



EXECUTIVE MEMBER DECISION

REPORT OF:	Executive Member for Growth and Development
LEAD OFFICERS:	Strategic Director of Environment & Operations
DATE:	22/01/2024

PORTFOLIO/S AFFECTED:	Growth and Development
WARD/S AFFECTED:	Audley & Queen's Park, Darwen South Ward

SUBJECT: Proposed Traffic Regulation Order (TRO) for the BwD Electric Vehicle Charge Point - Parking Places (Pilot 1) on Lambeth Street and Pringle Street in Blackburn and Progress Street in Darwen.

1. EXECUTIVE SUMMARY

The Council is proposing to advertise a Traffic Regulation Order to support new Electric Vehicle parking bays. This is in accordance with the approved EV strategy, as detailed below and seek approval to restrict parking within the designated EV charging bays to be only available for electric vehicles.

These EV charging points form part of a pilot scheme that will install charge points at five locations around the borough. The pilot scheme will help generate evidence and test our processes to be used for the Local Electric Vehicle Infrastructure (LEVI) funding application due in April 2024. The LEVI funding of £1.6million is to be spent on forming new charge points in predominantly residential areas with low or no off-street parking. The pilot will be key evidence for the LEVI bid.

2. RECOMMENDATIONS

That the Executive Member:

Authorise the Deputy Director of Legal and Governance to advertise the proposed Traffic Regulation Order as per the attached schedule contained in appendix 1.

Authorise the Deputy Director of Legal and Governance to then make the Traffic Regulation Order should no objections be made.

Note that any unresolved objections to the Traffic Regulation Order will be reported to a meeting of the Planning and Highways Committee.

3. BACKGROUND

It has been identified in the published Electric Vehicle charging strategy document that there is a need for EV charging bays to be provided in areas where residents have no access to off-street parking. In order to facilitate this requirement, the Council will be applying for funding to install EV charging points in Blackburn, Darwen and the Rural areas.

A pilot scheme is being trialled at five locations within Blackburn with Darwen to understand the process of providing EV charging points in residential areas in more detail. This pilot scheme will provide insight to allow the main EV project to be completed successfully.

This TRO covers three of the five sites on Lambeth Street and Pringle Street in Blackburn and Progress Street in Darwen. Once this TRO is passed, future locations in which EV charging sites are located can be added to the order via amendments to this TRO, providing no existing restrictions need to be revoked.

Due to the type of housing and the general lack of available parking, we intend to enhance the parking offer for residents. This will be achieved by adding additional Electric Vehicle parking spaces into available vacant land that was not previously open to the public.

The new spaces will be contiguous with the highway where possible and will look like charging hubs alongside the street, without removing significant available parking space for non-EV users.

The aim is that these charging hubs will serve all properties within a five-minute walk from the hub. Each car that utilises one of these EV spaces will reduce the number of cars parked in busy terraced streets.

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.

NB – all EV charging points will be installed in accordance with the IET Code of Practice that outlines specific safety guidelines.

5. POLICY IMPLICATIONS

The proposal to make a new Traffic Regulation Order requires delegated approval from the Executive Member for Environment & Operations 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 £1000 and will be funded by Highways from within existing budgets.

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 or comment on 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.

VERSION:	1
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CONTACT OFFICER:	Paul Withington
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BACKGROUND PAPER:	Appendix 1 Schedule Appendix 2 Plan 1, Plan 2 Appendix 3 Statement of reasons
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