximately 64 metres in a north easterly direction

LIMITED WAITING 8AM-6PM LIMITED WAITING 3 HOURS, NO RETURN WITHIN 2 HOURS

Street	Side	Location
CHAPEL STREET BLACKBURN,	south	from a point approx. 14 metres east of the centreline of Freckleton Street for a distance of approx. 48 metres in an easterly direction
CLAYTON STREET BLACKBURN,	north	From a point approx. 10 metres east of the centreline of Heaton Street for a distance of approx. 110 metres in a easterly direction
FRECKLETON STREET BLACKBURN,	east	from a point 18 metres north of the centreline of St Peter Street for a distance of approx. 30 metres in a northerly direction from a point 10 metres north of the centreline of Chapel Street for a distance of approx 55 metres in a northerly direction
FRECKLETON STREET BLACKBURN,	west	from a point approx. 10 metres north of the centreline of Weir Street for a distance of approx. 60 metres in a northerly direction from a point approx. 18 metres north of the centreline of St Peter Street for a distance of approx. 15 metres in a northerly direction from a point approx. 10 metres north of the centreline of Chapel Street for a distance of approx.30 metres in a northerly direction
HEATON STREET BLACKBURN,	west	from a point approx 10 metres south of the centreline of King Street for a distance of 57 metres in a southerly direction
ST PETER STREET BLACKBURN,	north	from a point approx. 20 metres east of the centreline of Freckleton Street for a distance of approx. 113 metres in an easterly direction
ST PETER STREET BLACKBURN,	south	from a point approx. 21 metres west of the centreline of Mincing Lane for a distance of approx. 61 metres in a westerly direction

LIMITED WAITING MON-SAT 8AM-6PM LIMITED WAITING 2 HOURS, NO RETURN WITHIN 3 HOURS

Street	Side	Location
CHAPEL STREET BLACKBURN,	south-east	from a point approx 8 metres south west of the centreline of Byrom Street for a distance of approx. 50 metres in a south westerly direction

PAY & DISPLAY PARKING PAY & DISPLAY PARKING MAX STAY 1 HOUR, NO RETURN WITHIN 2 HOURS

Street	Side	Location
DARWEN STREET BLACKBURN,	east	from a point approx. 10 metres north of the centreline of Jubilee Street for a distance of approx 32 metres in a northerly direction

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
1	DARWEN STREET	west	from a point 18 metres north of its junction with St Peter Street to a point 21 metres south of its junction with Market Street Lane
Pay & Display Parking Max Stay 1 Hour, No Return Within 2 Hours Mon-Sat 8am-6pm Excluding Bank Holidays			
3	DARWEN STREET	west	from a point 35 metres north of its junction with Mill Lane to a point 12 metres south of its junction with St Peter Street
5			from a point 11 metres north of its junction with Mill Lane for a distance of 18 metres in a northerly direction
Pay & Display Parking Mon-Sat 8am-6pm Excluding Bank Holidays			
7	CHAPEL STREET	north	from a point 5 metres east of its junction with Freckleton Street to a point 5 metres west of its junction with Heaton Street
9	CLAYTON STREET	south-east	from a point 46 metres north-east of its junction with Heaton Street for a distance of 38 metres in a north-easterly direction
11	ST PETER STREET	north-west	from a point 56 metres south-west of its junction with Mincing Lane to a point 20 metres north-east of its junction with Freckleton Street

Items to be removed from:
COUNTY BOROUGH OF BLACKBURN (MARKET STREET LANE) (NO WAITING) ORDER 1970

No waiting at any time

1	MARKET STREET LANE	south	from a point 37 yards west of Darwen Street to a point 39 yards east of Mincing Lane
3			from Mincing Lane for a distance of 22 yards in an easterly direction

Items to be removed from:
THE BOROUGH OF BLACKBURN (BLACKBURN TOWN CENTRE) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1983

No waiting at any time

1	LORD STREET WEST	south	from its junction with Barton Street in an easterly direction for a distance of 10 metres
---	------------------	-------	---

Items to be removed from:
THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (NO. 3) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1976

