

Office Non Key Executive Decision

Relevant Chief Officer (Decision Maker):	John Blackledge, Director of Community and Environmental Services
Relevant Cabinet Member (for consultation purposes):	Councillor Fred Jackson, Cabinet Member for Community Services and Highways
Report Author (Officer name and title):	Jonathan Abbott-Hull, Parking Management Technician
Implementation Date of Decision:	13 March 2017

Proposed Traffic Regulation Order

THE BOROUGH OF BLACKPOOL (TRANSPORT HUB) (VARIOUS RESTRICTIONS) AND (REVOICATIONS) ORDER 2017

1.0 Purpose of the report:

- 1.1 To seek approval for the advertisement and implementation of a Permanent Traffic Regulation Order: THE BOROUGH OF BLACKPOOL (TRANSPORT HUB) (VARIOUS RESTRICTIONS) AND (REVOICATIONS) ORDER 2017.

2.0 Recommendation(s):

- 2.1 To authorise the request to publish a public notice and progress with the proposed Traffic Regulation Order.

3.0 Reasons for recommendation(s):

- 3.1 To fulfil the Traffic Management role of Blackpool Council, please see Background Information below.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

Not to progress proposal to advertisement stage.

4.0 Council Priority:

4.1 The relevant Council Priority is: “Creating stronger communities and increasing resilience”.

5.0 Background Information

5.1 The transport hub would provide a focus for the resort’s public transport network, with the majority of buses passing through it. It should work in tandem with an upgraded transport interchange at Talbot Road, to include the new tramway extension terminus. Blackpool Transport Services’ Market Street shop makes information and ticket products available throughout the day. On completion, the new transport hub area would be included within a review and refurbishment of town centre signage that would be under-taken.

5.2 The transport hub would also enable buses to be removed from Clifton Street, which is necessary to facilitate the Tramway Extension scheme. Clifton Street is intended to form the traffic diversionary route when the highway between Talbot Square and Abingdon Street becomes tram only, assuming that the Transport and Works Act order required for this scheme is granted.

5.3 All efforts to minimise disruption will be made, but this is a significant scheme intended to achieve a major impact, so it cannot be eliminated entirely. Blackpool Transport Services and other operators would work with the Council to inform and support passengers while this important scheme is delivered.

5.4 Together with improving matters for existing bus users, it is intended that this scheme will help attract more people to give the bus a go. Every person on the bus instead of driving means less congestion. The bus hub will complement the growing fleet of high quality Palladium brand buses carrying people across Blackpool.

5.5 Does the information submitted include any exempt information? No

5.6 List of Appendices:

- Statement of Reasons.docx
- 2017 Transport Hub Order.docx
- 2017 Transport Hub Order Notice.docx

6.0 Legal considerations:

6.1 The Road Traffic Regulation Act 1984
Traffic Management Act 2004.

6.2 Local Authorities' Traffic Order (Procedure) Regulations 1996 No. 2489
The Council has a general network management duty under the Traffic Management Act 1984. It has a duty under the Crime and Disorder Act 1998 to consider those implications. The Council also has a general equality duty under the Equality Act 2010 and should comply with the Human Rights Act 1998 and European Convention.

6.3 There is discretion to hold an inquiry but officer view is that this is not necessary in view of the extensive consultation and it is unlikely any further information would emerge.

7.0 Human Resources considerations:

7.1 None.

8.0 Equalities considerations:

8.1 None.

9.0 Financial considerations:

9.1 Funding for the Bus Hub works is provided for within Local Transport Plan programme, the whole scheme budget is set at £350,000. The associated Traffic Regulation Order procedural cost and implementation are incorporated within the scheme budget of £350,000.

10.0 Risk management considerations:

10.1 No risk identified.

11.0 Ethical considerations:

11.1 None.

12.0 Internal/ External Consultation undertaken:

12.1 Formal consultation with the Road Policing Unit at Hutton will be undertaken. Public advertisement to be placed in the local newspaper and on the Blackpool Council website. All properties within the immediate vicinity of the works will receive consultation letters, including dates of the formal consultation period. Documents

shall be made available at customer first for inspection beginning with the date on which the notice of proposal is first published and ending with the last day of a the period of 6 weeks; the 6 weeks period begins when either the order is made or (as the case may be) the council decides not to make the order.

13.0 Decision of Chief Officer

- 13.1 To authorise the request to publish a public notice and progress with the proposed Traffic Regulation Order.

14.0 Reasons for the Decision of the Chief Officer

- 14.1 To fulfil the Traffic Management role of Blackpool Council, please see Background Information below.