

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Town Centres, Economic Growth and Prosperity.
2.	Date:	6 February 2012
3.	Title:	Conversion of Existing Adopted Footpath to Shared Use Pedestrian and Cycle Path. Swinton.
4.	Directorate:	Environment and Development Services

5. Summary

To seek approval to convert an adopted footpath to a shared use pedestrian and cycle path.

6. Recommendations

It is recommended Cabinet Member resolve that:

- i) That the footpath shown in blue on the attached drawing number (126/17/TT187) 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.**

7. Proposals and Details

In order to promote and sign a cycle route between Swinton town centre/ train station and Manvers in the Dearne Valley it is proposed to convert an existing adopted footpath along part of the route to a shared use pedestrian and cycle path. The adopted footpath is surfaced with black top, passes through playing fields, has good visibility and is of adequate width for shared use. This conversion would allow cyclists to cycle along a direct, mainly off road route between Swinton and Manvers, greatly reducing the distance travelled between these two destinations in comparison to following the road network. It should be noted that at present due to the attractiveness of the route cyclists are currently choosing to use it and if formally upgraded to a shared pedestrian / cycle route the use will continue and increase. The proposed adopted footpath to be converted to a shared use pedestrian and cycle path is indicated on the attached drawing number 126/17/TT187.

This route will create a convenient link for the residents of Swinton and those travelling from further a field via the train to Swinton Station to the expanding employment and training opportunities in Manvers. Improving cycle access to Manvers and the Dearne Valley also complements the work currently being undertaken to promote and encourage the take up of cycling at businesses in the Dearne Valley with funding from the Local Sustainable Transport Fund.

8. Finance

The only costs associated with the conversion of the adopted footpath are in respect of officer time, which would be funded through existing revenue budgets.

9. Risks and Uncertainties

Failure to convert the adopted footpath to a shared use pedestrian and cycle path would prevent a larger route from Swinton to Manvers from being fully available to cyclists, and therefore the route could not be signed and promoted to encourage cycling between these two destinations.

10. Policy and Performance Agenda Implications

The conversion of this footpath to shared use will allow the route to be signed and promoted to cyclists as a convenient and direct link between Swinton town centre/ train station and existing/ future employment and training opportunities at Manvers. This is in line with the primary goal in LTP3 of supporting economic growth. Promoting cycling as a mode of transport also enhances social inclusion and health by encouraging cycling as an active means of travel, and helps to reduce vehicle emissions by providing an improved cycle network thereby encouraging cycling as an alternative mode of transport. Providing a mainly off road cycle route through the conversion of the proposed path will also reduce the likelihood of cycling accidents with vehicles therefore improving safety.

11. Background Papers and Consultation

Consultation has been undertaken with RMBC's Green Spaces manager who manages and maintains the surrounding land that the adopted path passes through, and RMBC's adoptions officer who is responsible for maintaining the path. Both officers support the scheme.

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