

Scrutiny Board (City Development) 2009/2010 - A660 Statement - Recommendation Monitoring

No	Recommendation	Where we are up to	Stage	Cont
1	That the Chief Highways Officer review the current consultation process to ensure that at the very least consultees and particularly Elected Members are encouraged to respond to requests and how a nil response to invitations to comment may be interpreted as no objections received or support for a particular scheme or project.	A draft revised template for member consultations and form of words for wider consultations has been prepared. This seeks to ensure members and other consultees are encouraged to respond and emphasises that if a response is not received it cannot be considered as an objection by implication. It is expected that this approach will be fully implemented from September. In the meantime all senior managers in the service are fully aware of the issues raised by the Scrutiny investigation.	2	No
2	That the Chief Highways Officer review the process by which highways schemes are reported to Area Committees and particularly those that affect more than one ward in order to ensure proper consultation and feedback from all Members of Area Committees on proposed highways schemes.	<p>It is important that the consultation process is proportionate to the scheme and that it is meaningful for Members and officers alike. In this regard schemes that are likely to be of wider interest and impact than purely the local Ward need to be identified. Previously, at the outset of each financial year Area Managers are notified of the anticipated programme for highway maintenance works and this will be expanded later this year to include notification of all highways schemes. Ward members have received a full listing of all schemes within their wards.</p> <p>Where a scheme is adjudged to have a more than local significance, the local Member consultation described is being supplemented by the inclusion of the Area Committee Chair in the consultation process. The significance of a scheme is a subjective matter but would generally include most schemes identified as Key Decisions and some Major Decisions. This would take account of the scale, extent and transport impact of proposals, together with neighbourhood impacts for which advice from area management officers would be sought.</p>	2	No

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| 3 | That the Chief Highways Officer review the traffic modelling for the proposals at Clarendon Road to ascertain what alternative solutions, if any, are available including options for using the existing road space to make bus lane provision where it is needed. | A revised scheme proposal has been prepared and assessed in conjunction with the Urban Traffic Management and Control section. This proposal seeks to provide the required new crossing of Clarendon Road and revisions to the existing crossing of Woodhouse Lane. The scheme also addresses the long standing issue of unauthorised parking in the adjacent bus lay-by on Woodhouse Lane which prevents buses accessing the stop at certain times. Proposals for public transport priorities are embodied in the proposed New Generation Transport scheme. The pedestrian crossing scheme and changes to the bus stop are being designed to be largely compatible with NGT whilst bringing more immediate benefits to the area. | 4 | Yes |
| 4 | That the Chief Highways Officer ensure that early consultation is carried out in respect to options for making early improvements to the A660 and that this shows the overarching strategy for the corridor to ensure that scheme are not considered in isolation. | Currently a consultation is taking place regarding the proposed New Generation Transport scheme. Once this is complete the officers concerned with transport policy and the NGT project will meet to discuss the results and the further presentation of the strategy for this corridor. | 4 | Yes |