
Meeting of Executive Members for City Strategy and Advisory Panel

7th June 2006

Report of the Director of City Strategy

Petition From Residents Of Copmanthorpe Requesting A New Footway On Temple Lane

Summary

1. This report advises the Executive Members of the receipt of a petition from residents of Copmanthorpe requesting a new footway link on Temple Lane. The report recommends further feasibility work be undertaken to estimate the latest cost implications of the scheme.

Background

2. The petition was passed to the council via Copmanthorpe Parish Council on Tuesday 28th February 2006, and contained 99 signatures.
3. The wording of the petition is as follows;
“We the undersigned, wholly support the proposal for a footpath linking the bottom end of Temple Lane, Copmanthorpe to the main village. Currently walking access to house numbers 105 – 143 Temple Lane is by way of walking on the unlit road where there are several bends.” A copy of the front sheet of the petition is included as Annex A.
4. Currently there are footways on Temple Lane (see Figure 1 in Annex B) between Station Road and No. 59 Temple Lane and between Nos. 105 and 143 Temple Lane but no footway in the gap between Nos. 59 and 105 where there are no houses. The requested footway would fill this gap and enable residents from Nos. 105 to 143 to be able to walk into Copmanthorpe without having to resort to walking on the unlit road.
5. There are no casualties recorded on the stretch of road in question within the past 5 years, however, this may be due to the reluctance of potential users to walk along the road due to their perception that it may be dangerous. Speed surveys undertaken in September 2003 at the mid-points of the two residential sections of Temple Lane (shown on Figure 1 as an S symbol) indicated that the mean speed of traffic in both directions exceeds the 30mph speed limit with values in the range of 33 to 34mph. At both sites over 80% of the vehicles surveyed were travelling over the speed limit in either direction.

6. No data is available on the current use of the stretch of road by pedestrians or traffic volume and type travelling thereon. Many of the walking trips which could take place may be suppressed by the users' perceptions of danger.
7. There are currently no facilities on Temple Lane. Residents must travel into the village centre to access the library, school, health centre, dentist, post office, shops, churches, sports club and cemetery therefore their accessibility levels are much lower than those of residents in the main part of the village because of the distances which must be travelled to reach these facilities (just under 2km from the mid-point of the block of houses) and the quality of the infrastructure to access the village. Access to the main part of the village by non-car modes is poor, pedestrians as discussed above have to walk in the road for part of their journey, cyclists may be put off by the proportion of traffic exceeding the speed limit and the reduced visibility due to the many bends in the road. There is a bus service running along Temple Lane but this only runs 3 days per week with between 3 and 4 services on those days, this is a reduction in service compared to its' predecessor which prior to September 2004 ran 5 days per week. Whilst driving into the village is an option for adults living on Temple Lane who have access to a car, for those without a car such as children or older people this is not an option.
8. The proposal was originally one of several put forward as a result of the Copmanthorpe Village Traffic Study (VTS) undertaken in 1999/2000. Some of the smaller measures proposed were implemented between 2003/04 and 2005/06. The budgets for Village Traffic Study measures in each of these years ranged between £150K and £450K and had to cover measures suggested in the 20 villages in the York area which were covered by Village Traffic Studies.
9. The proposed scheme was included as a reserve scheme in the 2005/06 capital programme but funding pressures meant that a number of schemes including this project were deferred. The scheme has been assessed against other priorities within the LTP2 programme and does not rank highly owing to the large cost relative to the benefits. Whilst no physical works were undertaken on the scheme, some initial feasibility work was done in 2005/06 which highlighted several areas of concern which would affect the cost of the scheme such as the presence of utilities in the verge, potential problems with drainage and the fact that land may need to be acquired in order to provide a footway of sufficient width.

Consultation

10. Consultation between the council, the parish council and residents relating to this scheme has been ongoing since the Village Traffic Study was produced but has increased recently with new requests for the scheme to be implemented and the subsequent petition which has been raised.

11. Some initial discussion relating to this scheme took place early in 2006 with Councillor Janet Hopton and the scheme proposers, Heather Dolling and Denise Dodds (residents of Temple Lane), the result being the raising of the petition.
12. Since the petition was received some brief consultation has taken place with the Ward Councillors (Cllrs. Bradley, Hopton and Macdonald). A summary of comments received about the petition and the proposed plan of action are detailed below.
13. Councillors are very much in favour of the proposed footway for both accessibility and road safety reasons and because of the volume and speed of traffic using Temple Lane. They commented on the lack of reasonable options available to residents, especially vulnerable ones such as children and older people who may not have access to a car, to make the journey into the village and that a continuous footway would open up another method of accessing the village in a safe manner. Whilst supporting the scheme they were also aware that due to the potential numbers of residents who would use the footway from the 24 isolated households and the potential cost of the scheme, (due to some of the engineering aspects which would need to be accommodated such as the differences in level with the adjacent fields and the need to retain the existing hedge), this may result in the scheme being viewed less favourably during the prioritisation process than other schemes. It was suggested that a new type of scheme could be created in the capital programme, such as long distance footpath or village access measure to give requests such as this a better chance of being progressed.
14. The Parish Council, who submitted the petition on the residents' behalf, are in favour of the scheme and have asked the council to push this scheme forward.

