



Wednesday, 17 July 2013

TRANSPORT WORKING PARTY

A meeting of **Transport Working Party** will be held on

Thursday, 25 July 2013

commencing at **4.00 pm**

The meeting will be held in the Meadfoot Room, Town Hall, Castle Circus,
Torquay, TQ1 3DR

Members of the Committee

Councillor Hill (Chairman)

Councillor Addis

Councillor Cowell

Councillor Amil

Councillor Doggett

Councillor Brooksbank

Councillor Pountney

Working for a healthy, prosperous and happy Bay

For information relating to this meeting or to request a copy in another format or language please contact:

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TRANSPORT WORKING PARTY AGENDA

1. **Apologies for absence**
2. **Minutes from meeting held on 6th June 2013** (Pages 1 - 3)
3. **Road Safety Initiative 2013/14** (Pages 4 - 18)
4. **Implementation of 20mph zones outside schools** (Pages 19 - 26)
5. **Victoria Park, Paignton - Proposed Cycle Route** (Pages 27 - 30)
6. **Paignton Harbour to Goodrington Cycle Route** (Pages 31 - 62)
7. **Collaton St Mary Junction Development - Verbal update**
8. **Video by Ben Hamilton Bailey (an Urban Designer) showing a shared space scheme in Poynton**
9. **Date of Next Meeting**
5th September 2013, 4.00pm, Meadfoot Room, Town Hall.



Minutes of the Transport Working Party

6 June 2013

-: Present :-

Councillor Pete Addis, Councillor Stephen Brooksbank, Councillor Ian Doggett, Councillor Ray Hill (Chairman), Councillor Matthew James and Councillor Mark Pountney

(Also in attendance: Patrick Carney, Councillor Bobbie Davies, Councillor Robert Excell, Sally Farley and William Prendergast)

93. Apologies for absence

Councillor Darren Cowell (represented by Cllr James)
Councillor Amil

94. Minutes from last meeting 25th April 2013

- Agreed
- Proposed by: Cllr Addis
- Seconded by Cllr Doggett

95. Teignmouth Road, Torquay - Presentation by Peter Rainbird (Resident)

Mr Peter Rainbird gave a presentation to the Transport Working Party requesting a flashing VAS sign, a reduction in speed limit and a sign warning of the bend on Teignmouth Road, Torquay.

Cllr Addis spoke in favour of the proposals.

Recommendation: To be considered as part of the road safety initiatives priorities at the next meeting of the TWP.

Proposed by: Cllr Addis
Seconded by: Cllr Doggett
In favour: All

96. Parking Restrictions - Oak Hill Road, Torquay

Patrick Carney presented the report highlighting the comments received and shown in Appendix 2.

Recommendation: As identified in section 2.1 of the report.

Proposed by: Cllr Brooksbank
Seconded by: Cllr James
In favour: All

97. Parking Restrictions - Roselands Drive, Paignton

Patrick Carney presented the report outlining the proposals and highlighting the feedback received and shown in Appendix 2.

Recommendation: As outlined in Section 2.1 of the report, however, officers to write to residents to explain the technical reasons for the parking restrictions.

Proposed by: Cllr Brooksbank
Seconded by: Cllr Addis
In Favour: All

98. Road Casualty Reduction Report 2012

Patrick Carney gave an overview of the results highlighting that Road Traffic collision figures had increased in almost all road user areas for 2013.

Members noted the contents of the report.

99. Tweenaway Cross Junction Improvement - Scheme Review

Patrick Carney presented the report outlining that the improvements had led to a 50% reduction in journey time on all arms of the junction.

Cllr Addis stated that officers should be complimented on the scheme as it had delivered real benefits.

Recommendation: That additional parking restrictions be advertised and officers to write to residents to ask if they would use the potential residents parking area.

Proposed by: Cllr Poutney
Seconded by: Cllr Doggett
In favour: All

100. Paignton Harbour to Goodrington Cycle Route

Cllr Brooksbank asked for the item to be deferred. Whilst he accepted that all groups had had the opportunity to respond the Community Partnership had not been able to respond and would like more time.

Recommendation: That the item is deferred until the next meeting.

Proposed by: Cllr Brooksbank
Seconded by: Cllr Addis
In favour: All

101. Torbay Road, Torquay - Consultation Review

Patrick Carney presented the report highlighting the results of the consultation.

Mr Tansey spoke in favour of changing the road back to the original layout. Cllr Excell spoke in favour of changing the road back as the Ward Councillor.

Recommendation: That funding should be identified to allow the road to be put back to its original design.

Proposed by: Cllr Addis
Seconded by: Cllr Poutney
In favour: All

102. Local Transport Board - verbal update

Sally Farley gave an update to the Working Party on the Local Transport Board potential bids. Sally Farley highlighted that the schemes are on the website and subject to public consultation at this time.

Members noted the comments and continued to support the schemes.

103. Any Other Business

Cllr Excell asked if Members would consider a trial whereby the Northern Section of the Esplanade could be open for the summer.

Recommendation: That Officers consider a trial layout, whereby the Northern Section of the Esplanade at Paignton Seafront is open to traffic from the 1st July until the 14th September.

Proposed: Cllr Addis
Seconded: Cllr Brooksbank
In favour: 2
Against: Nil
Abstention: 3

104. Date of Next Meeting

25th July 2013, 4.00pm, Meadfoot Room

Agenda Item 3



Meeting: Transport Working Party

Date: 25th July 2013

Wards Affected: All

Report Title: Road Safety Initiative 2013/14

Executive Lead Contact Details: Sue Cheriton

Supporting Officer Contact Details: John Clewer

1. Purpose

Road Safety Initiatives are funded from the Local Transport Plan capital budget, for which there is approved funding of £70,000 in 2013/14.

The purpose of this paper is to:-

- 1 Provide Members with an update on the Safer Routes Schemes completed to date, as identified in **Appendix 1**.
- 2 Inform Members of previous years approved schemes, which have not been completed, as identified in **Appendix 2**.
- 3 Seek approval from Members to implement the list of Safer Travel Schemes for 2012/13, as identified in **Appendix 3**.

2. Proposed Decision

It is proposed that members recommend to continue with the Program of implementation

- The implementation of the proposed schemes in **Appendix 3** will assist in helping to reduce the number of vehicle collisions and related casualties across the bay area.

3. Action Needed

- 3.1 It is recommended that members approve the proposals outlined in **Appendix 3**.

4. Summary

The development of a local road safety strategy was included within the new Local Transport Plan 3 (2011 – 2026), to ensure greater reductions in road casualties locally by:

- Encouraging better and co-ordinated working between local authorities and their partners;
- Enabling local authorities to consider their future priorities;

- Involving and informing the public.
- 4.1 Road Safety is of paramount importance to both the Council and the residents it serves. Road safety issues are wide ranging and sometimes complex, but the Council has a good record in improving road safety for all transport users. A mixture of education, encouragement, enforcement and engineering alongside evaluation will be used to further improve the safety of all road users.
 - 4.2 An evidence based approach to road safety education and engineering will be used in Torbay to identify and target investment where it is most needed. This will be led by the new Road Safety Strategy 2013 – 2020, which was presented to the Transport Working Party on 25th April 2013. The new Road Safety Strategy will reflect local road safety requirements, taking into account the most up-to-date Government recommendations, guidance, targets and strategy.
 - 4.3 Discontinuing the implementation of the program may affect the likelihood of the authority meeting any future proposed Government targets for casualty reduction. There is also a possibility that the casualty rate amongst children would increase in the future.

Supporting Information

5. Position

- 5.1 Road Safety Initiatives are funded from the Local Transport Plan capital budget, for which there is approved funding of £70,000 in 2013/14.

The purpose of this paper is to:-

- Provide Members with an update on the Safer Routes Schemes completed to date, as identified in **Appendix 1**.
- Inform Members of previous years approved schemes, which have not been completed **Appendix 2**.
- Seek approval from Members to implement the list of Safer Travel Schemes for 2013/14 as identified in **Appendix 3**.

(i) Safer Routes Schemes

As a result of national concern regarding the level of traffic generated by the 'school run', the Department for Transport (DfT) continues to encourage alternatives to the use of the private car for school pupils.

A common response to the question of why so much vehicle traffic is generated at "school run" times is that many of the routes that could be walked by pupils are perceived as dangerous for pedestrians. This perception, coupled with the previous national casualty reduction target of reducing child injury collisions on the highway by 50% by 2010, has resulted in emphasis being placed on Safer Routes Schemes that improve these areas of the highway network. They comprise routes or junctions that are either overly represented in road casualty figures and / or where parents and pupils have a perception of danger for pedestrians.

With this in mind schemes are identified based upon:

- A programmed implementation of highway improvements outside of schools within the Bay;
- Requests from members of the public, based upon perceived difficulties and dangers on the highway;
- Requests from school staff;
- Officer knowledge, based upon observation and/or traffic speed and flow data;
- Information from Elected Members.

Due to budgetary constraints there were no Safer Routes Schemes completed in 2012/13

However whilst physical works were undertaken around Hayes Road school as part of the 2011 / 2012 St Michaels Traffic Action Zone, improving the walking routes to the school, it wasn't until 2012 / 2013 that proposed alterations to the parking restrictions (including those around the existing school crossing patrol site) were carried out.

In 2012 there was a decrease in child KSI within the bay area from five to one, unfortunately this casualty was the first child fatal injury recorded since Torbay became a unitary authority. Whilst the Council finished the Department for Transport (DfT) monitoring period in 2010, just above the 12 year target with a 33% reduction, we have shown a general downward trend from the 1998 baseline.

Further targeting of road safety education to this age group will continue to take place as part of our 'Learn to Live' and teenage road safety weeks, this will be required if the authority is to continue to maintain our good casualty record with regard to this age group. A complete list of all works carried out on the safer routes schemes is included in **Appendix 1**.

