



Meeting: Transport Working Party

Date: 13th December 2012

Wards Affected: Tormohun, Cockington with Chelston, Shiphay with the Willows

Report Title: Local Sustainable Transport Bid – Proposed Cycle Routes

Executive Lead Contact Details: Sue.Cheriton@torbay.gov.uk

Supporting Officer Contact Details: Patrick.Carney@torbay.gov.uk

1. Purpose

- 1.1 The Bid for the Local Sustainable Transport Fund, as agreed by members at the 5th January 2012 meeting of the Transport Working Party has now been agreed by the Department for Transport. Highways are now developing a viable cycle route to link with the frequent ferry service from Torquay Harbourside to the town centre, to Torbay Hospital and the National Cycle Network.
- 1.2 A recommendation is being sought from the Working Party to determine the preferred cycle routes, prior to carrying out more detailed designs on particular elements of the routes.

2. Proposed Decision

- 2.1 That members approve the progression and implementation of the cycle routes shown in **Appendix 1 (Plans 1-9)** to support the proposed frequent ferry service, and that any required traffic regulation orders are advertised and implemented if no objections are received. Any sections of the route, which require material changes to the highway will be presented to future meetings of the working Party for consideration prior to implementation following more detailed design work.

3. Action Needed

- 3.1 The implementation of further cycle routes will enable the Council to meet its obligation to deliver further sustainable transport links around the bay and link to the South Devon network.

4. Summary

- 4.1 The implementation of the proposed frequent ferry service has given the opportunity to link sustainable travel options between Brixham and Torquay. As part of the overall package cycle routes which link the ferry to Torquay Town Centre, Torbay Hospital and the rail stations, cycle links have been included as part of the successful bid for funding to the Department for Transport.
- 4.2 The proposal at this stage identifies routes, which highway officers consider would assist in promoting cycling prior to progressing detailed design works.

Supporting Information

5. Position

- 5.1 The recent bid for Department for Transport (Dft) Local Sustainable Transport Funding (LSTF) bid has been successful and officers are now progressing the implementation of the frequent ferry service along with the associated sustainable transport links.
- 5.2 As part of the bid application, details of potential cycle routes were prepared by the Council's partner consultant, Jacobs and accepted by the Dft. Highways officers have now taken the opportunity to re-assess the application routes and have made some amendments, which now form the plans shown in **Appendix 1** to this report.
- 5.3 The routes shown are a combination of dedicated on and off highway routes, along with some 'signed only' routes where highway constraints will not accommodate dedicated routes. For the purpose of this report however the routes are shown as 'routes in principle' and many sections will require further design work to determine the appropriate treatment. It is anticipated therefore that sections of this route will be presented again in more detail as the design and implementation process continues.
- 5.4 The routes shown can however be broken down into the following part-schemes:
- a. An 'off highway' link between Shiphay Lane , Torquay and Crownhill Rise/Avenue Road. This is also proposed to form part of the National Cycle Network through Torbay.
 - b. A signed on road route from Avenue Road to Upton Park.
 - c. A shared footway/cycleway along Lymington Road at Upton Park to Castle Circus.
 - d. A cycle link through Union Street, Lower Union Street, Fleet Street and Palk Street (via upgraded crossing) to Torquay Harbourside, which then takes cyclists across the footbridge towards the ferry service.

- e. For cyclists heading from the ferry towards the Town Centre, a cycle link using Palk Street, Fleet Street, Abbey Road, Tor Hill Road and East Street, to tie in to the proposed facilities in a. and b. above.

5.5 In addition, as part of the study, officers have identified that the ferry service link would benefit from creating a sea front link, which will form a direct connection to the National Cycle Network linking Torbay Hospital, Torquay Railway Station and Paignton. This route can be broken down as follows:

- f. A shared footway cycleway route along Torquay Promenade to Torre Abbey Sands.
- g. Shared Footway/cycleway links adjacent to Torre Abbey Sands and Torre Abbey Meadows.
- h. Upgrading of crossing facilities to link this route to the National Cycle Network.

5.6 The use of pedestrianised areas by cyclists in Lower Union Street, Fleet Street and Palk Street will require amendments to existing Traffic Regulation Orders, which will require advertisement and will require further consideration by the working party if objections are received.

5.7 During the detailed design process there are likely to be further amendments to traffic regulation orders identified. These will be advised to the working party as part of the detailed design process, prior to advertising.

6. **Possibilities and Options**

6.1 That the proposed cycle improvements are not implemented.

6.2 That the cycle links thorough the Town Centre only are implemented.

7. **Preferred Solution/Option**

7.1 The outline details of the proposed routes are included in **Appendix 1**, plans 1-9 to this report.

8. **Consultation**

8.1 Proposed changes to Traffic Regulation Orders will be advertised and any objections received will be presented to future Transport Working Party meetings for consideration.

8.2 Any 'off highway' routes will be subject to consultation with any affected groups.

8.3 Affected Community Partnerships will be consulted as part of the detailed design process, where any material changes to the highway are proposed.

9. Risks

9.1 Outline of significant key risks

- 9.1.1 If the cycle improvements are not implemented there may be a detrimental impact to the delivery of the LSTF bid and this may not satisfy the Dft's requirements for the provision of funding.
- 9.1.2 If the cycle improvements are not implemented then this may have a detrimental effect to the promotion of sustainable transport options in Torbay and the promotion of Torbay as a tourist destination for cycling in the future.

9.2 Remaining risks

- 9.2.1 If the Cycle improvements are implemented there may be detrimental impacts to other highway users in some sections.

Appendices:

Appendix 1 – Plans 1-9

Additional Information:

Documents available in Members' Rooms:

Background Papers: