

REPORT TO: Cabinet

MEETING DATE: 11 December 2012

BY: Executive Director (Services for Communities)

SUBJECT: Proposed Alternative Pedestrian Route and Facilities
between Wester and Easter Pencaitland Village

1 PURPOSE

- 1.1 To provide Cabinet with background information on the project proposals submitted by Transportation for planning approval (planning reference 12/00062/PCL) and to report on the outcome of the public consultation on these proposals held on 30 October 2012.

2 RECOMMENDATIONS

- 2.1 That, in the light of the support shown for the provision of an alternative path route from the west end of the village to the primary school, the proposed path route as shown on the (attached) layout drawing as submitted for planning approval is confirmed as a project but omitting the additional car parking spaces in the school grounds.

3 BACKGROUND

- 3.1 After representations were made to Lothian Regional Council in the early 1990s the then Transportation Division responded by installing traffic signals which allowed the restricted width footway over the Tyne Bridge to be widened. This work was completed in 1994, but an alternative pedestrian route linking Wester Pencaitland to the east end of the village via a right of access pathway through a wooded area and providing access to the Primary School was in place many years before that.
- 3.2 When concerns were raised about the narrowness of the existing footway on the north side of the A6093 east of the Tyne Bridge in 2008/9 several meetings were held to examine this issue in conjunction with Pencaitland Community Council.

- 3.3 A report drafted for the August 2010 Council meeting was withdrawn following the pre-meeting site visit when Members asked that this matter be continued so that Transportation could explore the feasibility of using the route of the unsurfaced pathway from the east side of the A6093 River Tyne Bridge (which also links with the alternative woodland path referred to in 3.1 above) through the Church Glebelands parallel with the river, then looping in a northerly direction to access the school grounds via the Carriage House carpark as an alternative. This route would be approximately 110 metres shorter than using the main road/The Glebe to access the primary school and is also traffic-free for its whole length. However, issues of potential flooding, public safety and householder privacy were raised.
- 3.4 In February 2011 the Council agreed that Transportation continue discussions with the local Church of Scotland and focussed on utilising and improving the path network through the churchyard, accessed at the west end by a new ramped path linked to a new signalised pedestrian controlled crossing on the A6093 at the River Tyne Bridge, and providing pedestrian path access direct to the primary school building at the east end via the Carriage House. The signalised crossing would be installed within and as part of the existing traffic signals arrangements. The internal churchyard paths would also need to be widened and hard-surfaced and lighting would be required. This is a significantly shorter route for pedestrians accessing the school from wester Pencaitland.
- 3.5 Some twelve months of communication and consultation followed, involving numerous site visits and meetings with the local minister and church representatives, community council representatives and other interested members of the public as well as education, landscape and countryside/amenity services and archaeology officials.
- 3.6 During discussions the idea of a community or village carpark was also developed by extending the existing teacher parking area (18 spaces) by an additional 11 spaces accessed via The Glebe. Details of the management of pedestrians and traffic would need to be further developed and agreed but during school term time vehicular access would only be available to teaching staff as it is at present. However, it is envisaged that community use of the carparking would be possible at evenings and weekends and during school holidays.
- 3.7 Transportation submitted a Planning application based on 3.4 to 3.6 above in February 2012 - Refer to Planning Application No. 12/00062/PCL for details - which was duly considered and recommended for approval by planning officials for consideration by the Planning Committee on 4 September 2012, when the application was continued to allow further public consultation and subsequent referral of the matter to Cabinet for a decision on the preferred solution.
- 3.8 The outcome of the recent open consultation with the residents of Pencaitland can be summarised as follows:

- Number of comments in support of the provision of an alternative path route to the school – 48
- Number of comments not in support of the path provision - 36
- Number of references to the cost of the proposals – 11
- Number objecting to the additional car parking in the school grounds – 16
- Number asking for the existing traffic signals on the A6093 to be extended to allow the existing footway to be widened – 15
(Note - the possibility of extending the existing traffic signals was an option that Council did not take up in February 2011 on the advice of the then Head of Transportation)

3.9 Others raised the question of the route that pedestrians not wishing to access the school would take which involves crossing the A6093 from south to north again as the existing footway on the south side terminates east of the carriage house car park access. It was explained that the provision of a pedestrian refuge crossing – double “D” traffic islands – to address this would be incorporated into the proposals for speed reducing measures on the A6093 in the village that are currently the subject of consultation discussions with the Community Council.