It should be noted that Parking Services are continuing the use of a camera enforcement vehicle which will be used to target a number of offences, including the indiscriminate parking on 'School – Keep Clear' markings which endanger the lives of school children at the majority of schools across the bay. It is proposed to introduce a number of 20mph limits outside schools in 2013/14.

(ii) Safer Travel Schemes

The Council, as with all Local Authorities in England and Wales, had government targets for casualty reduction as shown below, which were to be met by 2010:-

- 40% reduction in the number of killed and seriously injured by 2010 (compared to the average figures for the period 1994-1998).

In 2011 and for the years ahead, it is the intention for the development and implementation of local road safety strategies to enhance road safety delivery by focusing on casualty reduction with objectives and targets to support that aim and programs planned to achieve that and thus improve casualty reduction.

Unlike in the period up to 2010, the Department for Transport (DfT) have not set any targets for us to compare our results against. However the DfT have now published its Strategic Framework for Road Safety (May 2011) which is designed to help Government, local organisations and citizens to monitor the progress in improving road safety.

The DfT have identified 6 key indicators which relate to road deaths and will measure the key outcomes of the strategy at national level. These are:

- Number of road deaths (and rate per billion vehicle miles)
- Rate of motorcyclist deaths per billion vehicle miles
- Rate of car occupant deaths per billion vehicle miles
- Rate of pedal cyclist deaths per billion vehicle miles
- Rate of pedestrian deaths per billion miles walked
- Number of deaths resulting from collisions involving drivers under 25.

At local level, such as here in Torbay, the number of road deaths is small and subject to fluctuation. For this reason the DfT propose the following as key indicators:

- Number of killed or seriously injured casualties
- Rate of killed or seriously injured casualties per million people
- Rate of killed or seriously injured casualties per billion vehicle miles

The progress will be reported annually, with details published in 'Reported Road Casualties Great Britain'. The form of presentation has yet to be decided but it is likely that this will include, where appropriate, use of rolling averages and percentage changes to monitor progress.

An analysis of the collision data for the period 2010-2012 has shown that there are two cluster sites identified, however there are also a number of sites identified which cause concern, the top five of which are identified as below:-

Cluster Sites:

- Abbey Crescent, Torquay
- A380 Hamelin Way

However it should be noted that the road layout at Abbey Crescent has been subsequently changed and is due to be changed again in the autumn, reverting to a dual carriageway layout. Whilst the cluster on Hamelin Way was due to the unfortunate double fatal collision of July 2012 and this area is due to be partially reworked as part of the current construction of the South Devon Link Road.

Sites for concern:

- Castle Circus, Torquay
- Torquay Road / Orient Road, Paignton
- Torbay Road jct Belgrave Road / Shedden Hill, Torquay
- Totnes Road (Town Parks)
- Teignmouth Road

Full details of the proposals for these sites can be found in **Appendix 3**.

An update of previous schemes identified as Safer Travel Schemes is shown in **Appendix 2** and a schedule of all proposed Safer Travel Schemes for 2013/14 is included in **Appendix 3**.

5 Possibilities and Options

Option 1

It is recommended that members approve the following:

Continue with program of Implementation

- The implementation of the proposed schemes in **Appendix 3** will assist in helping to reduce the number of vehicle collisions and related casualties across the bay area.

Option 2

Discontinue Program of Implementation

- Discontinuing the implementation of the program may affect the likelihood of the authority meeting any future proposed Government targets for casualty reduction.
- There is also a possibility that the casualty rate amongst children would increase in the future.

6 Preferred Solution/Option

Members are recommended that item 5, option 1 above, would be the most appropriate option. However, members should be aware that advertising any changes made to the existing Traffic Regulation Orders as part of these works may attract objections, which will have to be presented to a future meeting of the Transport Working Party.

7 Consultation

Consultation will be undertaken with Council ward members and major stakeholders prior to the introduction of works. Where Traffic Regulation Orders are involved these will be advertised and should there be any objections these will be presented to a future meeting of the Transport Working Party.

8 Risks

Discontinuing the implementation of the program may affect the likelihood of the authority meeting any future proposed Government targets for casualty reduction. There is also a possibility that the casualty rate amongst children would increase in the future.

Whilst consultation will be undertaken with major stakeholders prior to the introduction of works, it is possible that when the alterations to the existing Traffic Regulation Orders (TRO) are advertised (both on site and in the local media), these will attract objections from the members of the public. Any such objections will then have to be referred back to a future meeting of the Transport Working Party for consideration.

Appendices:

Appendix 1	Works carried out on the safer routes schemes
Appendix 2	Update of previous schemes identified as Safer Travel Schemes
Appendix 3	Schedule of all proposed Safer Travel Schemes for 2013/14

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

Devon and Torbay Local Transport Plan 2011 - 2026

Agenda Item 3

Appendix 1

Road Safety Plan

APPENDIX 1

School	School Crossing Patrol Service Provided	Engineering Measures Provided	Flashing Warning Lights and signs Provided
Primary Schools (31)			
Babbacombe Primary School, TORQUAY	Redenhill Rd / Quinta Rd/ Warboro Rd junction	Dropped kerbs, red anti skid crossing point, road markings to diagram no. 545	3 signs with automatic flashers approaching school entrance. 4 signs with automatic flashers approaching SCP site. Upgraded to GMS (mobile phone control) 2010/2011
Barton Primary and Nursery, TORQUAY	Barton Road outside school entrance	Road narrowing, barriers, car park, red anti skid crossing point, road markings to Diag.No 545 -SCP site upgraded to new zebra crossing facility.	2 signs with double flashers approaching SCP site. Signs / flashers replaced and upgraded to GMS (mobile phone control) 2008/2009
Brixham Infants and Nursery, BRIXHAM	Higher Ranscombe Road outside school entrance	New standing area with drop crossings and railings. Following redevelopment of the school, improvements have been undertaken to relocate the school crossing patrol at the new school entrance, this included alterations to the kerb lines and the provision of new high friction surfacing and pedestrian guard rails.	2 signs with flashers approaching SCP. Flashers / warning signs relocated due to redevelopment.
Cockington Primary School, TORQUAY	Avenue Road back entrance. Old Mill Rd main entrance.	Old Mill Road new kerb alignment, thermo plastic feet markings, entrance signing. Red anti skid crossing point, road markings to diagram no. 545 on both sites	2 signs with double flashers approaching Avenue Road SCP. 2 signs and single flashers approaching Old Mill Road SCP
Collaton St Mary, PAIGNTON	No	Puffin crossing installed and a new school entrance. Pedestrian guardrails.	Existing signs present
Curledge Street Primary, PAIGNTON	Dartmouth Road Curledge Street	Dartmouth Road junction improvement with footway widening. Curledge Street footway widening both sides, safety barriers, bollards, seats. Red anti skid crossing point, road markings to diagram no. 545 on both sites. New Lighting to Station lane car park with parking permit scheme.	Dartmouth Road 2 signs with flashers on each side of road on each approach to SCP. Curledge Street 1 sign and flasher approaching SCP site (one-way street). Upgraded to GMS (mobile phone control) 2010/2011
Eden Park Infants, BRIXHAM	Drew Street	New footway build-outs, bollards, red anti skid crossing point, road markings to diagram no. 545 Burton St. pavement widening. As part of the Higher Brixham Traffic Action Zone the existing red anti-skid surfacing was renewed and shared space in both Knick Knack Lane and Penn Lane formalised with buff high friction surfacing and appropriate signage.	2 signs with flashers approaching SCP Burton Street 2 signs

Eden Park Juniors, BRIXHAM	As above	As above	As above
Ellacombe Primary, TORQUAY	Ellacombe Church Road	SCP relocated footpath widened, red anti skid crossing point, road markings to diagram no. 545.	2 pairs of double flashers approaching school 2 single approaching SCP
Furzeham, BRIXHAM	No	New link footpath between school and residential area to the east. New footway links along the playing field to the west. New bus stop facility. Parking restrictions opposite school have been revised.	Existing signs present
Galmpton, BRIXHAM	No	New length of footway and widening on opposite side with drop crossing. Installation of Bollards.	2 new signs on approach to school entrance
Hayes, PAIGNTON	Totnes Road	Kerb buildout at rear entrance SCP site, bollards, pedestrian guard rail, realignment of road markings. Footway works carried out to improve the safety of pedestrians crossing the junction of Collingwood Road / Hartley Road and Hayes Road. Works were undertaken on Totnes Road to upgrade the zebra crossing near the junction of Elmbank Road with the fitment of internally illuminated poles and LED halos around the beacons to improve pedestrian links. Footway works were undertaken on Hayes Road at the junction of Derrell Road / Elmbank Road and on Derrell Road (fronting the upgraded play park) to improve pedestrian links. Revisions to the parking restrictions on both Hayes and Totnes Roads have been carried out.	2 new signs and flashers on approach to rear school entrance SCP site Upgraded to GMS (mobile phone control) 2010/2011
Chestnut, BRIXHAM	No	As part of the Higher Brixham Traffic Action Zone works were undertaken on Milton Street to improve pedestrian access in the vicinity of Pack Hall Lane.	Existing
Homelands, TORQUAY	Westhill on new Zebra Crossing	Footway widening, zebra crossing, bollards and guard rail	School signing and Patrol signing with flashers one double (southbound) and single (northbound). Upgraded to GMS (mobile phone control)
Ilsham, TORQUAY	No	Kerb-buildout, bollards and slow road markings.	Signing on each approach to school entrance Upgraded to GMS (mobile phone control)
Kings Ash Infants and Nursery, PAIGNTON (formerly know as Foxhole)	Fernicombe Road	Pavement widening, dropped kerbs, safety barriers, red anti skid crossing point and road markings to diagram no.	2 signs with flashers approaching SCP Flashers / warning signs relocated

