

REPORT FROM: NEIGHBOURHOOD SERVICES MANAGER

TO: WEST CRAVEN COMMITTEE

DATE: 9 JANUARY 2017

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UNIT 8 WEST CRAVEN BUSINESS PARK SECTION 106 AGREEMENT

PURPOSE OF REPORT

To advise members on the situation regarding the Unit 8 West Craven Business Park Section 106 Agreement and to seek approval for the proposed works.

RECOMMENDATIONS

- (1) That members note the report.
- (2) That members approve the proposed scheme.

REASONS FOR RECOMMENDATIONS

- (1) To enable the scheme to be implemented before the Section 106 funding deadline.

ISSUE

- 1. The Unit 8 West Craven Business Park Section 106 Agreement was agreed for a cycle path connection from the new Unit 8 to bridleway 38 (see attached drawing at Appendix 1).
- 2. This would enable cyclists to enter Yorkshire via bridleway 38 which connects to Booth Bridge Lane in Thornton-in-Craven and was to form a section of the West Craven Cycleway.
- 3. We were hoping to use the Section 106 funding as match funding towards any bids that we might submit for funding towards the West Craven Cycleway.
- 4. However, there are many obstacles to overcome before we are in a position to submit a bid for the complete West Craven Cycleway route and so we now propose to complete improvements to bridleway 38 as a standalone scheme to ensure we do not lose the Section 106 funding.
- 6. The scheme is in line with Pendle's Cycle Legacy Strategy as it will improve connections to Yorkshire for cycle tourism.

7. The amount available for this Section 106 is £24,637.50.
8. A few years ago, Engineering staff met with the developers and owners of Unit 8 who said they would include a cycle path link to the side of Unit 8 as part of their construction which would reduce the length of path we needed to build to connect to bridleway 38.
9. Our proposal at the time was to connect their new section of cycle path to bridleway 38 as well as improve the section of bridleway 38 shown on the attached plan at Appendix 1.
10. However, following a recent site visit we noticed that the works they had proposed had not taken place.
11. The developers also said they planned on building on the neighbouring site in the future (see photographs attached at Appendix 2 showing the current position on site).
12. We feel it would be unproductive to do any works to the link from Unit 8 to the bridleway as we are unsure of the owners' future plans. We will arrange a meeting with the owners for clarification.
13. We therefore propose that we upgrade the surface and widen the existing section of bridleway 38 only, shown at Appendix 1.
14. The Unit 8 West Craven Business Park Section 106 Agreement runs out in October 2018 and so we are asking for approval to put this scheme out to tender as soon as possible in the New Year so that we can start works early enough to complete the works on time and thereby avoid the need to return the money to the developer.
15. The Section 106 monies are enough to complete the proposed works to bridleway 38 and so we would not need any additional funding to complete the scheme.

IMPLICATIONS

Policy: Potential cycle links into Yorkshire are included in the Cycle Strategy Action Plan to encourage cycle tourism. This scheme will help to achieve this.

Financial: Costs come within the limit of the Section 106 and so no additional funding is necessary to improve this section of bridleway.

Legal: The route is already a bridleway and so there are no legal implications as we are just upgrading and widening the surface.

Risk Management: All contract procedures will be followed and thereby risk will be avoided.

Health and Safety: The Council is required to meet all relevant legal requirements for the effective management of health and safety risk and has policies and procedures in place to ensure health and safety standards are maintained.

Sustainability: By improving cycle routes and encouraging people to travel short distances by bike this will reduce carbon emissions in the longer term.

Community Safety: The route will form part of the West Craven Cycleway which will be traffic free, thereby encouraging people who have no confidence on the road to cycle more.

Equality and Diversity: The scheme will be managed in accordance with the Council's policies and procedures, including those relating to equality and diversity.

