



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 The ticket machines in this area are outdated and this proposal will avoid the cost of replacing them.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
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DATE:	25 th October 2018
BACKGROUND PAPER:	Appendix 1 - schedule Appendix 2 - plans