

PTE/19/25

North Devon Highways and Traffic Orders Committee
27 June 2019

Cyclepath, Anchorwood to Tarka Trail, Barnstaple

Report of the Head of Planning, Transportation and Environment

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

Recommendation: It is recommended that the scheme shown on Plan 10312-01 included in Appendix I be approved for construction at an estimated cost of £111,000.

1. Introduction

The proposed scheme will complete a walking and cycling link between the Longbridge and the NCN27 Tarka Trail, connecting development at Anchorwood bank with the surrounding town cycle network.

2. Background

The former Leaderflush Shapland factory site was located at Anchorwood Bank to the south west of Barnstaple's historic Longbridge. Planning permission for this site was approved in 2015 to deliver a mixed-use development of new retail and residential properties.

The redevelopment of this site incorporated the construction of a new riverside walking and cycling path that extends from the Longbridge to terminate at the north western boundary of the development area where it joins a pathway constructed under the A361. Through an associated S106 agreement, funding was provided to the County Council to continue construction of this cyclepath along the route of a public right of way to join with the Tarka Trail (National Cycle Network).

Completion of the full route will improve connectivity between the development and the towns existing cycle network and provide connections to education, to town facilities and to the multi-use trail leisure network.

A scheme to complete this cyclepath was prepared by the County Council in 2015/16. But construction had to be postponed pending the resolution of a land parcel formerly under the ownership of the original developer\applicant. But subsequently transferred to the developers of the residential properties. A deed of dedication for this land parcel was completed in April 2019 and the County Council is now in a position to proceed with construction subject to HATOC approval.

3. Proposal

The scheme shown on Plan 10312-01, will provide a 3.5 metre wide, shared use path over an approximate length of 0.3 kilometres. As indicated in green on the inset location plan, the proposed section of new cyclepath will commence at its western end where it will join the Tarka Trail and terminate at its eastern end where it will join with a

current path route under the A361 and the new riverside cyclepath constructed by the Anchorwood Bank development.

The scheme incorporates earthworks to enable an increase in width of the existing walking route and an improved surface for cyclists.

The riverside path around Anchorwood has been constructed to urban footpath standards as a 3.5 metre wide shared path. The Tarka Trail has been constructed to a surfaced dressed all weather trail standard. The proposed scheme will continue a surface dressed all weather trail surface treatment on the proposed scheme between the Tarka Trail and Anchorwood.

The proposed cyclepath follows the route of an existing public right of way footpath and an earlier and narrower promoted cycling route. The old cycling route to Sticklepath Terrace was established and promoted as part of the Tarka Trail prior to the construction of the A361 Barnstaple Western Bypass and the redevelopment of the Leaderflush Shapland site.

4. Options

Different cost options were considered to upgrade the current route in terms of its standard of construction. The proposed scheme is being recommended to meet current design recommendations for the width of a shared path route and to provide best value for money in terms of usage and the surface construction required to access an established multi-use trail.

5. Consultations/Representations/Technical Data

The proposal to provide a new cyclepath was incorporated in the planning submission for the Anchorwood redevelopment. This application has been subject to public consultation through the planning process.

6. Financial Considerations

The cost of the scheme in 2019/20, is estimated at £111,000. The funding is from developer contributions and is included in the 2019/20 Transport Capital programme. Additional funding is available to enhance this budget from developer contributions received from Anchorwood.

7. Environmental Impact Considerations

By promoting sustainable travel options the scheme will have a positive impact on carbon reduction and climate change.

8. Equality Considerations

An Equality Impact and Needs Assessment (EINA) was undertaken for the Local Transport Plan. No negative impacts were identified. No new policies are being recommended in this report and therefore an individual Equality Impact and Needs Assessment for the scheme is not considered necessary.

9. Legal Considerations

There are no specific legal considerations

10. Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action have been taken/included to safeguard the Council's position. No risks have been identified.

11. Public Health Impact

The proposal will have a positive impact on promoting active travel and improving public health.

