

**REPORT TO:** Environment and Urban Renewal Policy and Performance Board

**DATE:** 29 June 2016

**REPORTING OFFICER:** Strategic Director Community & Resources

**PORTFOLIO:** Transportation

**SUBJECT:** Nominations of Members to the Consultation Review Panel

**WARD(S)** Borough-wide

### 1.0 PURPOSE OF THE REPORT

1.1 The purpose of the Report is to seek approval to the Chair and Vice Chair being confirmed as the two members who represent the Board on the Consultation Review Panel.

2.0 **RECOMMENDATION: That the Chair and Vice Chair of the Environment and Urban Renewal Policy and Performance Board, sit on the Consultation Review Panel as may be required from time to time.**

### 3.0 SUPPORTING INFORMATION

3.1 At the start of each Municipal Year, it is necessary to nominate two members to sit as the Board's representatives on any Consultation Review Panel (CRP) that may be convened during the year. Historically, these members have been the Chair and Vice Chair of the Board.

3.2 The purpose of the CRP is to review responses to highway, traffic and transportation scheme public consultations, where it has not been possible to address all concerns and resolve objections to the scheme proposals. The CRP will advise the Operational Director – Policy, Planning and Transportation who, in consultation with the Executive Board Member for Transportation, shall decide upon the final scheme proposals.

3.3 The CRP for a particular scheme may comprise:

- Two members of the Environment and Urban Renewal Policy and Performance Board;
- All Ward Councillors for the wards, within which the scheme is proposed to be implemented;
- Representatives of Cheshire Police (and other Emergency Services if

relevant);

- Relevant council officers;
- Individual residents or businesses would not normally be invited onto the panel, but representatives could be invited from established residents' or traders' associations that clearly reflect the wider views of the community.

3.4 Historically, this Panel was convened to respond primarily to public consultations relating to traffic calming scheme proposals. However, there has not been a dedicated traffic calming budget now for some years and hence traffic calming schemes have reduced accordingly. It follows that there has not been a need for this Panel to meet for a number of years, including last year and this trend is expected to continue as the likelihood of capital funding for area-wide highway improvement schemes increasing is small. Whilst there may, therefore, appear to be no need for this Panel to continue, it is still possible that there may be a need for the Panel to come together. It is proposed therefore, that the Panel be maintained with the recognition that it may effectively remain dormant.

#### 4.0 **POLICY IMPLICATIONS**

4.1 There are no direct financial, policy, social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report

4.2 Highway, traffic and transportation improvement schemes are often developed under the Local Transport Plan implementation programme in support of the shared priorities within the Plan.

#### 5.0 **OTHER IMPLICATIONS**

5.1 There are no other implications in relation to this report.

#### 6.0 **IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

##### 6.1 **Children & Young People in Halton**

There are no specific direct implications on the Council's 'Children and Young People in Halton' priority.

##### 6.2 **Employment, Learning & Skills in Halton**

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

##### 6.3 **A Healthy Halton**

Schemes will often include measures to reduce reliance on the car and promote more healthy transport options such as walking and cycling. The Panel will from time to time be required to review such measures that have been included within an overall scheme design package.

##### 6.4 **A Safer Halton**

Schemes will often include measures to improve safety of the road user

which may impact upon an individual resident's property or their own use of the highway. The Panel will from time to time be required to review such measures that have been included within an overall scheme design package.

#### **6.5 Halton's Urban Renewal**

Schemes will often include proposals designed to regenerate and improve the public open space both within and adjacent to the highway. Improving access in and around the Borough by sustainable forms of transport including public transport, walking and cycling is widely acknowledged as playing a key role in sustainable regeneration and urban renewal. The Panel will, as appropriate, be required to review such measures that have been included within an overall scheme design package.

#### **7.0 RISK ANALYSIS**

7.1 There are no risks associated with this report.

#### **8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 There are not any equality and diversity issues in relation to this report.

#### **9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

There are no Background Papers within the meaning of the Act