		545. Following the redevelopment of the school, improvements have been undertaken to relocate the school crossing patrol to the new school entrance in Smallcombe Road. This work included alterations to the kerb lines, and the provision of new high friction surfacing and pedestrian guard rails.	as part of the redevelopment.
Kings Ash Juniors, PAIGNTON (formerly known as Foxhole)	As above	As above	As above
Preston, TORQUAY	Position currently being advertised	No	Existing Upgraded to GMS (mobile phone control) 2010/2011
Priory, TORQUAY	No	Improved pedestrian footways with traffic calming and congestion reduction measures.	Existing school signing on approaches.
Queensway, TORQUAY	Queensway	Speed cushion traffic calming scheme, drop kerbs and railings.	Patrol sign with double flashers (northbound) and sign with single flasher (southbound) Upgraded to GMS (mobile phone control) 2010/2011
Roselands, PAIGNTON	No	Footstep markings.	Existing signs
Sacred Heart, PAIGNTON	Cecil Road	Drop crossings. Red crossing point, anti skid surfacing and road markings to diagram no. 545. Installation of Guard-rails	Patrol sign with single flasher on each approach
Sherwell Valley, TORQUAY	Hawkins Avenue	Footway widening and dropped kerbs. Red crossing point , anti skid surfacing and road markings to diagram no. 545 Upper Cockington Lane Kerb buildout with bollards. Domed mini roundabout and improved visibility on island crossing.	Hawkins Ave. Patrol sign with single flasher on each approach Upper Cockington Lane school signs Marldon Road school signs and automatic flashers Upgraded to GMS (mobile phone control) 2010/2011
Shiphay, TORQUAY	Exe Hill	Speed cushion traffic calming scheme, drop kerbs and railings.	Patrol sign with single flasher on each approach. Sign / flasher replaced and upgraded to GMS (mobile phone control) 2008/2009
St Margaret Clitherow, BRIXHAM	No	As part of the Higher Brixham Traffic Action Zone a virtual footway was implemented on Horsepool Street, along with slow road markings and traffic calming. A short section of Dashpers was made 'One-Way' to improve pedestrian safety.	Existing
St Margarets, TORQUAY	No	Kerb build out railings and bollards.	Existing
St Marychurch, TORQUAY	Petitor Road	Hartop Road/Petitor Road widened footway SCP refuge, bollards and railings.	Hartop Road School sign and patrol sign with flasher. Petitor Road Patrol sign with

		Teignmouth Road widened footway, drop crossings. Red crossing point , anti skid surfacing and road markings to diagram no. 545 at both sites	flasher. Teignmouth Road patrol signs with flasher both approaches.
Torre, TORQUAY	No	Footpath widening (existing speed humps scheme).	Existing
Upton St James, TORQUAY	Forrest Road	Forest Road dropped crossings, red crossing point , anti skid surfacing and road markings to diagram no. 545 St. James Road kerb buildout, bollards railings and new TRO's Teignmouth Road improved crossing point with parking permit scheme. Improvements to Lymington Road including New pedestrian Crossing.	4 Patrol signs with single flasher on each approach. School sign on approach to school annexe. Upgraded to GMS (mobile phone control)
Warberry, TORQUAY	Cedars Road	Kerb build out with priority give way, railings, bollard, parents waiting area, TRO's Windsor Road new footway link Lyme View Road footway link	Windsor Road school signing Cedars Road new street lighting, signing and flashers planned for 2004
Watcombe, TORQUAY	No	Alternative kerb build out scheme traffic calming scheme.	Existing
White Rock, PAIGNTON	No	Bollards at the entrance. New parking restrictions introduced around the school entrances.	Existing
Secondary Schools	(8)		
Brixham Community College.	Higher Ranscombe Road	As Brixham infants school	As Brixham infants school
Churston Ferrers Grammar.	No	New footway and bus drop-off/ collection area. Virtual footway installed on Greenway Road, pedestrian guard rail upgraded at Dartmouth Road / Greenway Road junction in 2010.	School signing on each approach. Signs upgraded on Dartmouth Road in 2010
St Cuthbert Mayne, TORQUAY.	No	Bus parking facilities improved. New kerb build out constructed to slow traffic on approach to bus parking, pedestrian guard rail and signs upgraded in 2010.	Existing Signs upgraded in 2010
Paignton Community College (Lower school) Waterleat Road.	No	Waterleat Road Traffic calming.	

Paignton Community College (upper school) Borough Road, PAIGNTON	Totnes Road	Drop crossings. Red crossing point, anti skid surfacing and road markings to diagram no. 545. Junction improvement to junction of Borough Road and Totnes Road. Improvements to Borough Road including kerb build outs to assist pedestrians, HGV ban and parking restrictions. Cycle way constructed to link school with existing route.	Patrol sign with single flasher on each approach. School signing on each approach on Borough Road.
Torquay Boys Grammar	No	Pedestrian phase added to traffic lights.	Existing
Torquay Community College	No	Automatic lights and zebra crossing.	Existing Some signs upgraded during 2010.
Torquay Girls Grammar	No	New puffin crossing	Existing
Westlands Bi-lateral, TORQUAY	No	No	Existing
Special Schools (3)			
Combe Pafford, TORQUAY	No	As Watcombe, TRO,s	Existing
Torbay school, PAIGNTON	No	No	Existing
Mayfield, TORQUAY	No	As Watcombe	Existing
Private Schools (3)			
Tower House School	No	No	Existing
Stoodley Knowle, TORQUAY	No	Kerb build out, bollards	Existing
The Abbey, TORQUAY	No	Pedestrian phase at junction access to car park.	Existing.

Note : All schools have a No Stopping Clearway on the school entrance markings.
Some schools had their markings refreshed as part of TOR2's ongoing maintenance regime.

APPENDIX 2

Previous Years Schemes that have not been completed

- **Abbey Gates, Torquay**

Pedestrian facilities will be introduced in the future as part of an upgrade of the equipment at this junction. A full traffic survey (both vehicular and pedestrian) was undertaken during 2012 enabling a design brief to be produced for a significant upgrade, as and when funding allows.

- **Colley End Road Roundabout (Colley End Road / Marldon Road)**

Budgetary restrictions in 2012 / 2013 prevented the review of the carriageway markings, road signs and road surface at this junction and implementation of some 'low level' rumble strips to highlight the approach to the roundabout.

- **Kings Ash (by Spar shop, junction of Waterleat)**

The provision of a protected right turn facility (into Waterleat Road) will remain as a follow on to the recently completed Tweenaway Cross scheme, with future funding being sourced from the Local Transport Board. A detailed study and review of the collision data for this junction was carried out in 2011 / 2012, this proved inconclusive with numerous non-related collisions.

It has therefore been decided to continue to monitor the collision record of this junction and review the carriageway markings, road signs and road surface.

- **Strand, Torquay**

This scheme continues to be dependent on Torquay Development Agencies proposals for the redevelopment of the harbourside area. However a review of the collision data for the harbourside was carried out in 2011 / 2012 and shows that pedestrian collisions during the evening / early hours of the morning were continuing.

A scheme to widen a short section of the South Eastern footway was decided upon after discussion with the Police and was undertaken during the winter of 2012 / 2013.

A more detailed review will be undertaken in the future when more details are known regarding the development.

- **20 mph zones outside schools.**

A strategy for 20mph zones outside schools was presented to and approved by the members of the Transport Working Party at their meeting of 31st January 2013. It is proposed that an ongoing program of schemes will be developed and which will be based around a policy which will be presented for consideration by members at a future meeting of the Transport Working Party.

- **South Street, Torquay**

The monitoring and review of the collisions at this location will continue to be undertaken in 2013 / 2014, including a check of the visibility of the traffic signals.

- **Wheatridge Lane, Torquay**

The monitoring and review of the collisions at this location will continue to be undertaken in 2013 / 2014.

Proposed Schemes for 2013/14

Schemes in priority order and subject to funding.

- **Colley End Road Roundabout (Colley End Road / Marldon Road)**

Following the detailed study and review of the collision data for this junction undertaken in 2011 / 2012, it has been decided to review the carriageway markings, road signs and road surface at this junction and implement some 'low level' rumble strips to highlight the approach to the roundabout.

- **20 mph zones outside schools**

An ongoing program of schemes will be developed and presented for consideration by members at a future meeting of the Transport Working Party. Initial schemes will be selected from the following schools:

Brixham	Brixham C of E, Higher Ranscombe Road
Paignton	Hayes Academy, Totnes Road Roselands School, Roselands Drive Sacred Heart School, Cecil Road
Torquay	Cuthbert Mayne, Cockington, Avenue Road

- **Totnes Road (Town Parks)**

Carry out a detailed study and analysis of the collision data for this section of Totnes Road, review the carriageway markings, road signs and road surface and implement some 'low level' treatments to highlight the change in highway environment.

- **Teignmouth Road (Watcombe)**

Carry out a detailed study and analysis of the collision data for this section of Teignmouth Road, review the carriageway markings, road signs and road surface at this junction and implement some 'low level' rumble strips to highlight the bends.

- **Torquay Road / Orient Road, Paignton**

A more detailed review of both the collision data and pedestrian movements will be undertaken in 2013 / 2014 in order to prepare a design brief for future pedestrian related improvements. However members must be made aware that the provision of an uncontrolled pedestrian crossing at this location would lead to a loss of on-street car parking.

- **Castle Circus, Torquay**

Carry out a detailed study and analysis of the collision data for the section of Castle Circus (fronting the Town Hall) with a view to preparing a design brief for future related improvements if required.

- **Torbay Road junction Belgrave Road / Shedden Hill, Torquay**

A review of the collisions at this location will be undertaken in 2012 / 2013, including a check of the visibility of the traffic signal heads.