Options

15. There are only two options available to members:
 - to investigate the costs of providing the footway by commissioning further feasibility work, or;
 - to reject the proposal.

Analysis

16. If further feasibility work were commissioned from either the council's internal consultancy or external consultants this would enable a more in-depth investigation of the areas of concern mentioned above in paragraph 9 to be undertaken, which would enable a more accurate estimate of the scheme cost to be calculated.
17. The option of not providing the footway could be considered, however, this may have negative implications and consequences in terms of road safety, accessibility and social inclusion. Traffic volumes are always going to be fairly high due to the road being the main link between the villages of

Copmanthorpe, Acaster Malbis and Bishopthorpe. The road also currently has a 30mph speed limit which is largely ignored by motorists despite the reduced visibility because of the numerous bends.

18. It is therefore proposed to commission a further feasibility work then feed the results of this into the annual scheme prioritisation process to determine whether they are then included in future transport capital programmes.
19. A draft prioritisation methodology was included as part of the recently submitted second Local Transport Plan. This methodology takes into consideration the scheme's contribution to the shared transport priorities of improving accessibility, reducing congestion, improving road safety, improving air quality and the effect on the quality of life of its users and residents nearby, it also takes into account cost and any risk factors which may affect the implementation of the scheme.
20. The proposed scheme should contribute specifically to the "improving accessibility" and "improving road safety" shared priorities. Residents at the end of Temple Lane furthest from the village have a reduced level of accessibility to the village if they wish to travel on foot because of the lack of a footway. Whilst it is possible to walk on the road, this increases the potential danger of the trip.

Corporate Objectives

18. The scheme, if successful, would contribute to the following Corporate Aims:
Corporate Aim 1 : Take Pride in the City, by improving quality and sustainability, creating a clean and safe environment.
The scheme would make accessibility on foot easier, and would encourage users to walk rather than drive into the centre of Copmanthorpe.
Corporate Aim 4 : Create a safe city through transparent partnership working with other agencies and the local communities.
The scheme would contribute to making York's' roads safer for pedestrians.
Corporate Aim 5 : Work with others to improve the health, well-being and independence of York residents.
The scheme would enable residents to walk to the village who otherwise may not have due to their fear of walking along the road. The scheme also has the potential to contribute to improving the health of residents by encouraging them to walk rather than drive to the village centre.
19. Local Transport Plan (LTP) : The scheme would contribute to several of the aims of the recently submitted LTP, namely:
 - To reduce the need to travel, especially by car, and encourage essential journeys to be undertaken by more sustainable modes;
 - To reduce the levels of actual and perceived safety problems;
 - To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;

- To improve the health of those who live or work in, or visit, York;
- To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources.

Implications

20. This report has the following implications:

- **Financial** - This report has implications for the allocation of the pedestrian element of the LTP capital programme. The potential scheme costs will be assessed as part of the feasibility work, these costs will then be fed into the pedestrian scheme prioritisation process as appropriate. It should be noted that, owing to a reduced LTP settlement, allocations for this type of scheme have been lowered in the 5 year LTP2 programme.(Contact : Tony Clarke, Capital Programme Manager, City Strategy, ext. 1641)
- **Human Resources (HR)** – there are no HR implications
- **Equalities** - The footpath would be particularly beneficial for pedestrians with mobility impairments, children, people with prams/pushchairs, and elderly people. However the footpath would need to conform to necessary standards if these benefits were to be fully realised. (Contact : Julian Horsler, Equality Officer, Chief Executives, ext. 1704)
- **Legal** - there are no legal implications
- **Crime and Disorder** – there are no crime and disorder implications
- **Information Technology (IT)** – there are no IT implications
- **Property** – there are no property implications of the recommendations of this report, however, the results of the feasibility work may have implications in relation to the adjacent farmers' fields if the scheme is progressed. This will be reported in the subsequent report which will be brought before this committee.
- **Other** - None

Risk Management

Type	Level	Description
Community	Low	The recommendations pose no risk to the community
Finance	Low	The recommendations pose no risk to the council's finances
Corporate Objectives	Low	The recommendations pose no risk to the council's Corporate Objectives
Organisation / Reputation	Low	The recommendations pose no risk to the council or its reputation

Recommendations

21. That the Advisory Panel advise the Executive Member for City Strategy to:
- i. Note the content of the petition, and ask officers to commission further feasibility work;
Reason : To enable a more accurate cost for provision of the scheme to be calculated.
 - ii. Note that the results of the feasibility work will be fed into the annual scheme prioritisation process;
Reason : To assess whether the scheme should be included in subsequent transport Capital Programmes.
 - iii. Reply to the lead petitioner;
Reason : To inform them of the panel's decision
 - iv. Report back the outcome of the feasibility work.
Reason : To keep EMAP informed of the outcome of their decision.

Contact Details

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City Strategy

Report Approved Date 30 May 2006

Specialist Implications Officers:

See implications above

Wards Affected: Rural York West

All

For further information please contact the author of the report

Background Papers:

None

Annexes

- Annex A Copy of front page of petition.
- Annex B
Figure 1 - Plan showing Temple Lane
Figure 2 - Photograph showing the end of the footway outside No. 59 Temple Lane
Figure 3 - Photograph showing the section of Temple Lane with no footway
Figure 4 - Start of footway outside No. 107 Temple Lane