



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
------------------------------	--