

**CABINET MEMBER FOR TOWN CENTRES, ECONOMIC GROWTH AND PROSPERITY
6th February, 2012**

Present:- Councillor Smith (in the Chair); Councillors Dodson and Pickering.

An apology for absence had been received from Councillor Walker.

G88. MINUTES OF PREVIOUS MEETINGS OF THE CABINET MEMBER

Consideration was given to the minutes of the previous meeting of the Cabinet Member for Town Centres, Economic Growth and Prosperity held on Monday 9th December, 2011, Monday 19th December, 2011, and Monday 9th January, 2012.

Resolved: - That the minutes of the previous meetings of the Cabinet Member for Town Centres, Economic Growth and Prosperity be agreed as an accurate record for signature by the Chairman.

G89. MINUTES OF THE RMBC TRANSPORT LIAISON GROUP, HELD ON WEDNESDAY, 7TH DECEMBER, 2011

Consideration was given to the minutes of the RMBC Transport Liaison Group meeting, held on 7th December, 2011.

Resolved: - That the minutes of the previous meeting be agreed as a correct record for signature by the Chairman,

G90. PITHOUSE WEST CULVERT COLLAPSE

Consideration was given to the report presented by Lucy Mitchell, Senior Implementation Officer, Planning and Regeneration, in relation to replacement work that was required at the former Pithouse West Colliery site relating to a collapse of ground at a culvert situated there.

Permission was now sought to approve the anticipated expenditure to replace the collapsed culvert and for exemption of Standing Order 48 (1) (contracts valued at £50,000 or more), which required invitations to be issued to between three to six contractors, to approve the use of a limited procurement exercise. Due to the complex and specialist nature of the works required, it was suggested that a limited procurement exercise would consist of receiving cost estimates from at least two contractors.

It was necessary to replace the culvert at the site due to the proximity of local housing in Wetherby Drive and the significant flood risk non-replacement would bring. Replacement would also help to ensure that the negotiations relating to the sale of this land to MCD VOC LLP for the Visions of China project were successfully concluded and the area developed.

Initial estimates had been sought from experienced contractors and had suggested that the replacement of the culvert would cost around £300,000. Due to the depth of the culvert, it was likely that the works would involve tunnelling, rather than open cut excavation works.

Discussion ensued and the following issues were raised and clarified:-

- Previous works undertaken at the site and likely future need for repair and/or replacement of the existing culvert.
- Timeline for suggested works from initiation to end-stage of the project.
- The risks and uncertainties of not replacing the collapsed sections of the culvert.

Resolved: - (1) That approval be given for an amount of up to £300, 000 be made available from DLG monies to replace the collapsed section of culvert at the former Pithouse West Colliery site.

(2) That approval be given to grant an exemption in relation to Standing Order 48 (1) (contracts valued at £50,000 or more), which required invitations to be issued to between three and six contractors, and approval be granted instead for the use of a limited procurement exercise, due to the specialist nature of the work and limited appropriate contractors.

G91. ENVIRONMENTAL WORKS ON THE PUBLIC HIGHWAY AT RIDGEWAY, EAST HERRINGTHORPE

Consideration was given to the report presented by Tom Finnegan-Smith, Transportation and Highways Projects Group Manager, which proposed undertaking environmental works on the public highway at Ridgeway, East Herringthorpe. It was proposed that the construction of approximately ten parking bays would provide essential 'off road' parking for local residents, and would compliment schemes previously undertaken on the same road. The road was used by visitors to the crematorium, who accessed the area from the Dalton Lane end of the Ridgeway, and currently encountered a blind summit and parked vehicles.

The proposed funding and timescale of the works were considered, as set out in the submitted report.

Previous parking bays had been welcomed by local residents and staff at the crematorium and consultation on the proposed scheme had been undertaken by Neighbourhood and Adult Services with local residents and elected members. The proposal had overall support.

Discussion ensued, and consideration given to the different options for delivering the parking bays within the resources available.

Resolved: - That the creation of parking bays on the Ridgeway, East Herringthorpe be approved.

G92. CONVERSION OF EXISTING ADOPTED FOOTPATH TO SHARED USE PEDESTRIAN AND CYCLE PATH, SWINTON

Consideration was given to the report presented by Tom Finnegan-Smith, Transportation and Highways Projects Group Manager, relating to a proposal to convert an existing adopted footpath to a shared-use pedestrian and cycle path in Swinton. It was proposed that the existing footpath be removed under the power conferred by Section 66 (4) of the Highways Act (1980) and a shared-use pedestrian and cycle path be established under the power conferred under Section 65 (1) of the same Act.