Meeting: Transport Working Party

Date: 25th July 2013

Wards Affected: All wards in Torbay

Report Title: Implementation of 20mph zones outside schools

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

Supporting Officer Contact Details: John Clewer Senior Engineer – Highways Development & Traffic

1. Purpose

- 1.1 The Road Safety Initiatives Report 2012-2013 proposed that an ongoing program of 20mph zones outside schools be developed and a strategy was approved by members at the meeting of the Transport Working Party on 31st January 2013, a copy of which is attached as **Appendix 1**.
- 1.2 A recommendation is now being sought from the Working Party to implement the 20mph zones outside schools as identified in **Appendix 3**.

2. Proposed Decision

- 2.1 That members approve the implementation of the advisory / permanent 20mph zones outside schools as identified in **Appendix 3**.

3. Action Needed

- 3.1 It is recommended that members approve the implementation of the proposed advisory 20mph zones outside schools, as identified in **Appendix 3**.
- 3.2 It is recommended that members approve the advertising and implementation of, should no objections be forthcoming, the amended Traffic Regulation Order to reduce the speed limit on Higher Ranscombe Road to 20mph, as identified in **Appendix 3**. Any objections will be referred to a forthcoming meeting of the Transport Working Party.

4. Summary

- 4.1 Speed significantly increases the chance of being injured in a collision and the implementation of the proposed strategy of 20mph zones outside schools, will help to reduce vehicle speeds. There is clear evidence of the effect of reducing traffic

speeds on the reduction of collisions and casualties, as collision frequency is less at lower speeds; and where collisions do occur; there is a lower risk of fatal injury.

Supporting Information

5. Position

- 5.1 The Road Safety Initiatives Report 2012-2013 (appendix 3) proposed that an ongoing program of 20mph zones outside schools be developed and which would be based around a member approved strategy. The Department for Transport (Dft) has announced its intention to revise and reissue 'circular 01/06, Setting Local Speed Limits', with the aim of increasing the flexibility for local authorities to set speed limits in situations where local needs and conditions suggest the speed limit should differ from the respective national speed limit. The Devon and Torbay Local Transport Plan 2011-2026 states that in order to improve Road Safety for residents, new 20mph zones will continue to be implemented on quiet residential side streets and around schools where necessary. The aim is to make side roads with low levels of traffic and high numbers of vulnerable road users, set at a 20mph limit.
- 5.2 In residential areas where there are likely to be young children, pedestrians and cyclists (e.g. around school entrances) and a risk of injuries to vulnerable road users, it is believed a scheme to reduce vehicle speeds to a maximum of 20mph is the best compromise between mobility / risk and is likely to gain community support.
- 5.3 Whilst there are many potential outcomes of a 20mph scheme that can be measured (i.e. a reduction in collision rates and vehicle speeds) it is also important to highlight the possibility of increased walking and cycling (and their associated health benefits), quality of life, community and well being.
- 5.4 There may often be a miss-match between what communities expect and the effects the reduction in speed limit is likely to achieve and therefore we would choose to accompany the introduction of schemes with publicity and education.
- 5.5 It should be noted that there is a major difference between 20mph zones and 20mph limits, which can be defined as follows:
- **20mph zones**
Require traffic calming measures (e.g. speed humps, chicanes) or repeater speed limit signing and/or roundel road markings at regular intervals, so that no point within a zone is more than 50m from such a feature. In addition, the beginning and end of a zone is indicated by a terminal sign. Zones usually cover a number of roads.
 - **20mph limits**
These are signed with terminal and at least one repeater sign, and do not require traffic calming. 20 mph limits are similar to other local speed limits and normally apply to individual or small numbers of roads but are increasingly being applied to larger areas.

- **Variable 20 mph limits**

The authority have powers to introduce 20 mph speed limits that apply only at certain times of day. These variable limits may be particularly relevant where for example a school is located on a road that is not suitable for a full-time 20 mph zone or limit, for example a major through road. To indicate these limits, variable message signs are available. To reduce costs and sign clutter, the DfT will consider authorising the placing of a single variable message sign on the approaching traffic lane (rather than signs on both sides of the road) on a case by case basis.

The Secretary of State has provided a special authorisation for every English traffic authority to place an advisory part-time 20mph limit sign, with flashing school warning lights. This can be a more cost-effective solution than variable electronic signing and reduces the requirement for signing.

- 5.6 Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed.
- 5.7 A comprehensive and early consultation of all those who may be affected by the introduction of a 20 mph scheme is an essential part of the implementation process. This needs to include local residents, the police and emergency services and any other relevant local groups.
- 5.8 It is important to consider the full range of options and their benefits (both with regard to road safety and the wider community and environmental benefits and costs), before making a decision as to the most appropriate method of introducing a 20 mph scheme, to meet the local objectives and the road conditions.
This process is as outlined in Appendix 1 – flow chart for the provision of 20mph school zones.

The strategy proposes that:

- If the posted speed limit is above 30mph, a 20mph limit will not be implemented.
 - From speeds readings if the 85th percentile speed (i.e. the speed at which the majority of drivers are happy to travel at) is above 35mph and there is not a school crossing patrol at the site, a 20mph limit will not be implemented.
 - On roads where the 85th percentile speed is below 35mph average speed readings will be taken at school times and this will determine if we will consider the implementation of either a permanent or variable 20mph limit.
- 5.9 Vehicle speed readings have now been collected from each school within Torbay which currently has school crossing patrols operating. Recordings were taken at school times and are attached as **Appendix 2**.

5.10 Following analysis of the speed data in **Appendix 2**, it is proposed to begin the introduction of a mixture of permanent and advisory part-time 20mph speed limit signing. The advisory signing will incorporate flashing school warning lights and will be programmable, only operating on school days. This is a more cost-effective solution than variable electronic signing and requires less signing, therefore reducing street clutter. The proposed locations are attached as **Appendix 3**.

6. Possibilities and Options

6.1 That the proposed 20mph zones outside schools, as identified in **Appendix 3**, are not implemented.

7. Preferred Solution / Option

7.1 It is recommended that members approve the implementation of the proposed advisory 20mph zones outside schools, as identified in **Appendix 3**.

7.2 It is recommended that members approve the advertising and implementation of, should no objections be forthcoming, the amended Traffic Regulation Order to reduce the speed limit on Higher Ranscombe Road to 20mph, as identified in **Appendix 3**. Any objections will be referred to a forthcoming meeting of the Transport Working Party.

8. Consultation

8.1 A comprehensive and early consultation of all those who may be affected by the introduction of 20 mph schemes (including local residents, the police and emergency services and any other relevant local groups) will be undertaken as per 5.7 above.

9. Risks

9.1 Outline of significant key risks

9.1.1 If 20mph school zones are not implemented, then this may have a detrimental effect to both road safety and the promotion of sustainable transport options during the period of the school run.

9.2 Remaining risks

9.2.1 If the 20mph school zones are implemented, there may be detrimental impacts to other highway users in some sections.

9.2.2 If the 20mph school zones are implemented, this may generate more requests for similar zones away from schools.

Appendices:

Appendix 1 –Strategy of the provision of 20mph school zones.

Appendix 2 –Vehicle speed readings at schools when school crossing patrols were in operation.

Appendix 3 –List of proposed 20mph zones outside schools.

Additional Information:

None.

Documents available in Members' Rooms:

None.

Background Papers:

Road Safety Initiatives Report 2012–2013 Appendix 3 Proposed schemes for 2012-2013

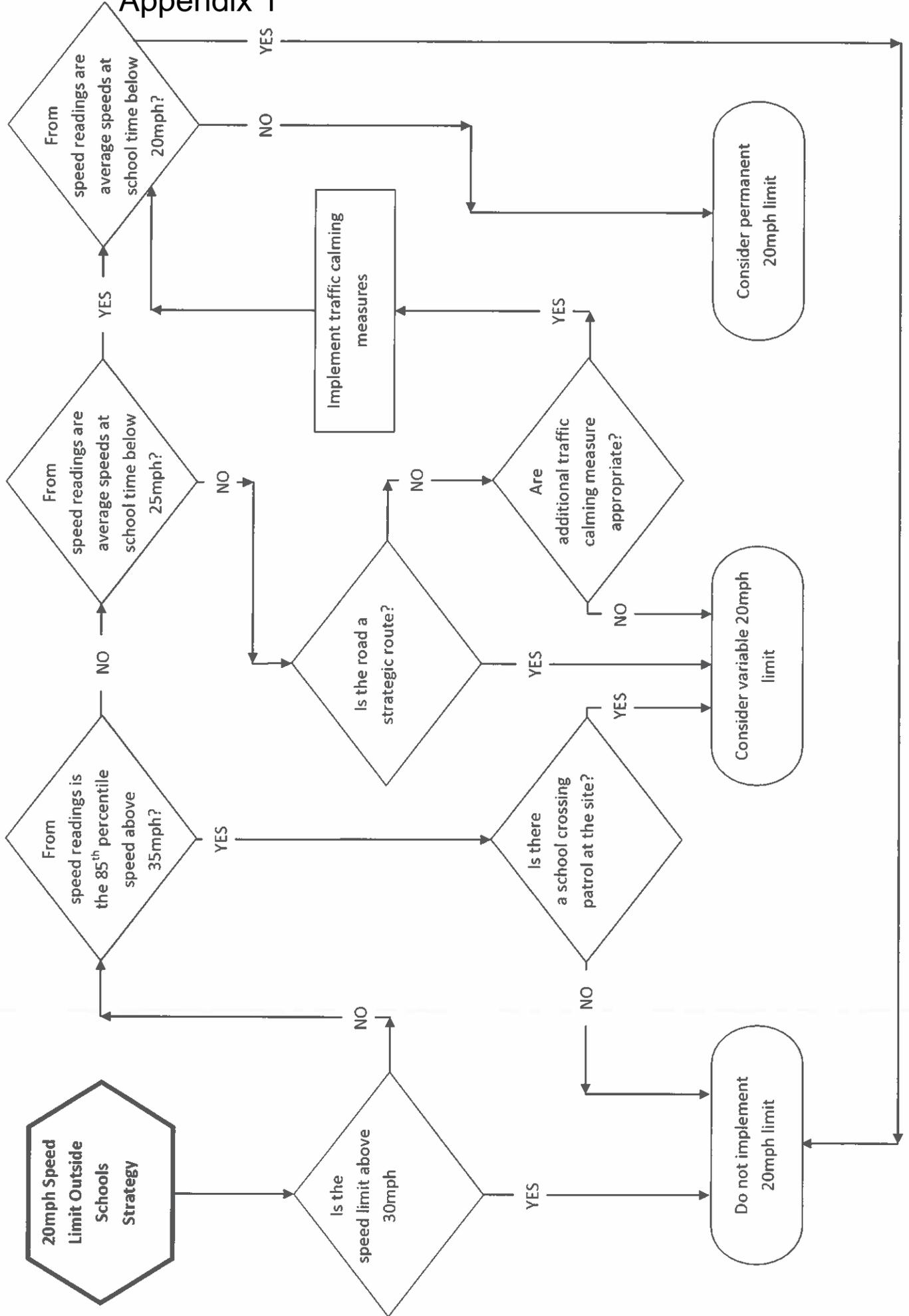
DfT 'Consultation on revision of DfT's Speed Limit Circular' 1st October 2012