No waiting Mon-Sat 7am-7pm

1	CHAPEL STREET	south-east	from its junction with Freckleton Street for a distance of 62 metres in a north-easterly direction
3	HEATON STREET	north-east	from its junction with King Street to its junction with Chapel Street
5	VERNON STREET	east	from a point 42 metres south of its junction with Mill Lane for a distance of 3 metres in a southerly direction

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 (VARIOUS STREETS) (NO. 3) (PROHIBITION OF WAITING) ORDER 1974			
No waiting at any time			
1	KING STREET	south-east	from a point 10 metres north-east of its junction with Freckleton Street to its junction with King Street Bridge
3			from its junction with Mincing Lane to its junction with Old Bank Street

Items to be removed from:
THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (NO. 7) (PROHIBITION OF DRIVING) ORDER 1987

Prohibition of Driving except Access

1	NAB LANE
---	----------

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	DARWEN STREET	east	from its junction with Jubilee Street to opposite its junction with St. Peter Street, a distance of 67 metres
3		west	from its junction with St. Peter Street for 12 metres in a southerly direction
5			from its junction with Mill Lane for 12 metres in a northerly direction

Items to be removed from:
THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (PROHIBITION OF DRIVING) (NO.2) ORDER 1993

Prohibition of Driving except Buses

1	AINSWORTH STREET, BLACKBURN
---	--------------------------------

Items to be removed from:
The Borough of Blackburn with Darwen (Blackburn and Darwen Town Centres) (prohibition and restriction of waiting and revocation) Order 2004

No waiting at any time

1	KING STREET	north-west	from a point 10 metres north-east of its junction with France Street to its junction with King Street Bridge
3			from a point 15 metres south-west of its junction with Barton Street to its junction with Cardwell Place

Loading Bay

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
5	HEATON STREET	west	from a point 21 metres south of its junction with King Street for a distance of 7 metres in a southerly direction

Items to be removed from:

THE BOROUGH OF BLACKBURN WITH DARWEN (BLACKBURN TOWN CENTRE) (TRAFFIC MANAGEMENT) ORDER 2012

No waiting

1	CHAPEL STREET	north-west	From its junction with Freckleton Street To its junction with Pearson Street
---	---------------	------------	--

Limited Waiting

3	CHAPEL STREET	south-east	From its junction with Freckleton Street To a point 49.5 metres south west of its junction with Byrom Street
---	---------------	------------	--

Limited Waiting 3 hours, No return within 4 hours Mon-Sat 8am-6pm

5	FRECKLETON STREET	north-east	From a point 8 metres south east of its junction with Chapel Street for a distance of 27.5 metres in a south easterly direction
---	-------------------	------------	---

Pay & Display Parking Mon-Sat 8am-6pm Excluding Bank Holidays

7	HEATON STREET	south-west	From its junction with King Street For a distance of 21 metres in a south easterly direction
9			From a point 9 metres north west of its junction with Chapel Street in a north westerly direction To a point 28 metres south west of its junction with King Street

Items to be removed from:

THE BOROUGH OF BLACKBURN WITH DARWEN (CHURCH STREET AREA, BLACKBURN) (TRAFFIC MANAGEMENT AND REVOCATION) ORDER 2006

No waiting at any time

1	CHURCH STREET	both	from a point 45 metres south-west of its junction with Railway Road to its junction with Darwen Street
3			from its junction with Railway Road for a distance of 15 metres in a south-westerly direction
5	DARWEN STREET	east	from its junction with St Peter Street to its junction with Higher Church Street
7		west	from a point 18 metres south of its junction with Market Street Lane for a distance of 35 metres in a northerly direction
9			from its junction with St Peter Street for a distance of 13 metres in a northerly direction
11	GROSVENOR WAY	both	for its entire length.

