



Meeting: Transport Working Party

Date: 31st January 2013

Wards Affected: Preston

Report Title: Hollicombe to Paignton Cycle Route – Preston Sea Front Section

Executive Lead Contact Details: Sue Cheriton

Supporting Officer Contact Details: Ian Jones

1. Purpose

- 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.
- 1.2 The approval of this Working Party is being sought to progress the section of the route between Marine Parade and Paignton Sea Front (Preston Sea Front Area).

2. Proposed Decision

- 2.1 Members are recommended to approve the progression and implementation of the proposed cycle route scheme referred to as 'Option 2' in this report and detailed in **Appendix 2**, and that any required changes to any traffic regulation orders are advertised and implemented if no objections are received.

3. Action Needed

- 3.1 A recommendation for approval is required from the Working Party in order that this can be taken to the Director of Place and Resources in Consultation with the Executive Lead Member for Community Safety and Transport for a formal decision.

4. Summary

- 4.1 The principle of this route, was approved for progression by the Transportation Working Party on 23rd April 2010.
- 4.2 The link along Paignton's Eastern Esplanade was implemented in early 2012 and the implementation of the link between Torbay Road (Hollicombe Dip) and Marine Parade, Paignton commenced in early January 2013.
- 4.3 The approval of this Working Party is being sought to progress the section of the route which links the approved sections in 4.2 above.
- 4.4 The proposed works form part of the National Cycle Network.

Supporting Information

5. Position

- 5.1 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.
- 5.2 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.
- 5.3 A report was presented to the Working Party on 21st June 2012 outlining options for the Preston Sea Front location and requested a recommendation for a scheme to be taken forward to consultation with the Community Partnership. The Working Party subsequently recommended progression of a scheme, which combined improvements to the existing footway adjacent to Preston Green, including removal of the existing hedge for southbound cyclists with a contra-flow cycle lane on Marine Drive for northbound cyclists.
- 5.4 Initial discussions with the Preston Community Partnership Steering Group enabled them to bring a further option forward, which proposed the creation of a dedicated cycleway on the western side of Preston Green, using the existing hedge as a dividing strip where possible. Highways officers then agreed to take the consultation forward with the Working Party's recommended scheme as 'Option 1' and the Community Partnership's recommended scheme as 'Option 2'.
- 5.5 The two options were presented to the Community Partnership Public meeting in October 2012, where 'Option 2' was generally accepted as the preferred option. Both options were then placed on the Torbay Council Website for comment. All responses to the Website have resulted in support for 'Option 2'.
- 5.6 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.

6. Possibilities and Options

- 6.1 The scheme referred to as 'Option1' remains as the Working Party's preferred scheme, however there is evidence that the Community Partnership would prefer to see a dedicated cycleway to the western side of Preston Green ('Option 2'). Highways officers would advise members that both options will achieve the required outcome.
- 6.2 The Working Party may choose not to implement a cycle scheme at this location at the present time.

7. Preferred Solution/Option

7.1 In view of the Community Partnership's involvement and subsequent for support for a dedicated route along the western side of Preston Green, highways officers are recommending to the Working Party that 'Option 2' is progressed to implementation.

8. Consultation

8.1 The recommendation in this report is based on Consultation with the Community Partnership and other stakeholders in the area. The Partnership will be advised on the Working Party's decision prior to commencement.

9. Risks

9.1 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.

Appendices:

Appendix 1

Proposed outline layout for 'Option 1' for the proposed cycle route recommended by the Working Party.

Appendix 2

Proposed outline Layout for 'Option 2' for the proposed cycle route recommended by the Preston Community Partnership Steering Group

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

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

Report to Transport Working Party – 21st June 2012.

The Local Transport Plan

Briefing Note to Transportation Working Party – 23rd April 2010

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