DfT 'Circular 01/06 Setting Local Speed Limits'

The Devon and Torbay Local Transport Plan 2011-2026

Agenda Item 4

Appendix 1



Speed readings at school crossing patrol sites

	AM	PM	Average MPH
Brixham			
Drew Street (Eden Park Primary)	21.8	19.2	20.5
Higher Ranscombe Road (Brixham C of E)	22.1	21.6	21.8
Paignton			
Cecil Road (Sacred Heart)	24.4	24.6	24.5
Curledge Street (Curledge Steet)	11		
Dartmouth Road (Curledge Street)	18.4	19.2	18.8
Oldway (Oldway Primary)	22.6	21.7	22.1
Smallcombe Road (Kings Ash Primary)	19.8	16.8	18.3
Southfield Avenue (Oldway Primary)	20.8	21.2	21
Totnes Road (Hayes School)	25.1	23.8	24.4
Totnes Road (Paignton Community Col)	31.3	31.8	31.5
Torquay			
Avenue Road (Cockington Primary)	21.7	24	22.8
Barton Road (Barton School)	21.6	21.7	21.7
Cedars Road (Warberry Primary)	14.7	17.6	16.1
Ellacombe Road (Ellacombe Primary)	25.2	23	24.1
Exe Hill (Shiphay School)	20.1	19.1	19.6
Hartop Road (St Marychurch Primary)	22.5	20.3	21.4
Hawkins Avenue (Sherwell Valley)	23.8	22.8	23.3
Ilsham Road (Ilsham Primary)	20	18.6	19.3
Old Mill Road (Cockington Primary)	19.2	20.7	19.9
Queensway (Queensway)	19.1	18.1	18.6
Quinta Road (All Saints Babbacombe C of E)	23.2	23.1	23.2
Teignmouth Road (St Marychurch Primary)	23.7	25.3	24.1
Upton Hill (Upton St James)	24.3	23.6	23.9
Westhill Road (Homelands Primary)	23.8	24.4	24.1

Agenda Item 4

Appendix 3

Proposed implementation of permanent 20mph zones outside schools

Brixham

- Higher Ranscombe Road Zone to cover frontage of Brixham C of E Primary School, Nursery and Brixham College

Proposed implementation of advisory 20mph zones outside schools

Paignton

- Cecil Road Zone to cover frontage of The Church of the Sacred Heart and St Teresa School
- Totnes Road Zone to cover frontage to Hayes School

Torquay

- Avenue Road Zone to cover frontage of Cockington Primary School
- Teignmouth Road /
Westhill Road Zones to cover frontage of Cuthbert Mayne School



Meeting: Transport Working Party

Date: 25th July 2013

Wards Affected: Roundham with Hyde

Report Title: Victoria Park, Paignton - Proposed Cycle Route

Executive Lead Contact Details: Sue Cheriton

Supporting Officer Contact Details: Ian Jones

1. Purpose

1.1 The Victoria Park, Paignton Cycle Route is intended to form a dedicated route to link Torquay Road, Paignton to Paignton Town Centre, Paignton Sea Front and Parkfield to avoid the main trafficked routes and make use of the park as part of a leisure amenity.

2. Proposed Decision

2.1 Members are recommended to approve in principle implementation of the cycle routes shown in 'Appendix 1' to 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 use of the park for cycling was raised by the Victoria Park Friends Group.

4.2 The Friends Group have been shown a preliminary layout and have shown their support to its progression.

4.3 The approval of this Working Party is being sought to progress implementation of this route.

4.4 The proposed route will form links to existing and proposed cycling facilities in the Paignton Sea Front area, from Paignton Town Centre and incorporate facilities for leisure activities within the park and nearby Parkfield.

Supporting Information

5. Position

- 5.1 The Transport Working Party have recently approved the progression and implementation of cycle routes through open space areas as part of its National Cycle Network.
- 5.2 Previously a bylaw in Torbay prohibited cycling within many of its parks and open spaces. This has now been amended and cycling is now considered lawful in open spaces provided it is restricted to designated routes.
- 5.3 The Victoria Park Friends Group have approached officers to consider the creation of a dedicated route through the park. A draft scheme has been presented to them for comment and they have indicated their support, subject to some engineering improvements to some areas of the proposed shared path, which suffer from surface water ponding during wet weather.
- 5.4 The scheme as indicated in **Appendix 1** is generally as follows:
- To provide a section of shared use footway on Torquay Road, Paignton from Lower Polsham Road to the northerly entrance to Victoria Park.
 - To provide shared use footpath/cyclepaths using existing paths within the park to connect to the Hyde Road, Garfield Road and Polsham Park accesses, subject to some minor improvements.
 - To create links the park cycle routes, by means of highway signage, to Paignton Sea Front and the adjacent Cycle Route, Paignton Town Centre (via Hyde Road) and Parkfield (via Polsham Park and Lower Polsham Road).
- 5.8 In addition to providing a high quality leisure cycle route through this area of Central Paignton it will also provide a safer route for 'less confident' commuter cyclists to avoid the busier trafficked routes through Paignton Town Centre and provide connectivity from central Paignton to the National Cycle Route.
- 5.9 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
- 5.10 It is anticipated that that subject to approval, the scheme could be implemented in Autumn 2013 subject to available funding.
- 5.11 The scheme will be funded, where possible, from Developers Section 106 planning contributions for sustainable transport initiatives in the area.

6. **Possibilities and Options**

- 6.1 The Victoria Park Cycle Route may be implemented as detailed in **Appendix 1**.
- 6.2 Members may choose to recommend that the route is not implemented.

7. **Preferred Solution/Option**

- 7.1 Due to 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 on a draft scheme has been undertaken with the Victoria Park Friends Group and this has been met with support. No further consultation is deemed appropriate at this stage, however if members recommend implementation, then the scheme will be placed on the Torbay Council Website and the Community Partnership and Ward Councilors will be informed accordingly. A period will be allowed for receipt of any comments prior to commencement.

9. **Risks**

- 9.1 If the route is not progressed then future developments to promote sustainable transport and healthy lifestyles in Torbay 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 during busier periods that cyclist may stray from the designated routes on to other parts of the park.

Appendices:

Appendix 1 Proposed Scheme

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



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Appendix 1

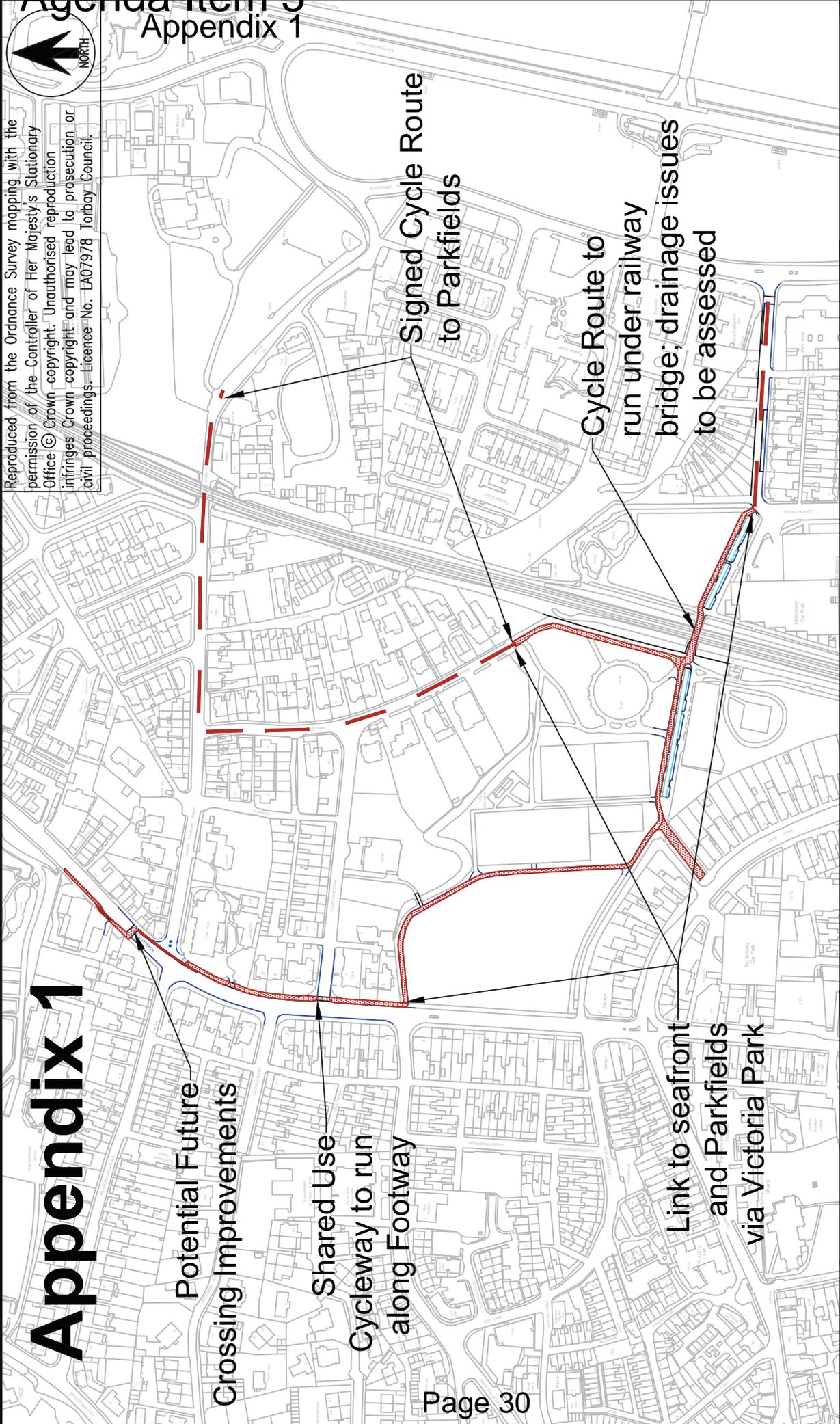
Potential Future Crossing Improvements

Shared Use Cycleway to run along Footway

Signed Cycle Route to Parkfields

Cycle Route to run under railway bridge; drainage issues to be assessed

Link to seafront and Parkfields via Victoria Park



<p>Victoria Park Cycle Scheme</p>		<p>drawn TR</p>	<p>scale 1:3500</p>
		<p>traced</p>	<p>acad ref</p>
<p>RESIDENTS AND VISITORS SERVICES LOWER GROUND FLOOR TOWN HALL TORQUAY TQ1 3DR</p> <p>Telephone 01803 207666 Fax 01803 207670</p>		<p>checked</p>	<p>date 15/07/2013</p>
		<p>Date</p>	<p>Revisions</p>
<p>DRAWING TITLE</p>		<p>No.</p>	<p>drawing number</p>





Meeting: Transport Working Party

Date: 25th July 2013

Wards Affected: Roundham with Hyde, Goodrington with Roselands

Report Title: Paignton Harbour to Goodrington Cycle Route

Executive Lead Contact Details: Sue Cheriton

Supporting Officer Contact Details: Ian Jones

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 and 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 13th 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 Officers were also invited to attend a meeting of the Paignton Town Centre Community Partnership to present the proposals. No specific comments were received from the meeting, however there were requests for consideration of some additional parking restrictions in more congested sections of the highway route to improve safety for cyclists.
- 5.6 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.
- 5.7 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.

5.8 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.

5.9 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

5.10 It is anticipated that 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.

5.11 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).

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

6.4 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 – 23rd April 2010

Report to the Transport Working Party – 13th September 2012.

Agenda Item 6 Appendix 1

KEY	
	Proposed Cycle Route
	Proposed Footpath
	Proposed Cycle Footway
	Proposed Cycle Link

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drawn	date	scale(s)
GILC	NOT TO SCALE	
checked	date	
JJ	Apr 2013	



SUE CHERITON
EXECUTIVE HEAD,
RESIDENTS & VISITOR SERVICES,
ROBEUCK HOUSE,
ABBAY ROAD,
TOROUAY,
TQ2 5TF

SCHEME TITLE

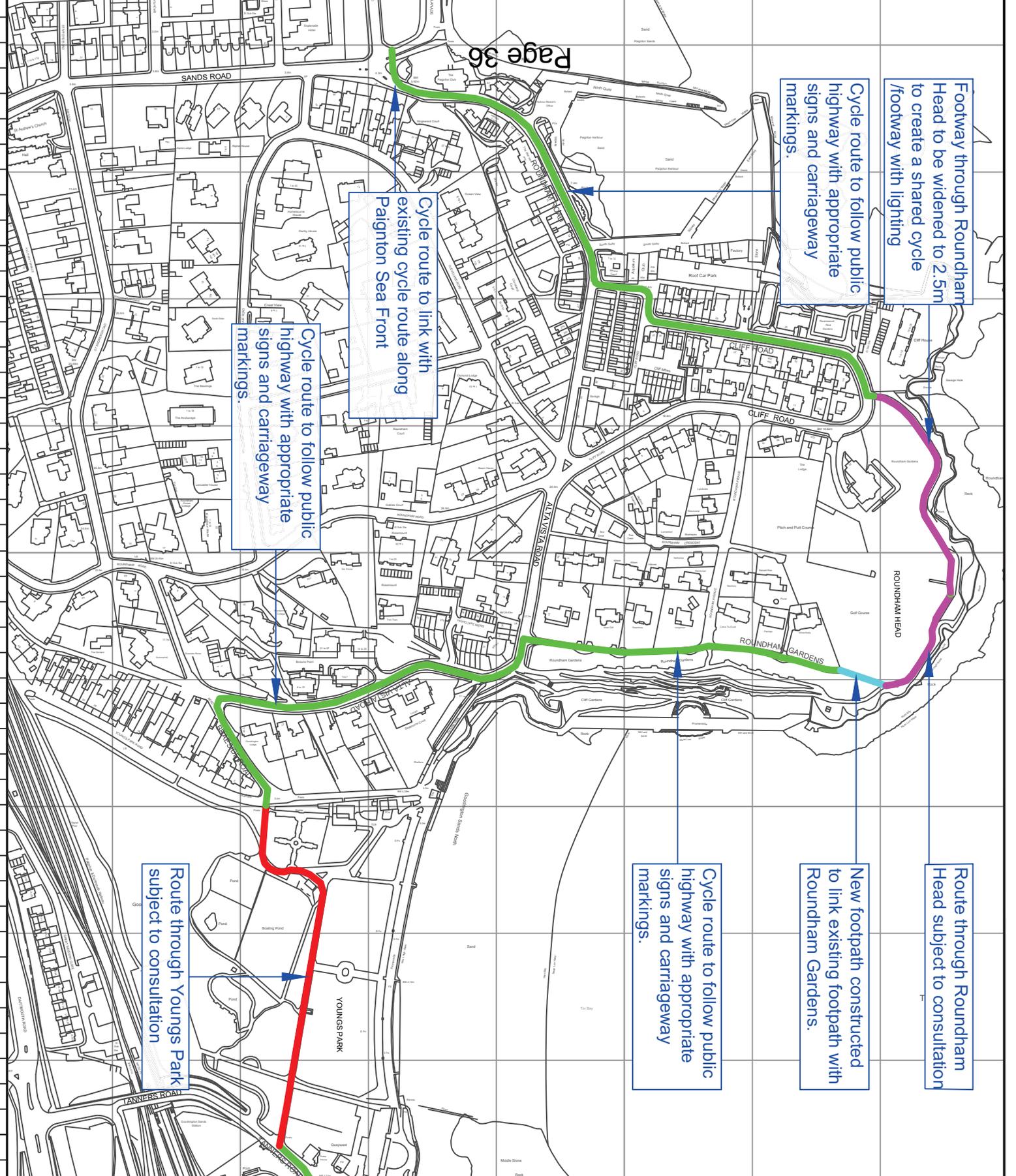
PAIGNTON HARBOUR TO
GOODRINGTON
CYCLE LINK

DRAWING TITLE

APPENDIX 1
PROPOSED CYCLE ROUTE
PAIGNTON HARBOUR TO
TANNERS ROAD

drawing number 8/12/18 07/1

REV



Footway through Roundham Head to be widened to 2.5m to create a shared cycle /footway with lighting

Cycle route to follow public highway with appropriate signs and carriageway markings.

Cycle route to link with existing cycle route along Paignton Sea Front

Cycle route to follow public highway with appropriate signs and carriageway markings.

Cycle route to follow public highway with appropriate signs and carriageway markings.

New footpath constructed to link existing footpath with Roundham Gardens.

Route through Roundham Head subject to consultation

Route through Youngs Park subject to consultation

KEY



Proposed Cycle Route

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drawn GILC scale(s) NOT TO SCALE