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
No Loading /Unloading At Any Time			
13	CHURCH STREET	both	from a point 58 metres south-west of its junction with Temple Court to its junction with Darwen Street
15			from its junction with Church Street for a distance of 15 metres in a south-westerly direction
17	DARWEN STREET		
19		east	from its junction with St Peter Street to its junction with Higher Church Street
Pay & Display Parking			
21	DARWEN STREET	west	
Prohibition of Driving 9am-5pm (Except for permit holders and for deliveries 9:00am-10:00am and 4:00pm-5:00pm)			
23	CHURCH STREET		
No vehicles in excess of 7.5 Tonnes			
25	CHURCH STREET		
Items to be removed from: THE BOROUGH OF BLACKBURN WITH DARWEN (FRECKLETON STREET, BLACKBURN) (PROHIBITION OF LOADING) ORDER 2005			
No Loading /Unloading At Any Time			
1	FRECKLETON STREET	west	from its junction with King Street to its junction with St Peter Street
Items to be removed from: THE BOROUGH OF BLACKBURN WITH DARWEN (ST. PETER STREET) (EXPERIMENTAL TRAFFIC MANAGEMENT AND REVOCATION) ORDER 2002			
No waiting Mon-Sat 8am-6pm			
1	ST PETER STREET	north	from its junction with Freckleton Street to its junction with Byrom Street
Limited Waiting 1 Hour, No Return Within 1 Hour Mon-Sat 8am-6pm			
3	ST PETER STREET	south	from its junction with Freckleton Street to its junction with Byrom Street

Items to be removed from:
The Borough of Blackburn with Darwen (Various Streets, Blackburn and Darwen) (No. 2) (Prohibition of Waiting, Loading/Unloading, Driving, U-Turns, and Revocation) Order 2015

No waiting at any time

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
1	MINCING LANE	north-east	From a point 28 metres north west of its junction with St Peter Street To its junction with Fleming Square
3			From a point 24 metres north west of its junction with Mill Lane for a distance of 37 metres in a north westerly direction direction
5		west	From its junction with Weir Street to its junction with King Street
Pay & Display Parking Mon-Sat excl Bank Hols 8am-6pm			
7	MINCING LANE	north-east	From 9 metres north west of its junction with Mill Lane for a distance of 21 metres in a north westerly direction
9			From a point 6 metres north west of its junction with St Peter Street For a distance of 22 metres in a north easterly direction

Items to be removed from:

THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO. 2) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2001

Loading Bay

1	ASTLEY GATE	south	from the easterly boundary of 5 Astley Gate to the easterly boundary of 3 Astley Gate
---	-------------	-------	--

Items to be removed from:

THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO. 4) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 1998

No Loading /Unloading At Any Time

1	DARWEN STREET	west	from its junction with Higher Church Street to its junction with Market Street Lane
---	---------------	------	--

Items to be removed from:

THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO. 5) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 1998

No waiting at any time

1	FRECKLETON STREET	north-east	from a point 10 metres south-east of its junction with Chapel Street to its junction with King Street
3			from its junction with Weir Street to a point 15 metres north-west of its junction with St Peter Street
5		south-west	from its junction with Weir Street to its junction with King Street
7	ST PETER STREET	north-west	from its junction with Mincing Lane for a distance of 45 metres in a south-westerly direction
9			from its junction with Freckleton Street for a distance of 20 metres in a north-easterly direction

SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
11		south-east	from its junction with Mincing Lane to its junction with Freckleton Street

Items to be removed from:

THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO.1) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2011

Loading Bay

1	CORPORATION STREET	west	From a point 11 metres north of its junction with Astley Gate For a distance of 17 metres in a northerly direction
---	--------------------	------	--

Items to be removed from:

THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (NO.5) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 2007

No waiting at any time

1	HEATON STREET	west	from its junction with Chapel Street for a distance of 9 metres in a north-westerly direction
---	---------------	------	---

Items to be removed from:

THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 1997

No waiting at any time

1	CLAYTON STREET	south-east	from its junction with Heaton Street for a distance of 45 metres in a north-easterly direction
3			from its junction with Mincing Lane for a distance of 70 metres in a south-westerly direction

No waiting Mon-Sat 7am-7pm

5	CLAYTON STREET	north-west	for its entire length
---	----------------	------------	-----------------------

Items to be removed from:

THE COUNTY BOROUGH OF BLACKBURN (CENTRAL AREA NO. 1) (NO WAITING) ORDER 1965

No waiting Mon-Sat 7am-7pm

1	KING STREET	south	from King Street Bridge to Mincing Lane (as amended by order 97 "The Borough of Blackburn (various Streets) (No. 3) (Prohibition of Waiting) order 1974
---	-------------	-------	---

Items to be removed from:

