

# EXECUTIVE MEMBER DECISION



**REPORT OF:** Executive Member for Regeneration

**LEAD OFFICERS:** Deputy Chief Executive

**DATE:** 26<sup>th</sup> June 2018

**PORTFOLIO/S AFFECTED:** Regeneration

**WARD/S AFFECTED:** Shear Brow and Corporation Park  
Mill Hill and Moorgate  
Wensley Fold  
Ewood

**SUBJECT:** Proposed Experimental Traffic Regulation Order – Preston New Road and Princess Street areas Blackburn

## 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:-

Leamington Road, Blackburn .....One way Driving  
Burlington Street, Blackburn .....One way Driving  
Preston New Road, Blackburn .....No waiting at any time, No waiting Mon–Sat 9am-6pm  
Montague Street, Blackburn.....No waiting at any time, No waiting Mon-Sat 8am-6pm  
Devonport Road, Blackburn.....No waiting at any time, No Waiting Mon-Sat 8am-6pm  
Residents Parking/Limited waiting  
Various side roads (Preston New Rd area).....No Waiting At Any Time  
Princess Street, Blackburn.....No waiting/No loading/unloading at any time  
Amberley Street, Blackburn.....No waiting/No loading/unloading at any time  
Peel Street, Blackburn.....No waiting/No loading/unloading at any time  
Stancliffe Street, Blackburn.....No waiting/No loading/unloading at any time  
Wellington Road, Blackburn.....No waiting/No loading/unloading at any time  
Unamed street off Princess Street, Blackburn....No waiting/No loading/unloading at any time

## 2. RECOMMENDATIONS

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

## 3. BACKGROUND

Residents have requested via their Ward Councillor that the operational times of the no waiting restrictions on Preston New Road are relaxed in order to allow them to park outside their homes for longer. It is proposed to change the no waiting restrictions to Monday to Saturday 9am to 6pm. It is also proposed to take this opportunity to make changes to the operational times on other single yellow lines in this area. This order also seeks to formalise the restrictions on a limited waiting/residents parking bay on Devonport Road.

Complaints have been received from a business which has recently acquired premises on Princess Street, Blackburn that they are experiencing access issues for heavy goods vehicles servicing their business. Additionally, there have been complaints regarding general parking in the area. This proposal of no waiting and no loading/unloading restrictions and informal part pavement parking seeks to resolve both access and parking issues in the area. Lining work associated with this scheme will be funded by the business.

As part of the scheme, it is also proposed to introduce one way driving on Leamington Road from Granville Road to Burlington Street and for the entire length of Burlington Street. These streets which surround the Mosque and Madrasa are typical of the Victorian era. They were intended to allow the movement of two way traffic but parked vehicles on both sides of the road means that congestion occurs when large volumes of traffic movement is being experienced. When the local mosque and madrasa are in operation, traffic volumes can be significant for relatively small residential streets. The introduction of one way traffic will support better vehicle movement around the local residential area and support the operation of both the mosque and madrasa.

#### **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 this Experimental Traffic Regulation Order will be approximately £13000 and will be funded from the Traffic and Transportation element of the Highways Maintenance Budget. Lining work in the Princess Street area will be funded by the applicant.

#### **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 through variation from members of the public as well as the relevant council highway officers.

Experimental orders are predominately 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 restrictions 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 the experimental order with the 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 can be modified sooner than the initial 6 months depending on how it was operating and the interim objections and feedback being received. The maximum time limit for an experimental order is 18 months.

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

The public will have the opportunity to comment on the experimental order during the first six 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.

<b>VERSION:</b>	1
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<b>CONTACT OFFICER:</b>	Gina Lambert
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<b>DATE:</b>	26 <sup>th</sup> June 2018
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<b>BACKGROUND PAPER:</b>	Appendix 1 - plans Appendix 2 - schedule
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