3.10 Accordingly the recommendation in 2.1 is based on the majority who commented as part of the recent public consultation on being in favour of the provision of the path to the school via the churchyard, but takes into account the strong objections to extending the existing school car parking.

4 POLICY IMPLICATIONS

4.1 These proposals are expected to contribute towards *Providing a Safer Environment* - a key priority for East Lothian Council.

4.2 These proposals are expected to contribute towards East Lothian’s Single Outcome Agreement Outcome 9 – East Lothian roads will be safer for all users.

5 EQUALITIES IMPACT ASSESSMENT

5.1 This report is not applicable to the wellbeing of equalities groups and an Equalities Impact Assessment is not required. However, the new path proposals have been designed in accordance with the Disability Discrimination guidance regarding accessible widths and gradients and rest areas.

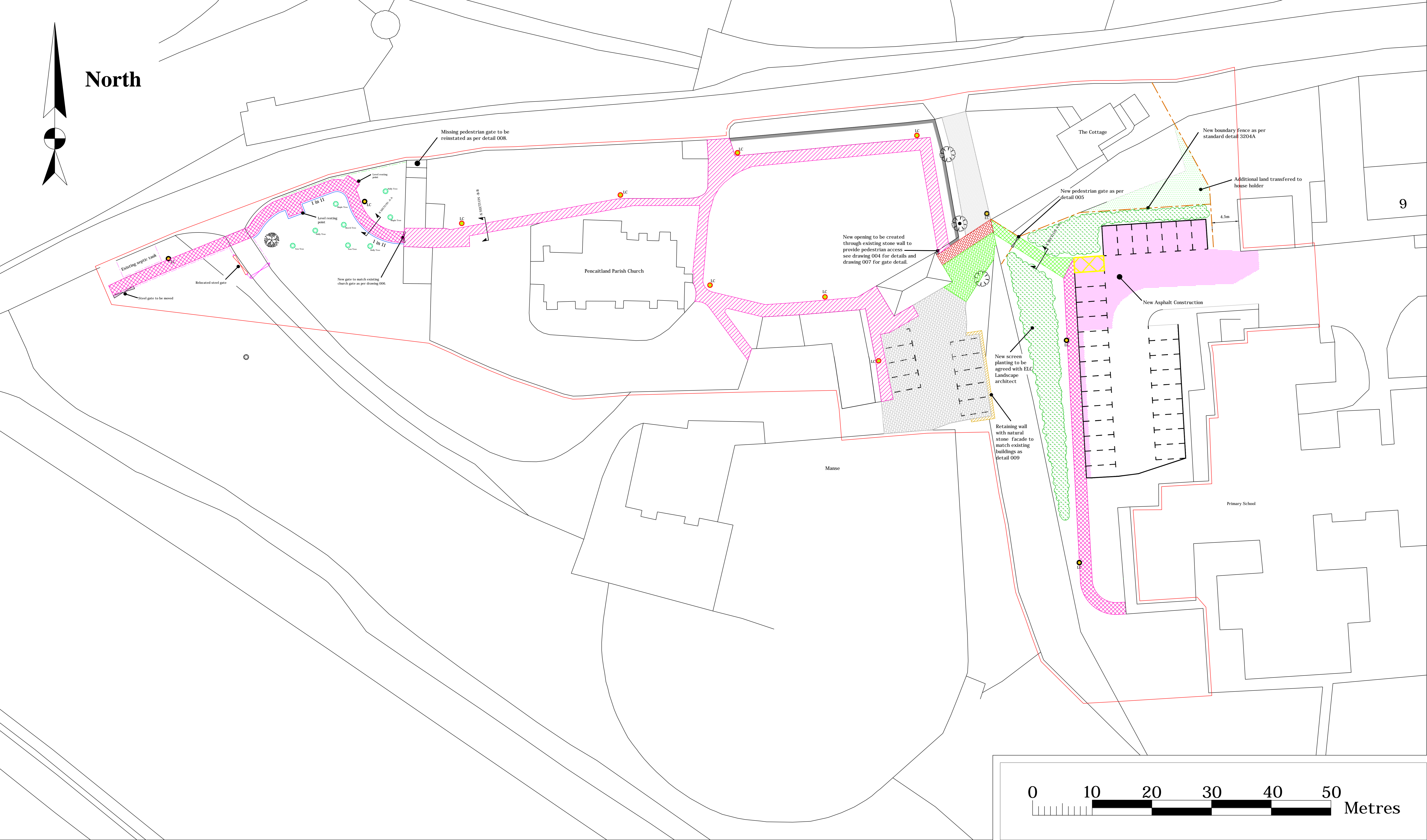
6 RESOURCE IMPLICATIONS

- 6.1 Financial – £250,000 has been included in the 2012/13 Capital Plan for this project.
- 6.2 Personnel - None
- 6.3 Other - None

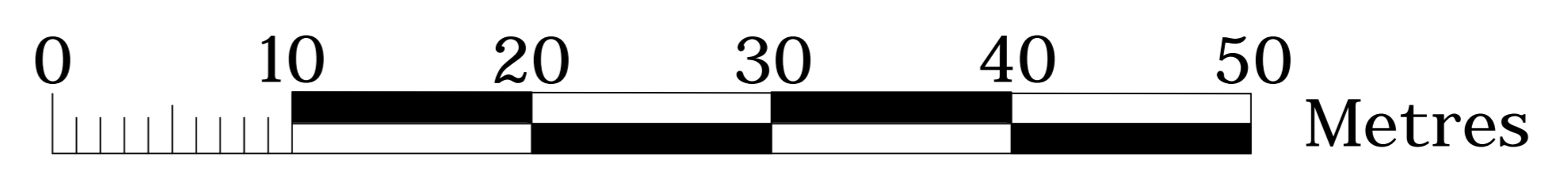
7 BACKGROUND PAPERS

- 3.1 Report to Council on 22 February, 2011 by the Executive Director of Environment titled: Alternative Pedestrian routes and Facilities between Wester and Easter Pencaitland Village.

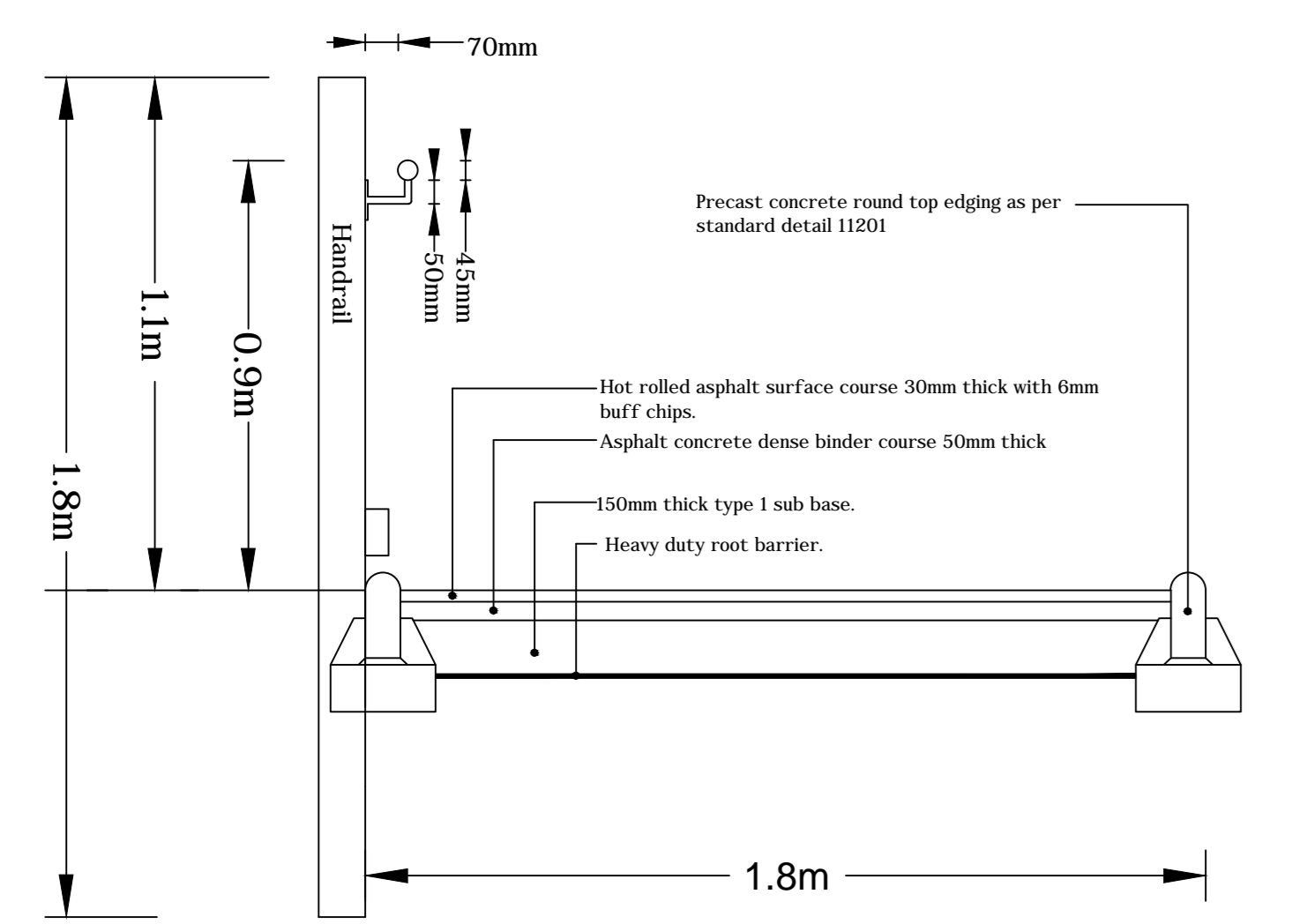
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|----------------------|-------------------------------|
| AUTHOR'S NAME | Brian Cooper |
| DESIGNATION | Senior Transportation Manager |
| CONTACT INFO | Stuart Baxter – Ext 7669 |
| DATE | 26 November 2012. |



