

Okehampton to South Zeal

Sustrans' proposal for a feasibility study for a traffic free shared use path

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Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

Project details

Project name	Okehampton to South Zeal - Feasibility Study Proposal		
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Plan owner	Louis Devenish		
Client	Cllr Lynn Daniel cllr.lynn.daniel@westdevon.gov.uk		
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Signed off by

Sustrans	
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Introduction

Sustrans is the charity that makes it easier for people to walk and cycle. Building traffic free multi user paths to connect communities throughout the UK has been one of our core offers for many years and we are delighted to be invited to bid for this work on behalf of Cllr Lynn Daniel of West Devon Borough Council.

This proposal sets out our plan for a feasibility study for a traffic free multi user path, approximately 8 km in length, between the towns of Okehampton and South Zeal in the county of Devon.

The National Cycle Network (NCN) Route 28 already connects these two towns, however the route is entirely on road utilising narrow lanes.

This feasibility study will investigate the possibilities of a traffic free route.

1. Deliverables

Sustrans will provide the following key deliverables within this study. Each deliverable will be a section within the completed feasibility study report.

1.1 Introduction and Strategic Case

Including the following specific items:

- Summarise the purpose of this study
- Provide some background and context
- Make the strategic case for the route. Why this route is important to local connectivity? What local issues would be resolved by having a traffic free route? What barriers are there to cycling between the two towns at present?

1.2 Route option appraisal

Sustrans will provide an appraisal of the route options between Okehampton, in the north west, and South Zeal, in the south east, a distance of approximately 8 km.

The route will connect Okehampton secondary school, Okehampton Railway Station, the village of Sticklepath and the primary school in South Zeal.

There are several, immediately obvious, challenges when considering this route.

1. The A30 dual carriageway presents a significant barrier between the towns.
2. The topography is dominated by steep slopes in multiple directions, and
3. The majority of the route is within the boundary of Dartmoor National Park

The route options will be shown on appropriate scale maps and with photographs to describe the proposed alignments. The route options will be described under the following headings:

- **Route overview:** describing the key characteristics of the route and key locations it serves
- **Background:** Key context or background information
- **Existing conditions:** e.g. gradients, surfacing, width, signage, traffic flows
- **Opportunities and constraints:** identifying positives and negatives of each route option

This analysis will be completed via a combination of a site visit, conversations with local stakeholders and using online mapping tools.

1.3 Ecological desk review

The report will contain a preliminary analysis by our in house Ecology team. This will consist of an initial desktop assessment of all route options appraised. It is not proposed to go as far as a formal Preliminary Ecological Assessment (PEA) at this stage. The outcome of the analysis will give an early indication as to what the likely ecological considerations and constraints will be, and for that information to inform any decision about a preferred route option.

1.4 Land ownership

A list of registered landowners affected by each of the options will be provided along with a map of the land parcels. The list will include the name and address of the title holder/s as given by the Land Registry Database.

1.5 Preferred route alignment

This section will present the preferred route alignment, as a result of the information gathered in the previous sections. Criteria such as directness, safety, cohesion, comfort and attractiveness of the route will be used to assess the available options.

1.6 Summary and next steps

The final section of the feasibility study will summarise the information presented and conclusion reached.

We will clearly outline the next steps required to realise the route, e.g. land negotiation, engagement with key stakeholders such as local highway authority and development control, production of engineering drawings and capital cost estimates.

2. Costs

2.1 Schedule of rates for Sustrans' staff

The table below provides a summary of hourly rates for key Sustrans' staff who will deliver this feasibility study.

Staff Grade	Roles	Hourly Rate
G	Network Development Manager / CAD Specialist	£52
H	Ecologist / Senior Network Development Manager	£57.33

2.2 Gantt Chart and cost estimate

The Gantt chart provided gives a breakdown of individual activities and allocates time, in hours and associated costs, against each activity.

A four month time line is proposed as a reasonable period over which to complete all of the activities from the project inception meeting.

The cost of the feasibility study is **£6045.26** excluding VAT.

