



Title: **Hollicombe to Paignton Harbour Cycle Route**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Preston**

To: **Transport Working Party**

On: **21st June 2012**

Key Decision: **No**

How soon does the decision need to be implemented **December 2012**

Change to Budget: **No**

Change to Policy Framework: **No**

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

1.1 The Hollicombe to Paignton Harbour cycle route is intended to form an extension to the existing National Cycle Network to enable cyclists to take a dedicated route from The Main Torbay Road through to Paignton Harbour.

2. Recommendation(s) for decision

2.1 Members are recommended to approve implementation of the cycle link shown as 'Scheme 1' in this report (as detailed in **Appendix 1**), subject to consultation with the Community Partnership and affected residents 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.

3. Key points and reasons for recommendations

3.1 The principle of this route, was approved for progression by the Transportation Working Party which was presented on 23rd April 2010.

- 3.2 The link along Paignton's Eastern Esplanade was implemented in early 2012 and approval by this Working Party has also been granted for the implementation of the link between Torbay Road and Marine Parade, Paignton subject to an amendment to an existing byelaw.
- 3.3 The approval of this Working Party is being sought to progress the section of the route between Marine Parade and Paignton Sea Front.
- 3.4 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
Group Service Manager – Streetscene & Place**

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 A report was presented to the People (Communities) Policy Development Group on 16th August 2011 where members approved the implementation of the link between Torbay Road and Marine Parade (via Hollicombe Head), subject to the amendment of an existing byelaw which prohibits cycling through Hollicombe Head.

A1.3 The byelaw amendment is due to be considered by the Secretary of State following approval by Full Council and consultation with affected stakeholders. It is therefore likely that formal approval will be granted prior to the anticipated commencement of the works in Hollicombe Head in the autumn 2012.

A1.4 The report referred to in A1.2 stated that a recommendation for the Preston Green section of the scheme would be put forward for consultation for a solution prior to returning to a future Working Party for consideration. In the event, initial consultation with the Community Partnership and the Beach Hut users Group has shown that the original proposal for the use of the wide footpath to the west of Preston promenade was not widely supported.

A1.5 Officers have now taken the opportunity to look for alternative options for this section and members are now requested to approve a preferred option which could be implemented following further consultation if no objections are received. Any objections will however be presented to a future Working Party for consideration.

A1.6 The alternative schemes are as follows:

Scheme 1

- To provide a link between Marine Parade to Marine Drive through the Northern End of Preston Green area (adjacent to the public toilets) via a constructed ramp and with an informal crossing from the Eastern side of Marine Drive to the Western footway.
- To widen the western footway on Marine Drive to provide a shared use footway/cycleway from the North of Preston Green to the junction with Manor Road.

The scheme will provide an off carriageway route in two directions on this one way section of road as detailed in **Appendix 1**, however cyclists travelling in the southerly direction would need to cross the road twice to use this facility. Also the threshold levels of a number of private driveways may restrict the width of footway that could be constructed.

Scheme 2

- As scheme 1 but with the provision of a contra-flow cycleway adjacent to the western footway of Marine Drive between Manor Road Junction and the

North end of Preston Green. The cycleway to be a combination of on carriageway and on footway cycle provision.

This scheme as detailed in **Appendix 2** will provide a cycle route to allow cyclists to use the one-way section of Marine Drive against the flow of traffic to provide a through link. Cyclists travelling in the southerly direction would need to use the carriageway 'with traffic' for which there would be a safe remaining width. This option would provide a 'low cost' solution but will have a lack of dedicated provision for south bound cyclists, which may be a deterrent to use by the less confident cyclists.

Scheme 3

- To widen the eastern footway of Marine Drive adjacent to Preston Green to provide a two way shared use footway/cycleway.

This option as detailed in **Appendix 3** keeps the cycle route on the seaward side, however the footway is currently between the existing dense hedge on Preston Green and a line of parked vehicles. It is therefore likely that there would be considerable conflict with doors being opened by parked vehicles and pedestrians accessing the Green.

Highways officers have however been made aware of the fact that the hedge is being considered for removal due to the maintenance costs that it generates. If this was to happen in the future then a shared cycleway would be more feasible. If this were achievable then it could provide a shared route for south bound cyclists only when combined with schemes 1 or 2 in the future.

Scheme 4

- To provide an off highway route by using the wide footway adjacent to Preston Green and Preston Promenade.

This is the option referred to in A1.4 to this report and has already been subject to some initial consultation with stake holders. The scheme is detailed in **Appendix 4**.

- A1.7 Members should note that the scheme does not include for any measures for the section between Manor Road and Eastern Esplanade. This is due to the restrictive road width at this location, which will not allow for dedicated cycle facilities. Cyclists will therefore have to either cycle with traffic or dismount along this short section.
- A1.8 Once a preferred scheme option has been approved by this Working Party, consultation with the Preston Community Partnership, Ward Councillors and affected residents will be undertaken. If the consultation results in objections or amendments to the scheme then these will be returned to a future Working Party for consideration. It is anticipated that the scheme can be implemented in early 2013.
- A1.9 If Members recommend option 2 then they should be mindful that a Traffic Regulation Order will be required to ensure that the contra flow cycle lane is mandatory. Approval of this option should therefore recommend provision for advertising the order and implementing if no objections are received.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 If the National Cycle Network is not progressed through Torbay then future funding for sustainable transport measures may be compromised. Also if this section of the route is not progressed then this may discourage cyclists from viewing Torbay as a tourist destination for cycling.

A2.2 Remaining risks

A2.2.1 Approval to progress a route that takes cyclists away from the sea front may lead to the route becoming less popular as a recreational cycle route.

A3. Other Options

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

A3.2 That Scheme 4, as previously proposed, is progressed as an off highway route.

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.

A4.2 The scheme will be funded from an allocation from Growth Points Capital funding for Strategic Cycle ways, with additional funding being provided from Planning contributions for sustainable transport initiatives in this area.

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

A5.1 None

A6. Consultation and Customer Focus

A6.1 Consultation will need to be undertaken with interested parties regarding the preferred scheme. This will include the Preston Community Partnership, Ward Councillors, affected residents and the Beach Hut Users Group. Proposed 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 Indicative plan of Scheme 1

Appendix 2 Indicative plan of Scheme 2

Appendix 3 Indicative plan of Scheme 3

Appendix 4 Indicative plan of Scheme 4

Documents available in members' rooms

None

Background Papers:

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

The Local Transport Plan

Briefing Note to Transportation Working Party – 23rd April 2010

Report to the People (Place) Policy Development Group – 16th August 2011