- Planning application boundary.
 - New footpath to be constructed as cross section A-A:
30mm thick Hot rolled asphalt surface course with 6mm buff chips.
50mm thick asphalt concrete dense binder course.
150mm thick granular type 1 sub-base.
 - New footpath to be constructed as cross section C-C:
30mm thick Hot rolled asphalt surface course with 6mm buff chips.
50mm thick asphalt concrete dense binder course.
150mm thick granular type 1 sub-base.
 - Existing parish footpaths to be surfaced as follows:
50mm thick hot rolled asphalt surface course with 6mm buff chips.
Existing type 1 sub base to be replaced or regulated as required.
 - Permeable paving as Tobemore hydropave tegula duo 80mm thick, charcoal in colour. Laid as follows:
50mm layer of 6.3-2mm grit
Layer of woven geotextile
350mm layer of 4-20mm coarse aggregate
Layer of woven geotextile
 - Paving as Tobemore tegula 80mm thick, charcoal in colour. Existing surface to be levelled and blocks to be laid on 50mm bedding course.
 - Paving as Tobemore tegula 80mm thick, heather in colour. Existing surface to be levelled and blocks to be laid on 50mm bedding course.
 - Carriageway unbound carriageway to be graded and surfaced as follows:
40mm Surface Course (HRA 35/14C surf 40/60)
60mm Binder Course (HRA 50/14 bin 40/60)
 - New ornate metal fence black in colour to match existing iron work around the church grounds.
 - Timber post and four rail fence as per standard drawing 3152.
 - Chain link fencing 1.8m high with steel angle posts and top rails as per standard drawing 3204A
 - Steel tubular frame single gate 1.100m high with steel posts as per standard detail 3552.
 - Existing Steel tubular frame gate to be relocated and fencing to be erected through existing access.
 - Existing Steel tubular frame gate to be relocated and fencing to be erected through existing access.
 - New retaining wall to be constructed with a natural stone facing and cope to compliment existing stone structures. Wall not to be more than 1.5m from top of foundations to cope.
 - Car park extension to be constructed as follows:
40mm thick surface course (HRA 35/14 F surf 40/60)
60mm thick binder course (HRA 50/20 bin 40/60)
100 mm thick base course (HRA 60/32 base 40/60)
250mm thick granular type 1 sub-base.
- Note:- Capping layer may be required due to existing ground conditions
- Area to be landscaped as directed by East Lothian Councils - Landscape architects.
 - New replacement planting as agreed with East Lothian Council. Replacement trees to be standard size 8-10cm girth and 2.75 - 3 metres high and to be planted as per detail GR8.
 - Proposed new lighting as Chester road lighting column 5m nominal height with Windsor Lancaster 42w lantern see drawing 003 for details.
 - Proposed new lighting steel post top column 5m nominal height with WRTL 42w Pathfinder Lantern see drawing 003 for details.