checked J date April 2013



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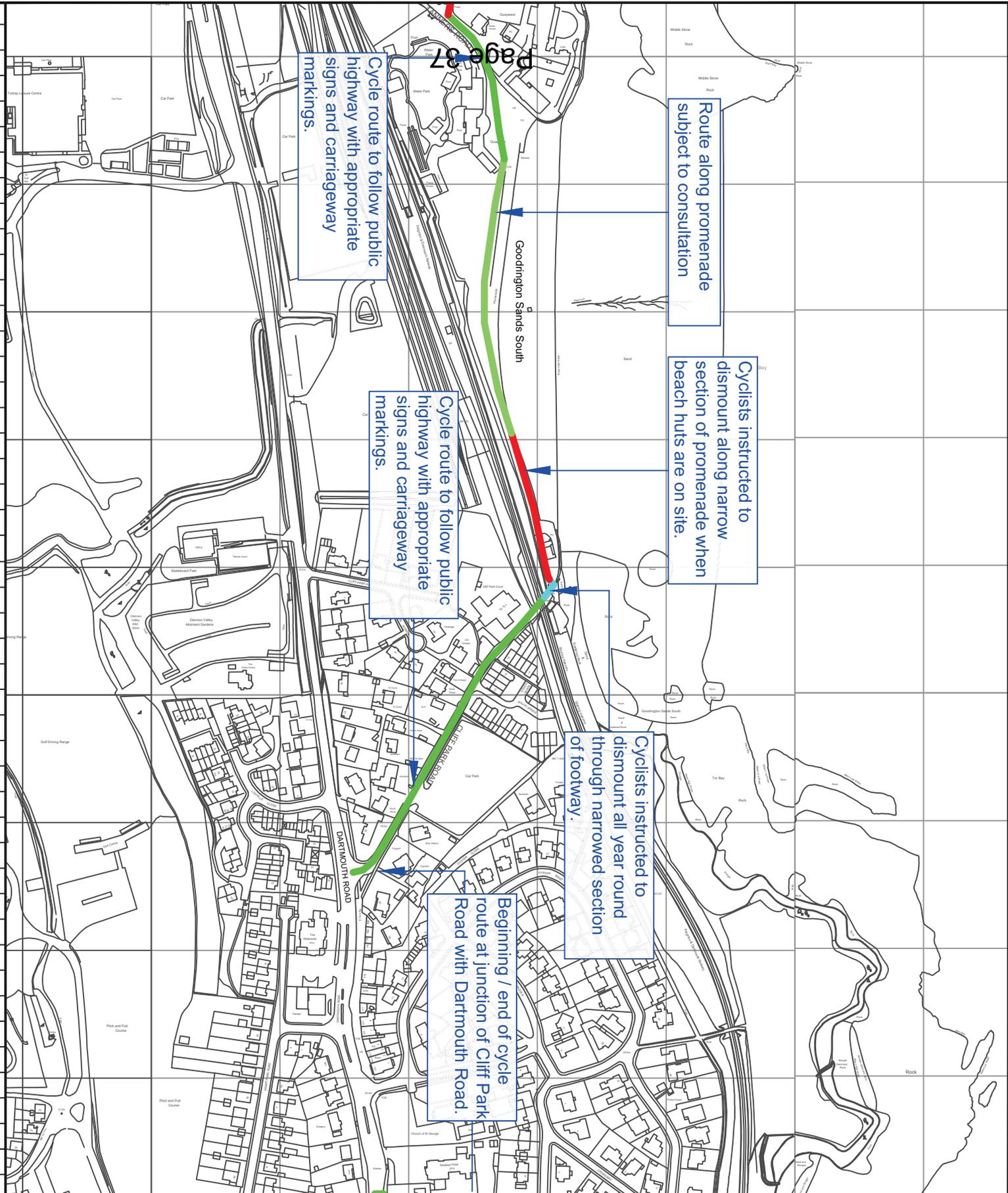
PAIGNTON HARBOR
GOODRINGTON
CYCLE LINKS

DRAWING TITLE

APPENDIX 2
PROPOSED CYCLE ROUTE
TANNERS ROAD TO
DARTMOUTH ROAD

drawing number 8/12/13 07/2

rev A



Agenda Item 6

Appendix 3

INCOMING EMAIL

From: [Redacted] >
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 04/03/2013 14:07:04
Subject: Cycle routes in Torbay.

Dear sir .

My e mail is in support of the proposed cycle way from Paignton to Goodrington. Firstly as keen cyclist I would welcome this route as a means of safer cycling in this area. Secondly I have encouraged my children and now my grandchildren to ride bicycles and I know that they also would benefit from these proposed routes. Thirdly, these routes would be an attraction to tourists as an alternative means of transport during the summer season. Finally as obesity is such a major concern today, any initiative by a local council to encourage physical activity is to be highly commended .

p.

Sent from my iPad

INCOMING EMAIL

From: >
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 03/03/2013 20:08:03
Subject: Cycle routes in Torbay

As a keen road cyclist I would welcome any and all cycle routes proposed for Torbay and the cycle velodrome proposal and would make use of both, I have had various close calls whilst out cycling the local area and have even been abused and knocked off. I welcome anything that promotes safer cycling routes in or around torbay as it would encourage more of my cycling friends to enjoy our local area. Please take this email as support for the proposed cycle routes.

Kind regards

Sent from iPhone

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 03/03/2013 21:24:03

Subject: Cycle routes

As a member of mid devon cycle club I am in favour of any cycle routes in an area. With Torbay being traditionally a holiday resort, traffic is a major problem for any users of the road especially cyclists. If more cycle routed are made available then more cyclists can keep safe.

Thanks

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 03/03/2013 22:27:03

Subject: Goodrington Paignton Cycleway

As a local resident and a father of a 6 year old girl, I am looking forward to the proposed cycle route between Paignton and Goodrington. It would make a safe way to take this journey with my daughter without the need to get in a car.

Any people worried that cyclists might go too fast and knock them down need not worry as this route is not a time saving way of getting from A to B; any cyclists wanting to do this journey quickly will use the main road way which, whilst more risky, is so much faster than the prettier coastal cycle route.

Of course, much care needs to be taken with the precise layout of the route. There are many cycle routes that make cycling a more hazardous journey than when sharing the road with cars. For example, where cycle routes encounter side roads, they need to be given priority over the side roads, in the same way as cars going down a road have the right of way over traffic joining from side roads.

Please add this to your consultation respondents.

Totnes
Devon

INCOMING EMAIL

From: >
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 03/03/2013 22:35:03
Subject: Cycle routes

A great idea to have a route from paignton harbour and goodrington. Thumbs up from me and my family. More cycle routes the better. Keep us safe and active.

Sent from my Sony Ericsson Xperia arc

INCOMING EMAIL

From: >
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 03/03/2013 22:54:03
Subject: Youngs Park/ Goodrington

Good day to you,

regarding the proposed cycle route through Youngs Park and Goodrington Sands, I believe, if you are serious in your efforts to get people cycling, this is a real necessity, the alternative busy road, past the YMCA is not overly wide, two way HGVs passing in opposite directions, as one is passing a cyclist, I'm sure you can see the potential danger.

I write as a regular cyclist, and this is a road I am very reluctant to cycle up, and I am sure that it is just the kind of thing to stop potential cyclist from even entertaining the idea of cycling, so, if you wish to make Torbay cycle friendly, this is exactly the kind of provision that is needed.

Yours sincerely,

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 04/03/2013 23:04:04

Subject: Proposed Cycle Routes from Holicome to Goodrington

I would like to add my pennies worth to the debate. I am very much for the route as I believe that this would be a great opportunity for the bay to promote cycling in the bay for all the family and to be save away from traffic as much as possible. With Sky ride and then new cycling facility @ Clennon valley and tour series all happening it is the right time for the bay to be a cycling friendly place..

I grew up on Paignton and now how bad the traffic can for cyclists

I believe it is only right to revoke the bylaws so that children friendly routes can be used safely away from traffic as much as possible.

I believe that route should be extended to Clennon Valley and the proposed velodrome

Yours sincerely

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 04/03/2013 18:10:04

Subject: Cycle Route - Paignton Sea Front to Goodrington.

I have studied the proposed routes and as a cyclist will be happy with either proposal. As far as I am concerned Torbay are to be congratulated on the initiatives taken to encourage cyclists. As a member of CTC, Torbay section, I am a regular cyclist and these routes are much needed. The roads are now very congested, especially in the summer which is potentially a particularly dangerous time as visitors are not always aware of their routes and it is all too easy to miss seeing a cyclist. Hence the urgent need for as many cycle paths as possible. Not only will this encourage people to cycle but it will make cycling safer for all.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 07/03/2013 13:14:07

Subject: Cycle Link between Paignton Harbour and Waterside Consultation

Dear Sir/Madam,

Please note I would like to give my full support for the for a cycle link between Paignton Harbour and the Waterside shops at Goodrington. The proposed route through a combination of quieter roads and some shared pedestrian/cycle routes in off road areas through Roundham Head, Goodrington Park and Goodrington South Promenade sound ideal.

At present it is not a pleasure cycling in a lot of areas within Torbay and I often drive out to Newton Abbot with my bike in the back of the car just to find a cycle friendly route. Therefore anything Torbay Council does to promote cycling within this area will receive my full support.

Regards

Paignton

Confidentiality Notice

Please note...

This email and any attachments are intended solely for the use of the intended recipient(s) and may contain confidential information and/or may be legally privileged.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 08/03/2013 12:11:08

Subject: Paignton Harbour to Goodrington cycle route

Dear Sirs

Could I please add my support to this cycle route, whichever option is finally agreed upon has got to be good from all sorts of angles:

Tourism

Congestion

Safety

Health and fitness

Younger community involvement

Cycling has to be promoted more broadly to the community.

Devon

J

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 12/03/2013 01:25:12

Subject: Hollicombe to Goodrington proposed cycle path route

Sir/Madam,

I support the proposal for a cycle path from Hollicombe to Goodrington, provided the needs and safety of pedestrians are also fully taken into account.

There are insufficient dedicated cycle paths within Torbay, and this will go some way towards addressing this, whilst making this route safer for cyclists by giving them an attractive [partial] off-road option.

Yours faithfully,

- - -
S,

INCOMING EMAIL

From: >
 To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
 SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
 Date: 12/03/2013 20:21:12
 Subject: Re cycle route consultation Goodrington

Dear Sir

I would like to support the proposed cycle route from Paignton Harbour to Waterside using the path at Roundham Head.

I would support the use of a shared pathway which runs behind the seafront to the rear of the Seashore Centre. An additional alternative route along the seafront would be welcome, but there would have to be plenty of warning signs to walkers.

However past the Splashdown site, I do not believe that cyclists should be made to dismount. Provision for a cycle route at the back of the promenade should be made as part of the Clennon Valley redevelopment. It also needs to link in with the proposed Velodrome site.

At the end of the promenade provision could be made to request cyclists to dismount to go under the railway line in the peak summer months. But in the quieter winter months it should not be necessary.

I have concerns about how the junction with the Dartmouth Road will work, will there be a white line along Dartmouth Road at Waterside as an alternative to the shared pavement.

Is it also possible to include second or third sections of lowered pavement going further up the hill where the bus lane starts. If there are people walking down the pavement it is not always possible to join the pavement at the existing single point and currently you are unable to join the pavement any further up that hill.