The proposed shared pedestrian and cycle route would provide a route between Swinton town centre and train station and Manvers in the Dearne Valley. The conversion would greatly reduce the distance travelled in between the two localities compared to taking the road journey. The cycling route would allow the residents of Swinton better access to training and employment facilities at Manvers.

The proposed shared pathway would compliment the work that was continuing to promote and encourage the take-up of cycling at businesses in the Dearne Valley and was being achieved through the Local Sustainable Transport Fund.

The current footpath was surfaced with a black top, passed through playing fields, had good visibility and is of adequate width for shared-use. The path was already used by some cyclists and it was hoped that more would follow after the pathway was formally shared and promotional signage implemented.

Resolved:- That the footpath detailed in the submitted report be removed under the power conferred by Section 66 (4) of the Highways Act (1980) and constructed as a shared-use pedestrian and cycle path under the power conferred by Section 65 (1) of the same Act.

G93. PROPOSED ROAD HUMPS AT ROTHER CRESCENT TREETON

Consideration was given to the report submitted by Tom Finnegan-Smith, Transportation and Highways Projects Group Manager, which referred to the planning consent that had been granted to Jones Homes to construct 92 dwellings on land at the end of Rother Crescent, Treeton. Jones Homes were required to make various improvements to Rother Crescent for the benefit of existing residents. These benefits included the installation of speed humps and were the subject of the report as submitted for consideration.

In accordance with statutory requirements for the instillation of road humps, the proposals had been advertised by notice on the street and letters to the affected premises.

One objection had been received to the proposed speed humps and referred to the proposed hump located outside 16 Rother Crescent and to parking issues in relation to the nearby school.

The proposed road hump in question had been situated in line with Government guidance which advised that, in a system of road humps, one hump should be situated near to a junction that had an adjoining road.

In relation to the objector's concerns that requested parking restrictions be placed on the road during peak times of school traffic, it was noted that, whilst the Council had a policy of introducing no-stopping restrictions on the 'School Keep Clear' markings at school entrances, further single yellow line restrictions were usually only introduced in areas where road safety was a concern. It was felt that the relatively low level of school-related parking did not raise such concerns.

It was noted that Treeton Parish Council had given their support to the proposed system of road humps.

Resolved: - (1) That the objection not be acceded to for the reasons provided and the objector be informed of this decision and rationale accordingly.

(2) That Jones Homes Ltd. be authorised to install road humps on Rother Crescent, Treeton, as outlined in the submitted report and plan.

G94. LOCAL TRANSPORT CAPITAL PROGRAMME - CYCLE PARKING GRANTS

Consideration was given to the report submitted by Tom Finnegan-Smith, Transportation and Highways Projects Group Manager, which proposed that the Council should offer schools and businesses grants of 100% for the instillation of cycle parking facilities at their premises. The grant would be to introduce secure, covered and convenient facilities for users at school and business premises. This opportunity would run alongside the Council's programmes that operated under the Local Sustainable Transport Funding and Local Transport Funding streams.

It was proposed grant recipients would be asked to offer benefits in kind in lieu of a cash contribution. The suggested approach had received warm support from businesses and schools, as it would allow them to become more sustainable and reduce their CO2 emissions. This would also increase the Council's opportunity to cultivate partnerships with local businesses and organisations.

Discussion ensued, and the following salient issues were raised:-

- The Council's Corporate Objectives were supported through the development and promotion of cycling schemes and training opportunities.
- Cycle parking facilities were increasingly found to be 'the weak link in the chain' when it came to cycling journeys. This led to cycling trips reducing to destinations where there was a lack of reliable cycle parking.
- Currently, the Council offered cycle parking grants to businesses that were capped at 50% of the capital value of an individual parking instillation. Take-up had been low, and due to the current financial climate, it was not expected to increase. Furthermore, the offer was not available to schools.

It was noted that, as at the end of January, 2012, one business and three schools had expressed a definite interest in grant funding and these projects could be funded within the current financial year through the Local Transport Plan allocation of £30,000. A further five schools and one business had expressed an interest in this scheme, and it was envisioned that these projects could be implemented in the 2012/13 financial year, using a grant fund of £60,000 allocated from Local Transport Plan and Local Sustainable Transport Fund funding.

Resolved: - That the proposed cycle parking grant scheme be approved.