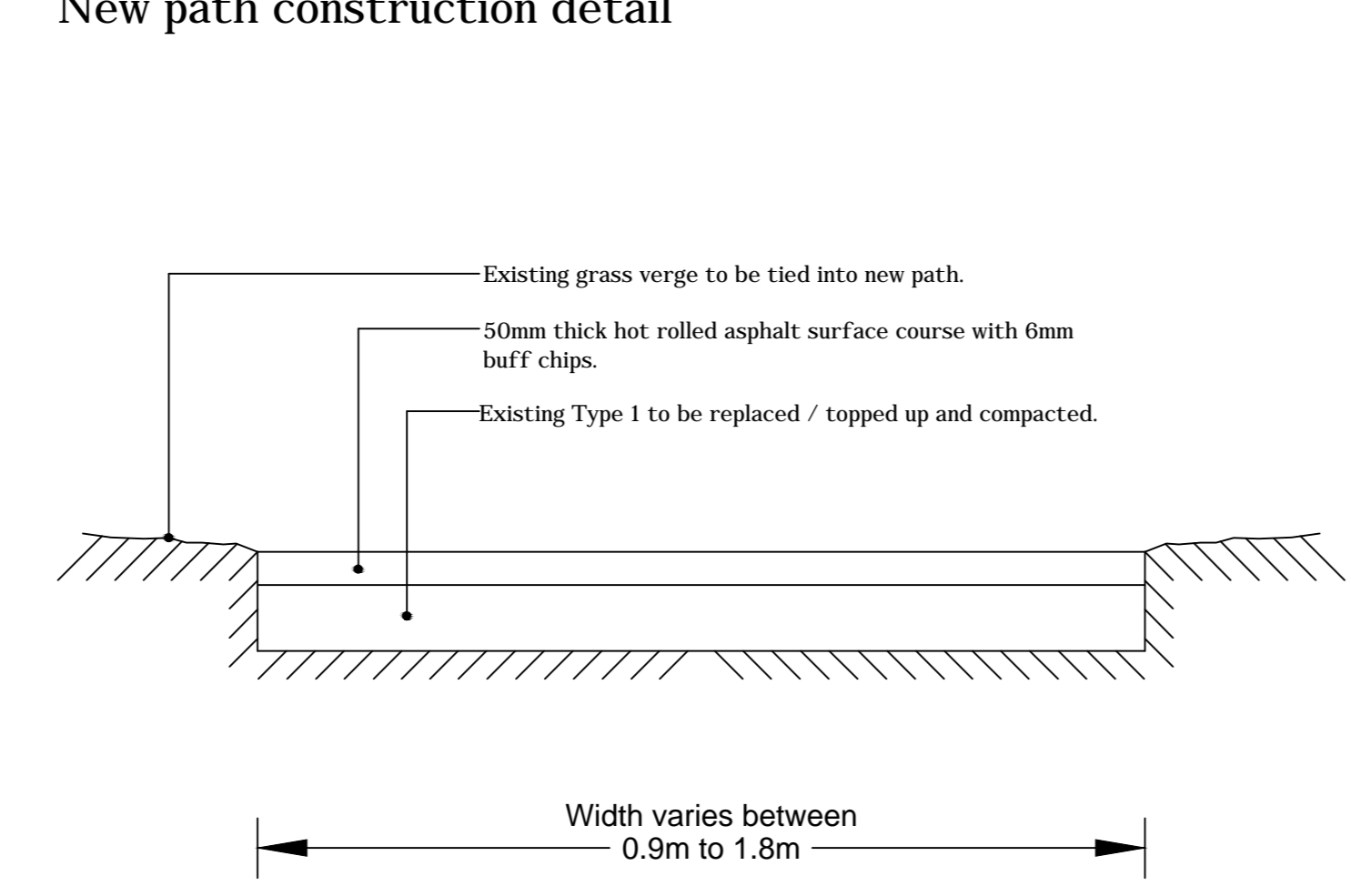


CROSS SECTION A-A
New path construction detail



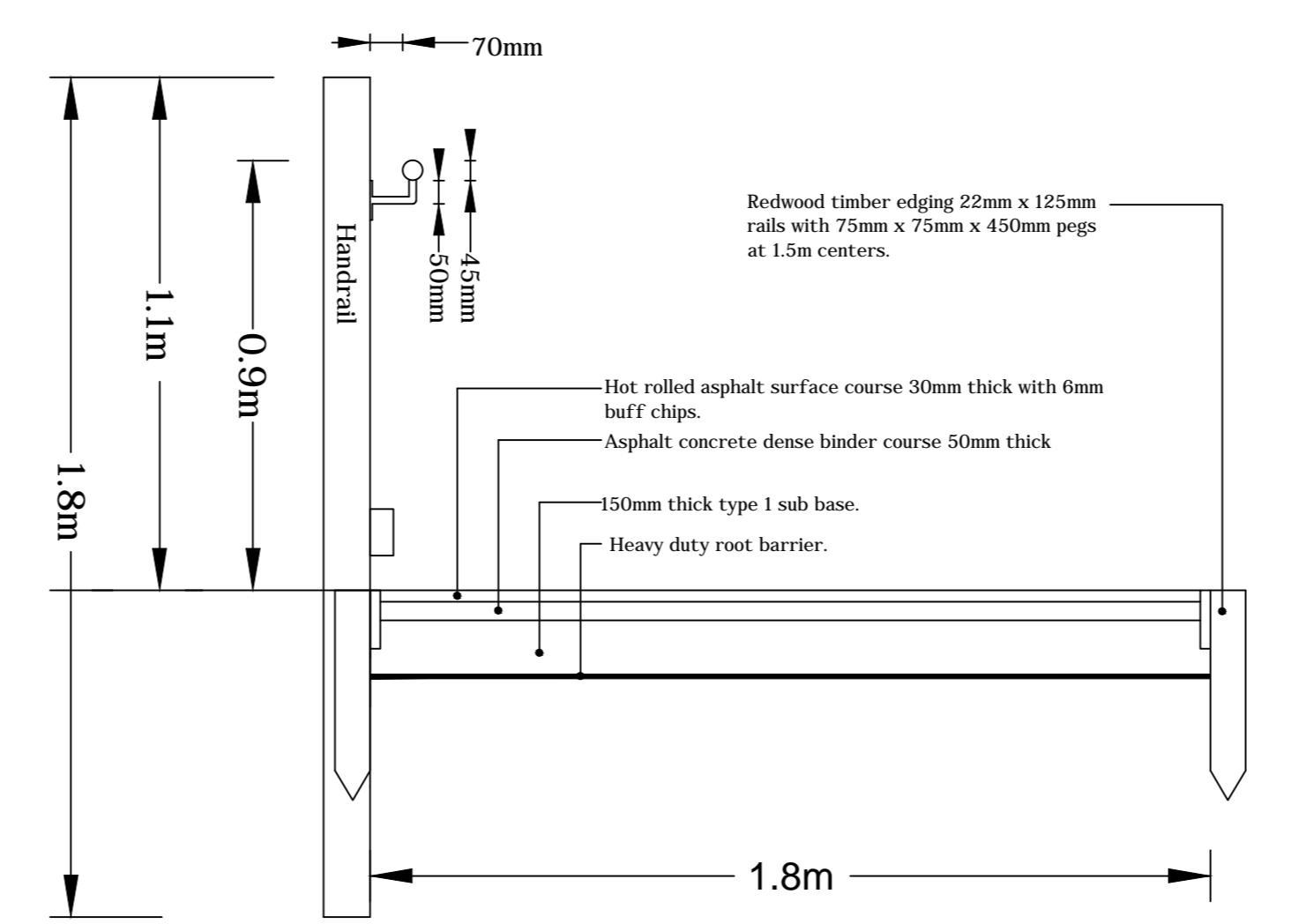
Note:-
Post to be 1.8m x 125mm x 125mm hardwood pressure treated and dressed.
Hand rail to be 45mm external diameter Nylon coated rolled steel.
Kick board to be 100mm x 50mm hardwood pressure treated and dressed.
Handrail to be installed were required by the disability discrimination act

