



**Meeting: Transport Working Party**

**Date: 6<sup>th</sup> June 2013**

**Wards Affected: Roundham with Hyde, Goodrington with Roselands**

**Report Title: Paignton Harbour to Goodrington Cycle Route**

**Executive Lead Contact Details: Sue Cheriton, Executive Head, Residents & Visitor Services**

**Supporting Officer Contact Details: Ian Jones, Principal Engineer (Highways Development & Traffic)**

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**1. Purpose**

1.1 The Paignton Harbour to Goodrington cycle route is intended to form an extension to the existing National Cycle Network to enable cyclists to take a dedicated route avoiding the main trafficked routes.

**2. Proposed Decision**

2.1 Members are recommended to approve implementation of the cycle routes shown in '**Appendices 1 & 2**' in this report.

**3. Action Needed**

3.1 A recommendation from this Working Party is required to assist the appropriate Executive Lead Member and Director to grant a formal decision on implementation.

**4. Summary**

4.1 The principle of this route was recommended for implementation by the Working party in September 2012, subject to consultation.

4.2 A consultation exercise has been undertaken with affected stakeholders.

4.3 The approval of this Working Party is being sought to progress implementation of this route following consideration of the results of the consultation exercise.

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

## Supporting Information

### 5. Position

- 5.1 A report was presented to the Transport Working Party on 13<sup>th</sup> September 2012 outlining proposals for the Paignton Harbour to Goodrington Cycle Route. At that meeting members recommended that the proposed route be progressed subject to consultation with affected stakeholders.
- 5.2 A consultation exercise has now been undertaken using the Torbay Council Website and the Community Partnerships, The Parks Friends Group, Beach Hut Users Group, Ward Members and Sustrans were advised of the details as published and invited to distribute to their representatives for comment. The consultation period commenced in mid February 2013 and ended at the end of April 2013.
- 5.3 The consultation has resulted in a total of 25 responses of which 18 were in support, 6 objected and 1 was a 'comment only'. Copies of the correspondence in support are included in **Appendix 3** to this report and correspondence against and 'comment only' are included in **Appendix 4**.
- 5.4 In addition officers were invited to attend meetings with the Youngs Park Friends Group in order that the proposals affecting this area and Goodrington Sea Front could be discussed in more detail.

These meetings raised a number of concerns in respect of safety and officers were able to advise on these issues. The Group also stated that they did not support the 'alternative route' through Youngs Park as identified on the consultation drawing.

- 5.5 Following the consultation the scheme is proposed to remain as two phases, as detailed in **Appendices 1 & 2** to this report and as detailed below. Following consultation any routes shown as 'alternative routes' on the consultation plans have been removed following feedback from the consultation.
- 5.6 The Phase 1 scheme in '**Appendix 1**' is as follows:
- To provide a signed route from Paignton harbour using Roundham Road and Cliff Road.
  - To provide a widened designated shared footpath/cyclepath across Roundham Head along the line of the existing coastal footway with additional lighting. The route is intended to link into Roundham Gardens (highway) using a new short section of shared footpath/cyclepath.
  - To provide a signed route using Alta Vista Road and Braeside Road to link Roundham Head and Goodrington (North).
  - To provide a designated shared footpath/cyclepath through Goodrington/Youngs Park using the existing central pedestrian route to join Tanners Road.

The Phase 2 scheme, as detailed in 'Appendix 2' is as follows:

- To provide a signed route from Tanners Road through the seasonal parking area adjacent to 'Quaywest'.
- To provide a designated shared cyclepath/footpath to the landward side of the Goodrington (South) Promenade, up to the end of the wide section of Promenade.
- To interrupt the route ('cyclist dismount') through the narrow section of the south promenade, up to the railway bridge at Cliff Park Road. This may be reduced during the winter period when the beach huts are removed
- To provide a signed route using Cliff Park Road up to the Waterside Shops.
- To provide a shared footway/cycleway to the wide footway in front of Waterside Shops to link up to the cycle facilities already in place on Dartmouth Road. This section to be considered in more detail prior to implementation due to the current changes to the pedestrian crossing and the layout of street furniture in this vicinity.

5.7 In addition to providing a high quality leisure cycle route along this section of sea front, the link along Goodrington South promenade will also provide a safe route for 'less confident' commuter cyclists to avoid the narrow section of Dartmouth Road between Clennon Valley and Louville Close, which may encourage more cycle use through this area.

5.8 As this scheme affects both highway and public amenity area, Members of both this Working Party and the Place Policy Development Group are now being requested for their recommendation to implement this scheme

5.9 It is anticipated that subject to approval, Phase 1 of this scheme could be implemented in Autumn 2013 with Phase 2 being implemented during the following Spring subject to available funding.

5.10 The scheme will be funded where possible from Developers Section 106 planning contributions for sustainable transport initiatives. Further funding from the Council's Integrated Transport Capital allocation may also be considered for this proposal.

## 6. **Possibilities and Options**

6.1 The Paignton Harbour to Goodrington Cycle Route may be implemented as detailed in **Appendices 1 & 2**.

6.2 Members may consider that the route through Roundham Head is not used and a less scenic 'on road' route is used utilising Roundham Avenue and Roundham Gardens (highway).

6.2 Members may consider that Phase 1 of the scheme is progressed only.

6.3 Members may choose to recommend that the route is not implemented.

## **7. Preferred Solution/Option**

7.1 Due to the level of support and the amenity value of this section of the route the option shown in 6.1 is recommended as the preferred option.

## **8. Consultation**

8.1 Consultation has been undertaken with interested parties regarding the preferred scheme. The organisations contacted regarding this proposal included the Roundham with Hyde and Goodrington with Roselands Community Partnerships, Ward Councillors, the Beach Hut Users Group, Youngs Park Friends Group, Coast and Countryside Trust and Sustrans. If Traffic Regulation Orders are required then these 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. Where any frontagers are directly affected by the scheme then they will be given advance notice of the works.

## **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.

9.2 If the route is progressed there is a risk that the increased pedestrian usage of Goodrington Sea Front during the summer period may deter cyclists from using that section of the route during that time.

### **Appendices:**

**Appendix 1** Indicative plan of Phase 1

**Appendix 2** Indicative plan of Phase 2

**Appendix 3** Copies of correspondence in support of the scheme

**Appendix 4** Copies of correspondence objecting to the scheme and other comments.

### **Additional Information:**

None.

### **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 – 23<sup>rd</sup> April 2010

Report to the Transport Working Party – 13<sup>th</sup> September 2012.