THE COUNTY BOROUGH OF BLACKBURN (VARIOUS CENTRAL STREETS) (NO WAITING) ORDER NO. 1 1969

No waiting at any time

1	MARKET STREET LANE	north	from Mincing Lane to Darwen Street
---	--------------------	-------	------------------------------------

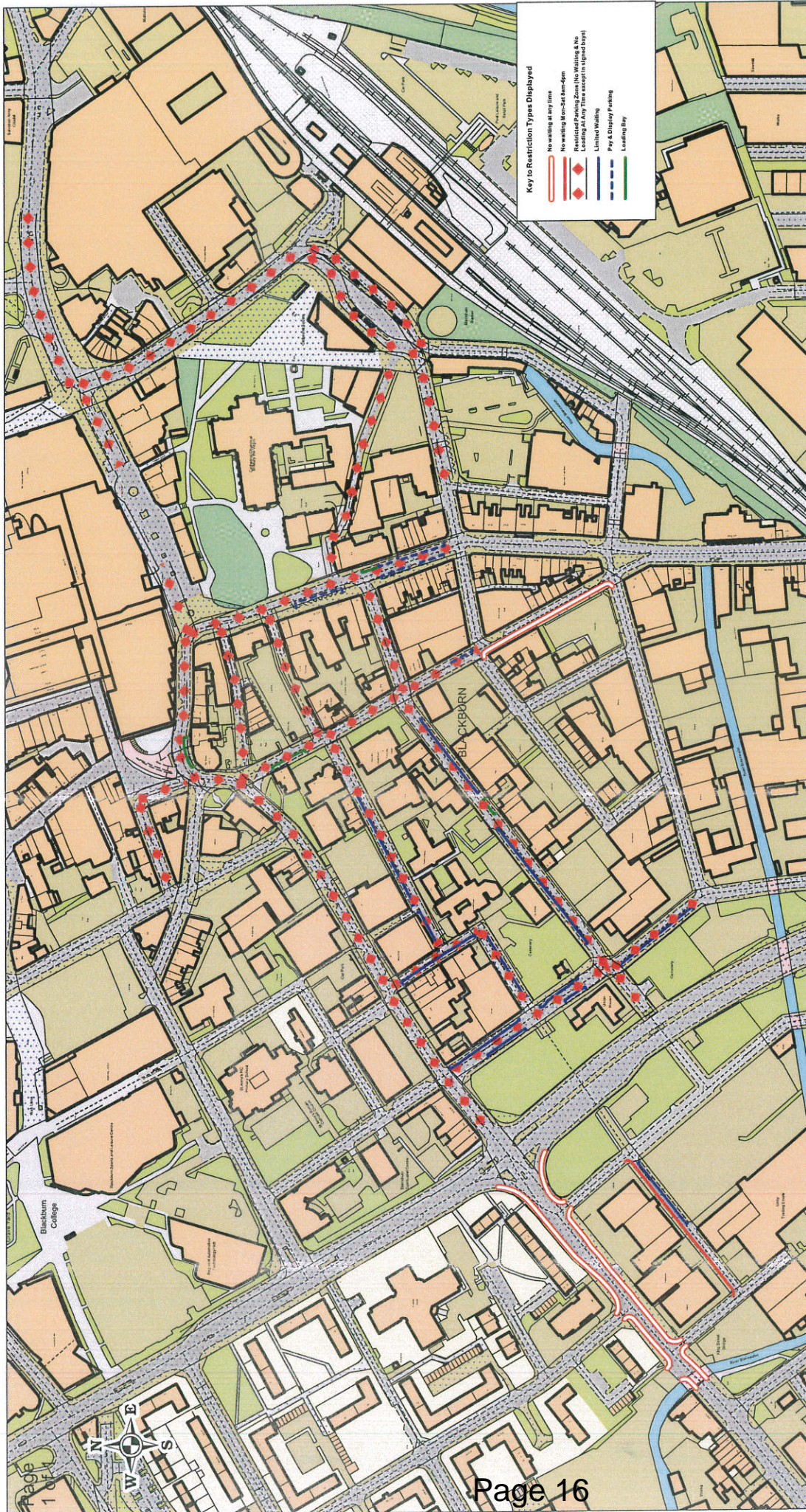
SCHEDULE OF REVOCATIONS

COL. 1	COL. 2	COL. 3	COL. 4
Item No.	Road Name	Side of Road	Extents
Items to be removed from: THE COUNTY BOROUGH OF BLACKBURN (VARIOUS STREETS) (NO. 1) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1973			
No waiting at any time			
1	ST PETER STREET	both	from its junction with Darwen Street to its junction with Mincing Lane

