



EXETER:

DIGBY AND SOWTON STATION TO APPLE LANE CYCLE ROUTE

DESIGN AND ACCESS STATEMENT

**A. Design Principles**

1. The purpose of the proposal is to create a pedestrian and cycle route between Digby and Sowton Station and Apple Lane, linking to existing onward connections to Sowton Industrial Estate and Sandy Park.
2. The width of the new route is 2.5 metres which is the recommended minimum width for a combined pedestrian and cycle route. The design width is the same as the onward connections at either end.
3. The route will be illuminated at night. *impact on neighbours*
4. The route is to be established on sidelong ground with the cut and fill earthworks balancing and avoiding earth disposal or the importation of fill material.
5. The route is to be established on an area which has been planted with trees on the perimeter of Sowton 30 Industrial Estate. The chosen route avoids major impact on an area of established trees and it is considered that the recently planted trees can be transplanted or replaced within the same landscape area.
6. Construction surface materials will be standard bound footway bitumen macadams. There is no rationale for more expensive surfacing and an unbound surface will not cope with the heavy weekend flows to rugby matches.

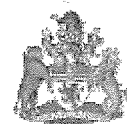
**B. Access**

1. Longitudinal gradients of the new route are generally at 1% with a short section approximately 10 metres long at a gradient of 7% approaching Apple Lane. The gradients are within disability guideline standards.
2. Apple Lane is a designated cycle route with no vehicular traffic permitted other than agricultural field access. There is no restriction on movement joining Apple Lane from the new route.
3. Access to the rail station platform and to Clyst Halt Avenue is via the ramp and bridge over the railway.
4. Flows of pedestrians and cyclists will generally be low except when there is a rugby match at Sandy Park when the flow will be tidal.

**C. Context**

1. The proposed route will provide a pedestrian link between the rail station and between designated parking areas and a major sporting facility.
2. At all other times the route will provide a link for pedestrians and cyclists between Sowton Industrial Estate and existing and potential residential development to the south.

# Devon County Council - Committee Report



DEVON COUNTY COUNCIL

**Code No: EEC/06/115/HQ**

EEC/06/115/HQ

Exeter Highways and Traffic Orders Committee

14 September 2006

**Local Transport Plan Scheme for Formal Approval****Digby and Sowton Station to Apple Lane Cycle Route**

Report of the Deputy Director of Environment, Economy and Culture

***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 to construct a combined pedestrian and cycle route between Digby and Sowton Station and Apple Lane shown on drawing No: C05041/11 is approved;**

**(b) construction of the first stage, the pedestrian and cycle link, be approved at an estimated cost of 105,000.**

**1. Summary**

This report seeks approval to construct a missing link cycle and footpath scheme.

**2. Background**

A pedestrian/cycle link exists between Digby and Sowton Station and Falcon Road on Sowton Industrial Estate running alongside the railway over Digby Arch.

Exeter Rugby Football Club are developing a new stadium on the south side of A379 at Sandy Park. Pedestrian and cycle access will be via a new bridge and link to Apple Lane, currently under construction. The route will continue past the stadium to Old Rydon Lane.

**3. Proposals**

It is proposed to extend the footpath and cycle route from Sowton Industrial Estate through to Apple Lane to give direct access to the new RFC ground and routes beyond. The new section will be located on the sloping ground below the tree belt (shown on drawing no. C05041/11). The paved width will be 2.0 metres which is considered adequate for anticipated everyday use. On match days the flow will be tidal and mainly pedestrian. The route will be illuminated. The link to the rear of the station requires approval from Network Rail and First Great Western.

A direct link is also proposed from the rail station footway/cycleway to the new route, giving easy access to the residential areas and cycle routes leading to the City Centre. This element of the works requires agreement and approval from Network Rail and First Great Western. It is proposed this is completed as the second stage of the project when this has been undertaken.

**4. Funding**

The estimated cost of the whole scheme is 190,000 of which 85,000 is the estimated cost of the link to the rail station footbridge. The scheme will be partially funded by developer Section 106 contributions of 25,000. The remainder of the funding will come from the Local Transport Plan Programme.

## **5. Reasons for Reaching the Recommendation**

The route will provide another important link in the network of footpaths and cycle routes in the City, giving more opportunity for alternative travel modes. It will also provide an extra route to an important sporting venue.

Ian Harrison

**County Council Electoral Division: St. Loyes and Topsham**

**City Council Ward: St. Loyes**

Local Government Act 1972

List of Background Papers

Contact for enquiries: Richard Oldfield

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Background Paper  
None.

Date

File Ref.

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