

Public Document Pack

Executive Member Decisions

Friday, 26th June, 2020

AGENDA

1. **TRO Borough Loading Bays - Various Streets**
EMD - Borough Loading Bays **2 - 7**
Appendix 1 - Schedule
EIA-checklist Borough Loading Bays order

Date Published: 26th 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: 19th May 2020

PORTFOLIO/S AFFECTED: Growth and Development

WARD/S AFFECTED: All

SUBJECT: TRO Borough Loading Bays – Various Streets

1. EXECUTIVE SUMMARY

To inform the Executive Member for Regeneration and Executive Member for Environment of the proposal to consolidate and modify existing Loading Bay restrictions in to a new Traffic Regulation Order covering all loading bays across the Borough.

2. RECOMMENDATIONS

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

3. BACKGROUND

Due to changes in the highway network within the town centre it has become necessary to modify a number of loading bay restrictions. It is proposed to introduce a Borough wide Loading Bay order which will incorporate these modifications.

Loading bays within the town centre are being created, existing ones relocated and other administrative modifications including conversion of existing loading bays in to goods vehicle loading bays in order to prevent loading bays from being occupied by blue badge holders. There is dedicated on and off street parking provision for Blue Badge holders throughout the borough in addition to a range of parking concessions within limited waiting and pay and display parking bays.

The change to Borough wide orders is something we have been moving towards over the last twelve months in order to reduce the number of Traffic Regulation Orders that we have, simplify their introduction and amendment, ensure consistency and clarity and overall reduce costs for the council 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 and advertised in accordance with The Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020.

6. FINANCIAL IMPLICATIONS

The cost of making and advertising this Traffic Regulation Order will be approximately £2000 and be funded from the VSNGL capital 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 the proposal following statutory advertising on the council's website.

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.
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CONTACT OFFICER:	Simon Littler
DATE:	19 th May 2020
BACKGROUND PAPER:	Appendix 1 – Schedule Appendix 2 - Plans

SCHEDULES

GOODS VEHICLE LOADING BAY 10AM-4PM 30 MINUTES, NO RETURN WITHIN 1 HOUR

Street	Side	Location
KING STREET BLACKBURN,	north	from a point 7 metres east of the centre line of France Street for a distance of 10 metres in an easterly direction
MINCING LANE BLACKBURN,	west	from a point 15 metres north of the centre line of Market Street Lane for a distance of 24 metres in a northerly direction

GOODS VEHICLE LOADING BAY 30 MINUTES, NO RETURN WITHIN 1 HOUR

Street	Side	Location
AINSWORTH STREET BLACKBURN,	west	from a point 4 metres north of the centre line of James St for a distance of 14 metres in a northerly direction
ASTLEY GATE BLACKBURN,	south-east	from a point 7 metres east of the centre line of Corporation Street for a distance of 17 metres in an easterly direction
BARTON ST BLACKBURN,	west	From a point 16 metres south of the centre line of Feilden St for a distance of 13 metres in a southerly direction
CANTERBURY STREET BLACKBURN,	south	from a point 43 metres west of the centreline of Byrom Street for a distance of 12 metres in a westerly direction
CARDWELL PLACE BLACKBURN,	north	from a point 21 metres west of the centre line of Corporation Street for a distance of approx 12 metres in a westerly direction
CORPORATION STREET BLACKBURN,	west	from a point 6 metres south of the centre line of Lord St West for a distance of 16 metres in a southerly direction
DARWEN STREET BLACKBURN,	east	from the centre line of St Peter St for a distance of 14 metres in a southerly direction
DARWEN STREET BLACKBURN,	west	from a point 2 metres south of the centre line of Fleming Sq for a distance of 12 metres in a southerly direction from a point 60 metres south of the centreline of Weir Street for a distance of 7 metres in a southerly direction
KING STREET BLACKBURN,	north	from a point 8 metres east of the centre line of Paradise Lane for a distance of 20 metres in an easterly direction from a point 14 metres west of the centre line of Barton St for a distance of 18 metres in a westerly direction
KING STREET BLACKBURN,	south-east	from a point 26 metres north east of the centreline of Freckleton Street for a distance of 25 metres in a north easterly direction
NORTHGATE BLACKBURN,	east	from a point 39 metres south of the centre line of Town Hall St for a distance of 15 metres in a southerly direction
PRESTON NEW ROAD BLACKBURN,	south-east	From a point 55 metres south east of the centreline of the westbound carriageway of Barbara Castle Way for a distance of 8 metres in a south easterly direction

RAILWAY ROAD BLACKBURN,	east	from a point 46 metres south of the centreline of Church Street for a distance of 15 metres in a southerly direction
RAILWAY ROAD BLACKBURN,	west	from a point 121 metres south of the centreline of Church Street for a distance of 27.5 metres in a southerly direction
REGENT STREET BLACKBURN,	south	from a point 16 metres east of the centre line of Victoria Street for a distance of 11 metres in an easterly direction from a point 10 metres west of the centre line of Victoria Street for a distance of 12 metres in a westerly direction
RICHMOND TERRACE BLACKBURN,	north	from a point 10 metres east of the centre line of Victoria Street for a distance of 11 metres in an easterly direction
RICHMOND TERRACE BLACKBURN,	south	from a point 17 metres west of the centre line of Museum St for a distance of 11 metres in a westerly direction
ST PETER STREET BLACKBURN,	south	from a point 20 metres west of the centre line of Darwen Street for a distance of 6 metres in a westerly direction from a point 88 metres south west of the centreline of Mincing Lane for a distance of 12 metres in a westerly direction
TACKETT STREET BLACKBURN,	west	from a point 7 metres south of the centre line of Richmond Terrace for a distance of 12 metres in a southerly direction from a point 18 metres south of the centre line of Exchange Street for a distance of 12 metres in a southerly direction
VICTORIA STREET BLACKBURN,	east	from a point 6 metres south of the centre line of James Street for a distance of 9 metres in a southerly direction from a point 20 metres north of the centre line of Town Hall Street for a distance of 7 metres in a northerly direction
VICTORIA STREET BLACKBURN,	west	from a point 26 metres south of the centre line of the westbound carriageway of Barbara Castle Way for a distance of 10 metres in a southerly direction

LOADING BAY MAXIMUM STAY 1 HOUR

Street	Side	Location
IVY CLOSE BLACKBURN,	north-east	From a point 35 metres north east of the centreline of Infirmary Street fo a distance of 6 metres in a north easterly direction

EQUALITY IMPACT ASSESSMENT CHECKLIST

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

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

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

Service area & dept.	Traffic	Date the activity will be implemented	19/05/2020
Brief description of activity	Proposed Traffic Regulation Order – Borough Loading Bays		


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	20/05/2020