

**Devon Local Transport Plan - Scheme for Formal Approval
Station Road, Ilfracombe to Lee Bridge, Mortehoe Cycleway Upgrade**

Report of the Area Engineer (North)

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendations: It is recommended that:

- (a) the scheme shown on drawing no. MAIN(N)626/0 for the upgrading of the existing National Cycle Network Route 27 from Station Road, Ilfracombe to Lee Bridge, Mortehoe to a surfaced to a width of two and a half metres wide shared use pedestrian and cycle route is approved;**
- (b) the route be surfaced as detailed in drawing no WOEC/4 with an estimated cost of £46,000 including design and supervision.**

1. Summary

This report seeks approval to the upgrading of the existing cycleway which is part of the National Cycleway Network.

2. Introduction

This cycleway is part on the National Cycle Network Route 27, Ilfracombe to Plymouth coast to coast route. The section under consideration runs along the part of the former Barnstaple to Ilfracombe railway line.

3. Current Situation

This route provides a link between the urban settlement of Ilfracombe to the coastal villages of Woolacombe and Mortehoe. The cycleway is subject to standing water and vegetation encroaching onto the surface which is hard to manage.

4. Proposals

It is proposed to use surface dressing over recycled road planings to provide a two and a half metre wide firm surface on the line of the existing cycleway. Surface water will be directed away from the surface. This design has been used extensively on the upgrading of the Tarka Trail from Braunton to Bideford.

5. Financial Considerations

The estimated cost of the scheme is £46,000. It is proposed that the scheme is to be funded through the local access improvement element of the Towns, Villages and Rural Communities Programme.

6. Alternative Options Considered

The option of resurfacing the cycleway in normal surfacing materials would not be viable due to the amount of additional works that would be required which would increase the cost. In addition this method of construction is in keeping with the other cycleways in the locality.

7. Reasons for Reaching the Recommendation

A number of complaints have been received at the Area Engineer (North) office on the condition of the surface. This option will prove the most economical to provide a suitable surface.

8. Sustainability Considerations

The use of road planings from resurfacing schemes in North Devon will ensure the material is recycled rather than going to landfill. On completion of these works the maintenance of the surface and gaining access for the maintenance of the vegetation the will be greatly improved. The improvement will make it more attractive to walkers and cyclists encouraging an increase in leisure and commuter usage between the market town of Ilfracombe and the holiday villages of Morteheo and Woolacombe.

9. Legal Considerations

None.

10. Equality Considerations

The improvement of the surface of the trail will improve accessibility to all users.

Joe Deasy

Electoral Divisions: Ilfracombe and Combe Martin Rural

Local Government Act 1972

List of Background Papers

Contact for enquiries: Joe Deasy

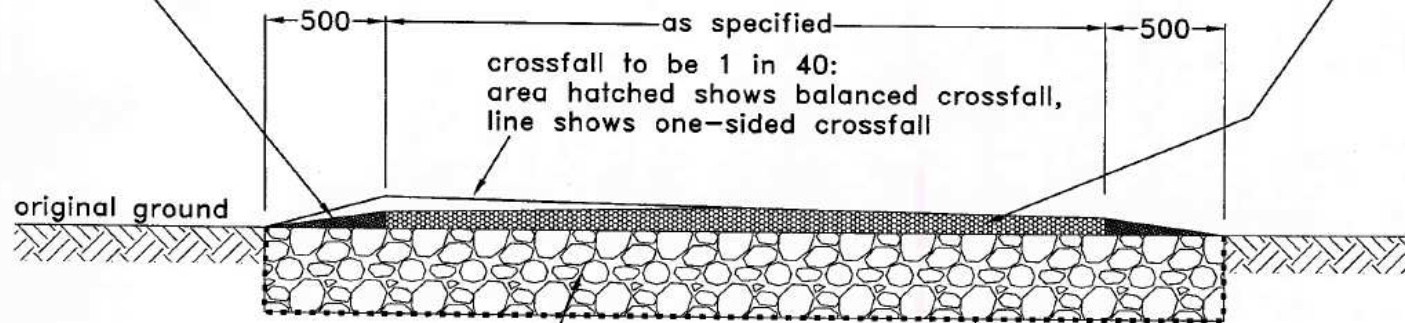
Room No: Barnstaple Civic Centre

Tel No: 01271 382727

| Background Paper | Date | File Ref. |
|------------------|------|-----------|
| None | | |

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sn/scheme for approval
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deposit scalplings on either side of new path as shown



capping material Class 6F2 350mm thick

layer of geotextile (Terram 1000 or equivalent)

minimum overlap at joins 300mm

no fabric to be visible on completion of works

OVERLAY OF EXISTING CYCLE ROUTE

Cycle/footway overlay to consist of 120mm depth (in centre), min. 80mm (at edges) of one of the following materials as indicated on the drawings:

- (i) Recycled, screened road planings
- (ii) Clause 803 Type 1 sub-base (limestone from Westleigh or other approved limestone source)
- (iii) Recycled, screened, crushed concrete.

The overlay is to be sprayed with K1-60 emulsion (or equivalent), applied through a tanker which has been calibrated to BS 1707 within the previous six months, with the following rates of spread:
 on planings - 0.5 lt/m²
 on sub-base - 1.0 lt/m²
 on crushed concrete - 1.5 lt/m²

Immediately following application of the K1-60, the surface shall be blinded with 3mm dust from Westleigh (or other approved limestone source).

SURFACE DRESSING

(All binder is to be applied by a tanker which has been calibrated to BS 1707 within the previous six months)

First application is to be Surfex 80 (or equivalent polymer enriched premium 80 binder) applied at 1.6 lt/m², with clean, non-quartzite 6mm chippings (from Venn or other approved source) applied at a rate of 100-110% shoulder to shoulder and rolled with a steel wheeled roller.

Second application to be Surfex 80 (or equivalent polymer enriched premium 80 binder) applied at 0.5 lt/m² blinded to excess with clean, non-quartzite 3mm chippings (from Westleigh, Moorcroft, Linhay or other approved source) and rolled with a pneumatic tyred roller.

Erect 'Loose Chippings' signs.

Repeat rolling with a pneumatic tyred roller after 1 to 2 weeks during warm weather when the temperature is greater than 25°C.

Use this detail where ground conditions are soft and/or wet