CROSS SECTION B-B
New path construction detail



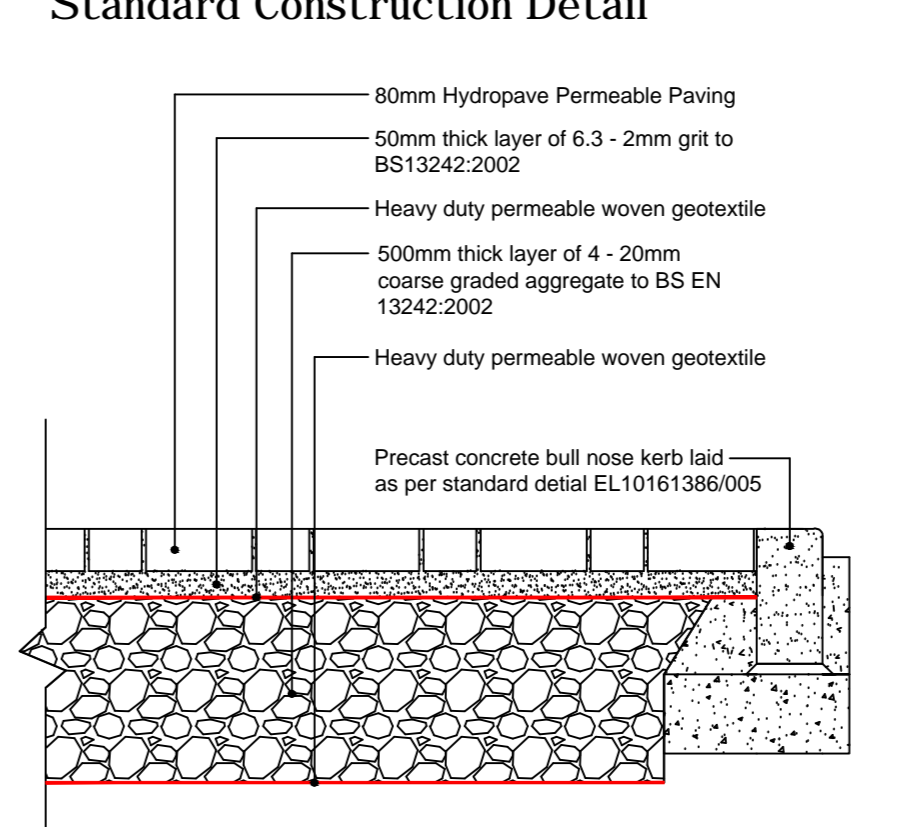
Notes:-
-Existing surfacing to be removed.
-All excavation to be supervised by an archaeologist.
-Width varies due to existing path and graves.

CROSS SECTION C-C
New path construction detail



Note:-
Post to be 1.8m x 125mm x 125mm hardwood pressure treated and dressed.
Hand rail to be 45mm external diameter Nylon coated rolled steel.
Kick board to be 100mm x 50mm hardwood pressure treated and dressed.
Handrail to be installed were required by the disability discrimination act

PERMEABLE PAVING
Standard Construction Detail



Notes:-
-Design may change depending on existing ground conditions

| REVISION | DETAILS | BY | DATE |
|----------|--|----|----------|
| Rev A | Change in path alignment and additional gates added. | SW | 15/02/12 |
| Rev B | Changes to drawing annotation | SW | 28/02/12 |
| Rev C | Changes to Handrail annotation | SW | 08/03/12 |
| Rev D | Landscape changes as requested Replacement planting shown Verge leveling removed Pruning of existing tree removed Surfacing material altered | SW | 18/04/12 |
| Rev E | Section of edging changed to timber. Block paving type changed in pedestrian walkway. | SW | 06/06/12 |
| Rev F | Rail type changed along masonry wall. | SW | 26/10/12 |

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**PROPOSED NEW REMOTE FOOTWAY
PARISH CHURCH AND PRIMARY SCHOOL
PENCAITLAND
GENERAL LAYOUT DRAWING**

Date: 16/8/11
Scale: 1:250
Client: n/a

Cad filename: revdate
Drawn by: SW
Checked by: BMC

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