



Title: **Avenue Road to Torquay Sea Front Cycle Route**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Tormohun**

To: **Transport Working Party** On: **17th November 2011**

Key Decision: **No** How soon does the decision need to be implemented **November 2011**

Change to Budget: **No** Change to Policy Framework: **No**

Contact Officer: **Ian Jones**
Telephone: **7835**
E.mail: **ian.jones@torbay.gov.uk**

1. **What we are trying to achieve and the impact on our customers**

1.1 The Avenue Road to Torquay Sea Front cycle route is intended to form an extension to the existing National Cycle Network to enable cyclists to take a dedicated route from Crown Hill Park through to the Torquay sea front.

2. **Recommendation(s) for decision**

2.1 Members are recommended to approve the proposed cycle link (as detailed in **Appendix 1**) and that all associated Traffic Regulation Orders are advertised and implemented if no objections are received. Any objections received will be presented to a forthcoming meeting of the Transport Working Party. The route will be implemented when future funding is available.

3. **Key points and reasons for recommendations**

3.1 The principle of this route, from the Crown Hill Park along Avenue Road to the Torquay seafront, was approved for progression by the Transportation Working Party which was presented on 23rd April 2010.

3.2 The proposed works form links to existing cycling facilities in the location and also forms part of the national Cycle Network.

For more detailed information on this proposal please refer to the supporting information attached.

**Patrick Carney
Service Manager – Street Scene Services**

Supporting information

A1. Introduction and history

A1.1 A briefing note was presented to the Transportation Working Party on 23rd April 2010 detailing a number of strategic cycleway improvements which are to be funded from Growth Points Capital funding as approved by full Council on 25th June 2009.

A1.2 Members are recommended to approve implementation of the cycle link between Crown Hill Park and Torquay seafront, as detailed in **Appendix 1** and that all associated Traffic Regulation Orders are advertised and implemented if no objections are received. Any objections received will be presented to a forthcoming meeting of the Transport Working Party.

A1.3 The scheme generally comprises of:

Avenue Road (Crownhill Park to Old Mill Road)

- Provide new shared use cycleway / footpath (unsegregated) on west side of Avenue Road.
- Provide new traffic island to allow cyclists to cross Avenue Road
- Provide a new shared use cycleway on east side of Avenue Road

Avenue Road / Old Mill Road Junction

- Upgrade the existing traffic lights to provide Toucan crossing on Old Mill Road

Avenue Road (Old Mill Road to Cockington Primary School)

- Extend existing shared use cycleway / footway (unsegregated) on West side of road for cyclists travelling north.

Avenue Road (Mill Lane towards Abbey Gates)

- Retain existing on-carriageway cycle lane for cyclists travelling south.

Avenue Road (Falkland Road to Old Mill Road)

- Retain existing on-carriageway cycle lane for cyclists travelling north.

Falkland Road (junction with Walnut Road)

- Provide new on-carriageway cycle lane from existing advance stop line in Falkland Road around junction for cyclists travelling north.

Torre Abbey (Abbey Gates to The Kings Drive)

- Provide new cycle route through the grounds of Torre Abbey following existing traffic route for cyclists travelling south. Exit to The Kings Drive at gate by Spanish Barn. Provide new shared use cycleway / footway until footway ends.
- Possible footway widening subject to land availability.
- New ramp for cyclists to join carriageway where footway ends.
- New drop crossing and ramped access to enable cyclists to cross to the existing shared use cycleway / footway on the west side of The Kings Drive.

Kings Drive (The Kings Drive / Torbay Road junction)

- Cyclists rejoin main carriageway and are provided with a new 5m advance stop line at traffic lights with matching drop kerb.

A1.4 The lower cost element of the route will be delivered as part of next year's Local Transport Plan capital programme. The link to Crownhill Park will be delivered when the route through to Shiphay has been approved.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1. The proposed route is intended to offer both commuter and recreational cyclists the opportunity to use an off highway route which would be considered desirable both from a safety and amenity perspective. This could encourage further cycling within Torbay and, as part of the national Cycle Network, encourage cyclists from outside the area to use this route. To revert to a highway based link may discourage this.

A2.2 Remaining risks

A2.2.1 If the National Cycle Network is not progressed through Torbay then future funding for sustainable transport measures may be compromised.

A3. Other Options

A3.1 That the proposed cycle link and associated Traffic Regulation Orders are not implemented.

A4. Summary of resource implications

A4.1 Implementation and further progression of the scheme will be managed by officers within the Street Scene and Place Group. Implementation of the proposed Traffic Regulation Orders will be carried out by the Street Scene & Place Group. Enforcement of the waiting restrictions will be provided by staff from within the Residents & Visitor Services Business Unit.

A4.2 The initial implementation will be funded from the Local Transport Plan capital programme and growth points funding with further sections subject to bids for future funding.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 None

A6. Consultation and Customer Focus

A6.1 Formal consultation will need to be undertaken with interested parties regarding the progression of the amendments to existing by-laws to remove any prohibition of cycling in the affected public open spaces. Proposed amendments to the existing Traffic Regulation Orders will be advertised, both on site and in the local media, with any objections being referred back to a future meeting of the Transport

Working Party.

A7. Are there any implications for other Business Units?

A7.1 Amendments to the existing Traffic Regulation Orders will require legal orders which have to be sealed by the Legal Services team.

Appendices

Appendix 1 Plans showing the proposals for the cycle link between Crown Hill Park and Torquay seafront.

Documents available in members' rooms

None

Background Papers:

The following documents/files were used to compile this report:

The Local Transport Plan 2006 -11

Briefing Note to Transportation Working Party – 23rd April 2010