There should also be an alternative lowered pavement at the exit at the top of the hill for use when traffic conditions allow.

Yours sincerely

INCOMING EMAIL

From: >
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 13/03/2013 08:20:13
Subject: Cycle Route Consultation - Paignton Sea Front to Goodrington

I would like to confirm my support to the proposals for a cycle link between Paignton Harbour and Goodrington. Clearly there a couple of points on the route where care will be required by both pedestrians and cyclists but hopefully with the signage proposed both groups will be able to enjoy the shared routes.

In due course as the Velodrome progresses I hope you will consider linking that facility into this cycle route.

Kind regards

INCOMING EMAIL

From: >
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 16/03/2013 22:35:16
Subject: Proposed Cycle Routes

Dear Sir

Ref. Proposed Cycles Routes Hollicombe Park to Goodrington via Paignton Sea Front.

I strongly support these proposals which are urgently needed if Torbay is really serious about promoting cycling and would really be a benefit to tourism. I am a cyclist myself and the wish to see better cycling facilities in the Bay obviously follows. However, I am not just supportive and then allow others to do all the work, but have taken SkyRide Leaders Courses in order to qualify to lead forthcoming Skyride events in the Bay this summer to get more people riding. These new riders will not be so confident in today's traffic and in order to get and keep these people on bikes, better routes are in demand. The proposed routes (except in Hollicombe Park because of the steps) are in fact already commonly used by cyclists to avoid the alternative roads which are extremely busy and can be quite daunting at times. Obviously some dog walkers in Young's Park will object as these critics are often verbal at the time despite riders being most courteous towards them and ensuring they are given a wide berth. These people are pedantic without reason seemingly they would prefer cyclists to be endangered on the roads rather than share the path through the park. Obviously you are aware the path in question is sufficiently wide enough for all.

Following the implementation of these improvements, I trust the Council will also look to extend the cycle route to Brixham opening up the access to Broadsands from Broadsands Park Road and then from Broadsands car park into Bascombe Road near Churston Ferrers to pick up North Boundary Road for Brixham Quay. This would be a real feather in the cap of Torbay which I am sure will attract cyclists to holiday in the Bay.

Yours faithfully

Planned cycle route from Paignton Harbour to Three Beaches.

Having looked at the drawings and then walked through the whole route with Ian Jones it is my opinion that the proposal will go a long way in providing a scenic cycle route that is, as far as possible, motorised traffic free. Where it does use roads open to all vehicles the hourly count is generally very low and with the planned signage sharing the road for short sections should not prove an issue for cyclists or other road users.

While the route has some hills to climb in most cases these offer the cyclist an opportunity to take in the views that at times spread all round Torbay. These are views that you will find hard to better in the UK.

Because of the hills and its winding nature the route it will appeal to the leisure cyclists more than the commuter. It will be a feature among Torbay's many other attractions that will help draw in family cyclists who wish to see more of Torbay and currently do not have the opportunity to do so on two wheels.

The walk through did show some places where thought has to be given to the signage and I am certain that these minor points can be addressed.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 25/03/2013 10:49:25

Subject: Cycle route consultation

In response to your request for comments regarding the proposed cycle route through Paignton Harbour and Roundham I would like to make the following observations :

1. I welcome this move to have a designated cycle path as cyclists currently cycle on the footpath on Roundham Head which is very narrow and you often can't hear them coming behind you.
2. I prefer the proposed route to the alternate route as the latter is too close to the pedestrian path and also would be closer to the beach huts in summer. There are often toddlers and children in this area who are not expecting any traffic.
3. My concerns about the scheme are:
 - i) for the cyclists on Roundham Road and Cliff Road in the winter months. Parking is allowed on one side of Roundham Road and both sides of Cliff Road which makes it very narrow for 2 lanes of traffic, particularly on the bends at the start of Cliff Road. Cyclists would be vulnerable here unless there was good signage to warn drivers of potential cyclists.
 - ii) Adams Gas and other business vehicles regularly park on the pavements so pedestrians have to walk in the road, on the bend, to get past. Cyclists would again be at risk here.

As a regular daily walker on Roundham Head I have been concerned about cyclists in the gardens and wondered why Roundham Avenue could not be used as a way into the gardens, avoiding the narrow route at the entrance to the park. Using this route would avoid the clash of cyclists with pedestrians altogether. I have nearly been knocked over more than once by cyclists riding on the pavement as I have gone onto the pavement from my entrance . Families particularly seem to favour this over the road, for obvious reasons.

Tel : 01392 262222

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 25/03/2013 15:41:25

Subject: harbour to three beaches

Planned cycle route from Paignton Harbour to Three Beaches

This planned signposted cycle route from Paignton Harbour to Three Beaches is ideal for young family groups to enjoy exercise to-gether away from major roads at a leisurely pace.

The route enjoys outstanding views of Torbay from good vantage points. The challenging hills also provide an opportunity to enhance the views.

By walking the route, careful consideration of the signage was undertaken.

INCOMING EMAIL

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 02/04/2013 10:43:02
Subject: Paignton Harbour to Goodrington cycle route proposals

Sustrans welcomes and fully supports the proposals by Torbay Council to develop the cycle route from Paignton Harbour to Goodrington as detailed on your website at
<http://www.torbay.gov.uk/index/yourservices/transportandstreets/cycling/proposedcyclerroutes.htm>

This will provide a vital next section of the National Cycle Network route 28 around Torbay, which will be linked into Devon via Newton Abbot and Totnes in due course. It will encourage local residents and visitors to use more sustainable means of travel around the area and have beneficial effects on traffic congestion, air quality, health and economy.

Best wishes

Normal working days Mon-Thurs

Agenda Item 6

Appendix 4

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 04/03/2013 11:03:04

Subject: Cycle path

I have looked at the plans for the new cycle path and object most strongly to the proposed route through Youngs park. To let cyclist go right across the grass where children run freely at the moment is a ridiculous idea and stymies the whole concept of the Park. People occupying the beach huts facing the boating lake have no worries at the moment about letting their little ones play on the grass but that would not be the case once a cycle path was implemented .Please think again .

INCOMING EMAIL

From: [Redacted] <[Redacted]>
 To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
 SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
 CC: [Redacted] <[Redacted]>
 Date: 26/02/2013 16:32:26
 Subject: cycleway; Paignton to Goodrington

Re; the proposed cycle route.

I work on [Redacted] from April till October and have done so for the last twelve years. This is the quieter end of Goodrington promenade. I have during that time seen many confrontations between pedestrians and cyclist and several accidents involving dogs, children and the elderly. Youngs Park and South Sands promenade are considerably busier due to the higher volume of bathers, customers from Red Rock Cafe and Splash Down, drinkers and diners from the Premier Inn and of course the arcades.

I am all in favour of encouraging outdoor activities, but to give NO PRIORITY to either Pedestrians or Cyclists can only cause confusion for both sets of users of this proposed facility.

May I suggest you contact people who have worked and use the area, practical experience counts for a lot more than lines on a map.

]

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 28/02/2013 11:19:28

Subject: cycle route via youngs park

Dear Sirs ,

I think it is dangerous to have people cycling through Youngs Park.I have had occasion to be startled by a cyclist coming up from behind me,and i can foresee accidents occurring.This is a Park & should remain so.

Yours sincerely

INCOMING EMAIL

From:
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 05/03/2013 17:05:05
Subject: FW: Cycle path

I would like to add I agree with the enclosed letter, Yours Sincerely,
s,
No relation to the other .but a fellow member of Youngs Park Association

----- Original Message -----

From:
To: Highways@torbay.gov.uk
Sent: Monday, March 04, 2013 11:03 AM
Subject: Cycle path

I have looked at the plans for the new cycle path
and object most strongly to the proposed route through Youngs park. To let
cyclist go right across the grass where children run freely at the moment is a
ridiculous idea and stymies the whole concept of the Park. People occupying the
beach huts facing the boating lake have no worries at the moment about letting
their little ones play on the grass but that would not be the case once a cycle
path was implemented .Please think again .

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 29/04/2013 15:58:29

Subject: Cycle route through Youngs Park

Dear Sir/Madam

I am writing to express my concern for and disapproval of the proposed cycle route through Youngs Park.

As a local resident who often walks my dog in this park and takes my niece to play there, I feel it would be unwise to route the cycle path through it. There are many small children who play in this area and dogs have a rare opportunity to spend some time off of the lead, it is also popular with the elderly who are often hard of hearing and would be unaware of a pushbike approaching.

The possibility of a collision between a cyclist and a child, elderly person or a dog is not a risk worth taking. If you persist in the idea of a cycle route through the park then cyclist should have to dismount at the park entrance and walk through the park. This would have little impact on the cyclist but would prevent the possibility of any harm coming to them or the other park users.

I would like my strong objection to this proposal noted.

Regards

INCOMING EMAIL**From:****To:** Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>**Date:** 29/04/2013 16:44:29**Subject:** proposed cycle route through Young's Park

Dear Sir/Madam

I am opposed to the proposed cycle route through Young's Park. "In the park the cycle route will be a shared route with neither pedestrians nor cyclists having priority" This will be dangerous for pedestrians and will lead to injuries for pedestrians, especially for the elderly and young children due the aggressive or inconsiderate behaviour of some cyclists. "From Tanners Road the route will continue on to South Sands promenade where, at the far end cyclists will be required to dismount during the summer months. This is because when the beach huts are in position the pathway is not wide enough to accommodate pedestrians and cyclists"

INCOMING EMAIL

From: :

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 26/02/2013 20:04:26

Subject: propped cycle path between Paignton Harbour & Goodrington

Good Morning I would have no objection but I cannot remember ever seeing any cyclists in the Roundham area, anyone who can cycle from the bottom of Braeside Road to the top of Roundham has more energy & stamina than I ever will and I am a keen cyclist!! :