12. Reasons for Recommendations

It is recommended that the scheme be approved for construction. The scheme will provide a key piece of missing infrastructure in the local cycle network and help to provide increased opportunities for more sustainable and active travel choices.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Barnstaple South

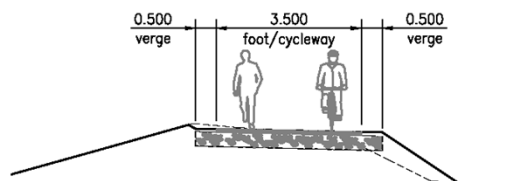
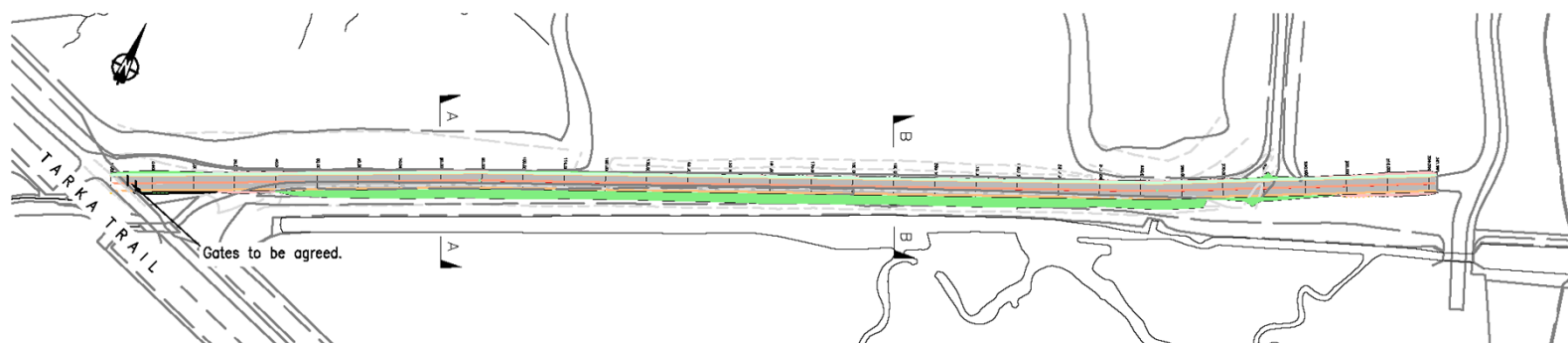
Local Government Act 1972: List of Background Papers

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Background Paper
None

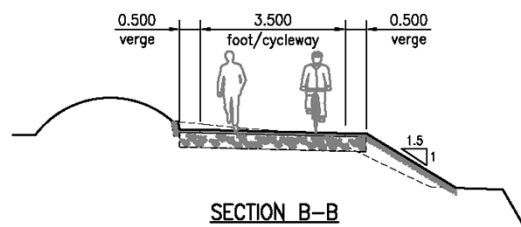
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Appendix I To PTE/19/25

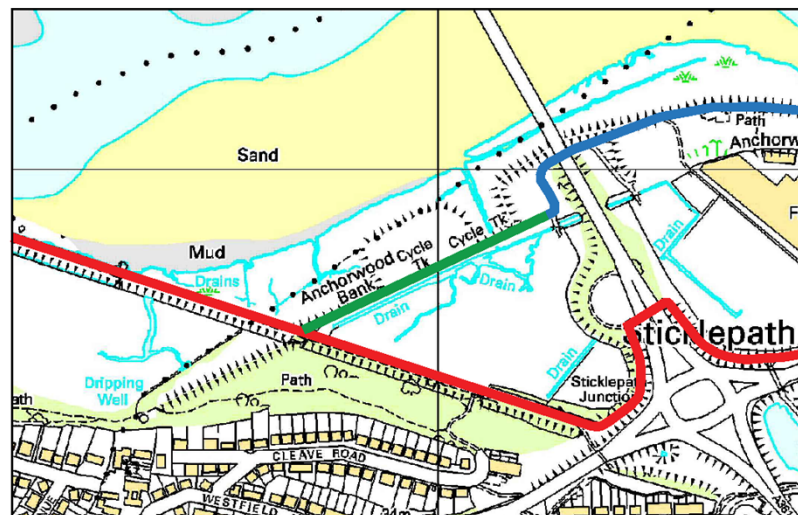
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SECTION A-A
SCALE 1:50



SECTION B-B
SCALE 1:50



LOCATION PLAN
N.T.S.

- TARKA TRAIL
- ANCHORWOOD DEVELOPMENT PATH
- PROPOSED FOOT/CYCLEWAY



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JOB

**ANCHORWOOD TO TARKA
TRAIL - FOOT/CYCLE LINK**

DRAWING TITLE

COMMITTEE PLAN

No.	Date	Revision

Do not scale this drawing. All dimensions shall be as indicated on the drawing. No responsibility is accepted for any errors or omissions in this drawing or for any other drawings derived from it.	
Drawn by	I.W.S.
Check by	I.W.S.
Scale	AS SHOWN
Drawing number	10312-01