Items to be removed from:
THE COUNTY BOROUGH OF BLACKBURN (VARIOUS STREETS) (NO. 3) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1973

No waiting at any time

1	MARKET STREET LANE	south	from a point 15 metres west of Darwen Street to a point 33 metres west of Darwen Street
3			from a point 21 metres east of its junction with Mincing Lane to a point 36 metres east of its junction with Mincing Lane



<p>© Crown copyright and database rights 2017.</p> <p>Licence No. 100019493</p> <p>Traffic Regulation Order St Peter Street Area</p>	SCALE	1 : 3500
	DATE	10/01/2019
	DRAWING No.	
	DRAWN BY	
	Checked by	





EXECUTIVE MEMBER DECISION

REPORT OF: (Please Select) Regeneration
(Please Select) Regeneration

LEAD OFFICERS: Deputy Chief Executive
(Please Select)

DATE: 25th October 2018

PORTFOLIO/S AFFECTED: Regeneration (Please Select...)

WARD/S AFFECTED: Blackburn Central (Please Select...)

SUBJECT: Proposed Experimental Traffic Regulation Orders – St Peter Street Area Blackburn

1. EXECUTIVE SUMMARY

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

Proposed Restricted Parking Zone.....Chapel Street, Blackburn
Clayton Street, Blackburn
Darwen Street, Blackburn
Freckleton Street, Blackburn
Heaton Street, Blackburn
King Street, Blackburn
Market Street Lane, Blackburn
Mincing Lane, Blackburn
St Peter Street, Blackburn
Vernon Street, Blackburn

Proposed Limited Waiting 8am to 6pm
3 hrs no return 2 hrs.....Chapel Street, Blackburn
Clayton Street, Blackburn
Freckleton Street, Blackburn
Heaton Street, Blackburn

Proposed Pay and Display parking
1 hour no return within 2 hours.....Darwen Street, Blackburn
Mincing Lane, Blackburn
St Peter Street, Blackburn

Proposed Loading/Unloading Only.....Darwen Street, Blackburn
Mincing Lane, Blackburn
St Peter Street, Blackburn

Proposed No Waiting Mon – Sat 8am to 6pm.....Chapel Street, Blackburn
Proposed No Waiting At Any Time.....King Street, Blackburn
Mincing Lane, Blackburn

2. RECOMMENDATIONS

That the Executive Member:

Authorise the Director of HR, Legal & 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

In order to improve the parking offer for businesses within the St Peter Street area, it is proposed to change a number of pay and display bays to 3 hours limited waiting. The ticket machines in this area are outdated and this proposal will avoid the cost of replacing them. It is proposed to introduce a restricted parking zone as part of this order. This will include a number of streets as detailed in paragraph 1. This proposed order also seeks to introduce two bays for loading/unloading only. These bays will benefit local businesses.

4. KEY ISSUES & RISKS

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

5. POLICY IMPLICATIONS

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

6. FINANCIAL IMPLICATIONS

The cost of making and advertising this Traffic Regulation Order will be approximately £8000 and will be funded from the LTP budget.

7. LEGAL IMPLICATIONS

The necessary legal powers to implement this scheme are within the Road Traffic Regulations Act 1984. The advertising of the proposals will 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
-----------------	----------

CONTACT OFFICER:	Gina Lambert, Chris Pearson
DATE:	25 th October 2018
BACKGROUND PAPER:	Appendix 1 - schedule Appendix 2 - plans

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	12/12/2019
Brief description of activity	Proposed Experimental Traffic Regulation Order – Ewood Prohibition of Driving various streets and Coach Parking Albion Street		


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

Will you now be completing an EIA?

☐ Yes

☒ No

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

Assessment Lead Signature	
E&D Lead Signature	Gwen Kinloch
Date	20/05/2020