

Public Document Pack

Executive Member Decisions

Friday, 23rd October, 2020

AGENDA

1. **Proposed Traffic Regulation Order - Waiting and Loading Restrictions in the vicinity of Queen Elizabeth Grammar School (making an experimental order permanent)**
EMD - QEGS safety scheme exp to perm **2 - 11**
Appendix 1 schedule incl variation
Appendix 2 plan incl variation Dukes Brow
Appendix 3 DF QEGS safety scheme relating to exp order
EIA-Checklist QEGS safety scheme exp to perm

Date Published: 23rd October 2020
Denise Park, Chief Executive

EXECUTIVE MEMBER DECISION



REPORT OF: Executive Member for Growth and Development

LEAD OFFICERS: Director of Growth and Development

DATE: 13th October 2020

PORTFOLIO/S AFFECTED: Growth and Development

WARD/S AFFECTED: Shear Brow and Corporation Park

SUBJECT: Proposed Traffic Regulation Order – Waiting and Loading Restrictions in the vicinity of Queen Elizabeth Grammar School (making an experimental order permanent)

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 :-

No Waiting At Any Time.....	Adelaide Terr Blackburn
No Loading/No Unloading At Any Time.....	West Park Rd Blackburn
No Waiting/No Loading/No Unloading Mon-Fri 8am-5pm.....	West Park Rd Blackburn
No Waiting/No Loading/No Unloading Mon-Fri 8am-5pm	Dukes Brow, 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

An experimental order was made to introduce a safety scheme in order to improve bus and pedestrian access in the vicinity of Queen Elizabeth Grammar School. The scheme has been operating since 20th June 2019.

Following discussion with residents, a variation to the experimental order was made on the 12th March 2020 which reduced the length of the no waiting and no loading restriction on Dukes Brow and removed the words “school term time only” from the schedule. Since that time no further comments or objections have been made in respect of the order. 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 and advertised in accordance with The Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020.

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.

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. Comments from residents regarding the no waiting and no loading restriction on Dukes Brow resulted in the length of the restriction being reduced. No further 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: 13th October 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
ADELAIDE TERRACE BLACKBURN,	west	from a point 55 metres north west of its junction with the centreline of Preston New Road for a distance of 55 metres in a north westerly direction

NO WAITING / NO LOADING MON-FRI 8AM-5PM

Street	Side	Location
DUKES BROW BLACKBURN,	south	from the centreline of Adelaide Terrace for a distance of 86 metres in a north westerly direction from the centreline of Hope Terrace for a distance of 26 metres in a south easterly direction
WEST PARK ROAD BLACKBURN,	north	from a point 50 metres east of the centreline of Park Crescent for a distance of 130 metres in an easterly direction

NO LOADING /UNLOADING AT ANY TIME

Street	Side	Location
WEST PARK ROAD, BLACKBURN	east	from the centre line of Preston New Road for a distance of approximately 55 metres in a northerly direction
WEST PARK ROAD, BLACKBURN	west	from the centre line of Preston New Rd for a distance of approx 238m in a northerly direction

SCHEDULE OF REVOCATIONS

Item No.	Road Name	Side of Road	Extents
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Items to be removed from:

THE BOROUGH OF BLACKBURN (VARIOUS STREETS) (NO.1) (PROHIBITION OF WAITING) ORDER 1977

No waiting at any time

ADELAIDE TERRACE	west	from a point 48 metres north-west of its junction with Preston New Road to its junction with Burlington Street
BURLINGTON STREET	south	from its junction with Adelaide Terrace for a distance of 9 metres in a south-westerly direction

Items to be removed from:

SCHEDULE OF REVOCATIONS

Item No.	Road Name	Side of Road	Extents
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THE BOROUGH OF BLACKBURN WITH DARWEN (QUEEN ELIZABETH GRAMMAR SCHOOL AREA BLACKBURN) EXPERIMENTAL WAITING AND LOADING/UNLOADING) ORDER 2019

No waiting at any time

ADELAIDE TERRACE BLACKBURN	west	from a point 55 metres north west of its junction with the centreline of Preston New Road for a distance of 55 metres in a north westerly direction
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No waiting Mon-Fri 8am-5pm School term time only

DUKES BROW	south-west	from the centre line of Hope Terrace to the centre line of Adelaide Terrace
WEST PARK ROAD	north	from a point approx 50m east of the centre line of Park Crescent for a distance of approx 130m in an easterly direction

No Loading /Unloading At Any Time

WEST PARK ROAD	east	from the centre line of Preston New Road for a distance of approximately 55 metres in a northerly direction
	west	from the centre line of Preston New Rd for a distance of approx 238m in a northerly direction

No Loading/Unloading Mon-Fri 8am-5pm School term time only

DUKES BROW	south-west	from the centre line of Hope Terr to the centre line of Adelaide Terr
WEST PARK RD	north	from a point approx 50m east of the centre line of Park Crescent for a distance of approx 130m in an easterly direction

Items to be removed from:

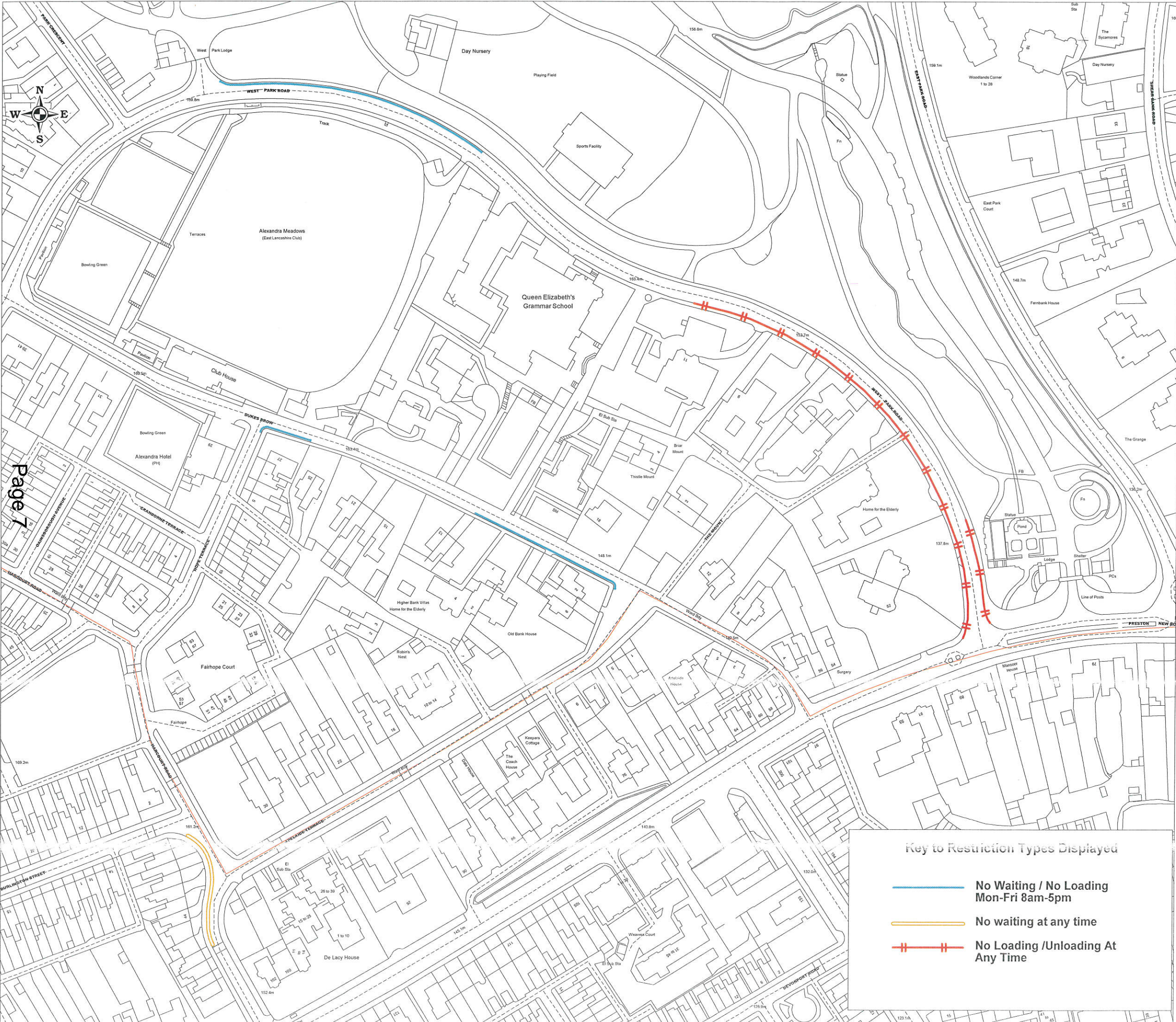
THE BOROUGH OF BLACKBURN WITH DARWEN (VARIOUS STREETS) (no 2) (PROHIBITION AND RESTRICTION OF WAITING AND REVOCATION) ORDER 2017

No waiting at any time

EAST PARK ROAD	west	From a point 15 metres north of its junction with Lilford Road for a distance of 58 metres in a southerly direction
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Limited Waiting 2 hours, No return within 3 hours Mon-Sat 8am-6pm

EAST PARK ROAD	west	From a point 53 metres north west of its junction with Preston new Road for a distance of 237 metres in a north westerly direction
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Key to Restriction Types Displayed

- No Waiting / No Loading Mon-Fri 8am-5pm
- No waiting at any time
- = No Loading /Unloading At Any Time

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BLACKBURN
DARWEN

DRAWING TITLE

**PROPOSED QEGS
ROAD SAFETY SCHEME**

SCALE	1 : 1750
DATE	25/02/2020
DRAWING No.	
DRAWN BY	



EXECUTIVE MEMBER DECISION

REPORT OF: Executive Member for Regeneration

LEAD OFFICERS: Director of Growth and Development

DATE: 12th March 2019

PORTFOLIO/S AFFECTED: Regeneration

WARD/S AFFECTED: Shear Brow and Corporation Park

SUBJECT: Proposal of Experimental Traffic Regulation Order – Waiting and Loading Restrictions around Queen Elizabeth Grammar School

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 At Any Time.....Adelaide Terr Blackburn
No Loading/No Unloading At Any Time.....West Park Rd Blackburn
No Waiting/No Loading/No Unloading Mon-Fri 8am-5pm schl term only.....West Park Rd Blackburn
No Waiting/No Loading/No Unloading Mon-Fri 8am-5pm schl term only.....Dukes Brow, 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

A safety scheme has been designed in order to improve bus and pedestrian access in the vicinity of Queen Elizabeth Grammar School. The scheme aims to improve road safety and reduce congestion on both West Park Road and Dukes Brow.

Approval is sought to advertise and make the experimental Traffic Regulation Order associated with the new restrictions being introduced as part of this scheme.

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 £9000 and will be funded from both capital and revenue elements of the Local Transport Plan 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
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CONTACT OFFICER:	
DATE:	24 th March 2019
BACKGROUND PAPER:	Appendix 1 - schedule Appendix 2 - plan

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	13/10/2020
Brief description of activity	Proposed Traffic Regulation Order – Waiting and Loading restrictions in the vicinity of Queen Elizabeth Grammar School (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.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?

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

☐ Yes

☒ No

Assessment Lead Signature	Gwen Kinloch
E&D Lead Signature	
Date	16/10/2020