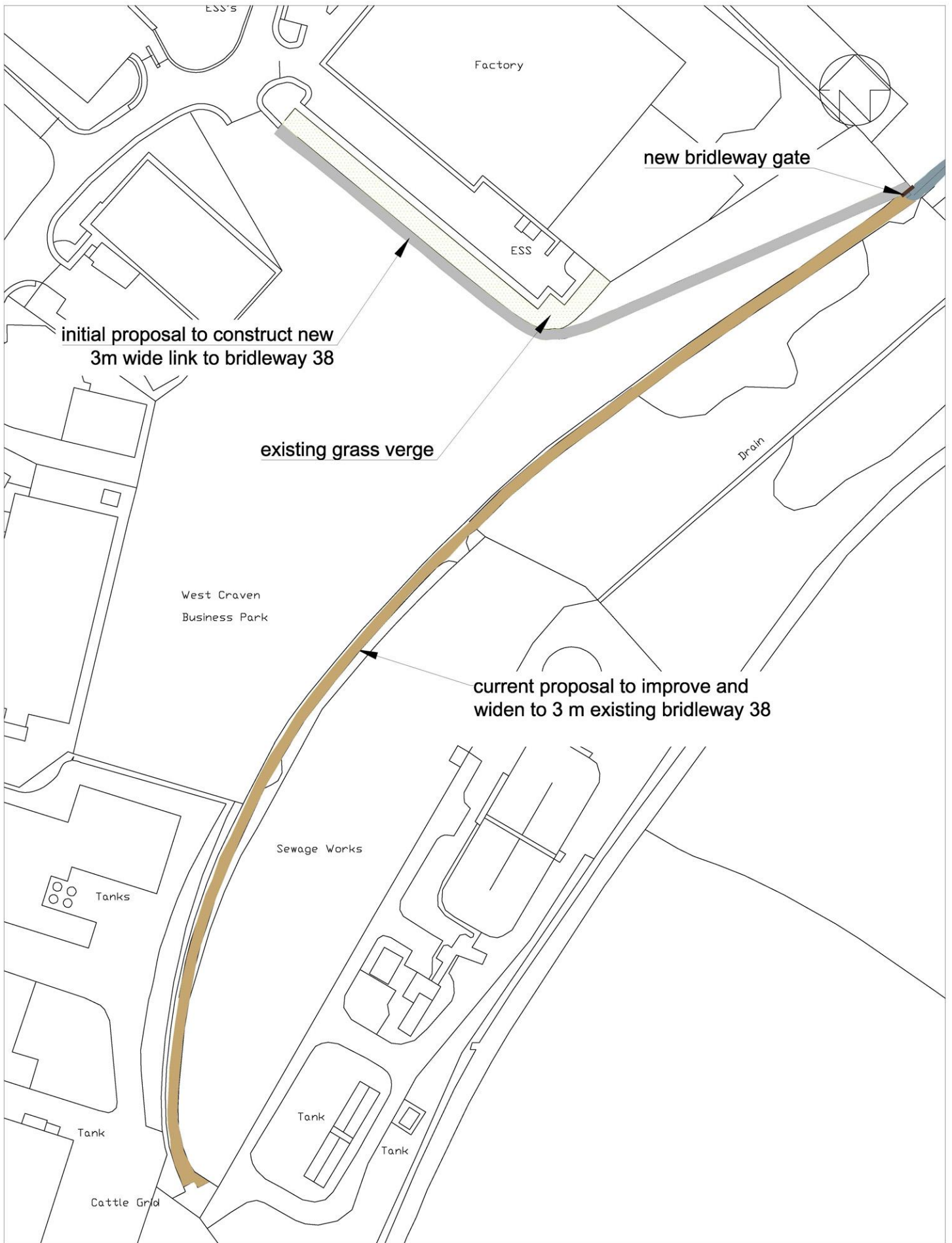
APPENDICES

Appendix 1: Location Plan.

Appendix 2: Scheme Plan.

LIST OF BACKGROUND PAPERS

None.



UNIT 8 WEST CRAVEN BUSINESS PARK – CURRENT PHOTOGRAPHS



