



Meeting: Transport Working Party

Date: 5th September 2013

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

Report Title: Local Sustainable Transport Fund- Proposed Cycle Route

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

Supporting Officer Contact Details: Ian Jones – Principal Engineer (Traffic and Development)

1. Purpose

- 1.1. The Bid for the Local Sustainable Transport Fund, as agreed by members at the 5th January 2012 meeting of the Transport Working Party has now been agreed by the Department for Transport. Highways are now developing a viable cycle route to link with the frequent ferry service from Torquay Harbourside to the town centre, to Torbay Hospital and the National Cycle Network.

2. Proposed Decision

- 2.1 That members approve the progression and implementation of the cycle routes shown in **Appendix 1 (Plans 1-7)** to support the proposed frequent ferry service, and that any required traffic regulation orders are advertised and implemented if no objections are received.

3. Action Needed

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

- 4.2 The implementation of the proposed frequent ferry service has given the opportunity to link sustainable travel options between Brixham and Torquay. As part of the overall package cycle routes which link the ferry to Torquay Town Centre, Torbay Hospital and rail, cycle links have been included as part of the successful bid for funding to the Department for Transport.
- 4.3 The Transport Working Party gave approval in principle to these routes at their meeting in December 2012, subject to areas where parking is proposed to be removed or where carriageway widths are to be reduced being returned to the Working Party for further consideration.

Supporting Information

5. Position

- 5.1 The recent bid for Department for Transport (Dft) Local Sustainable Transport Funding (LSTF) bid has been successful and officers are now progressing the implementation of the frequent ferry service along with the associated sustainable transport links.
- 5.2 As part of the bid application, details of potential cycle routes were prepared by the Council's partner consultant, Jacobs and accepted by the Dft. Highways officers re-assessed these routes and presented them to the Working Party at their meeting in December 2012.
- 5.3 The routes proposed were a combination of dedicated on and off highway routes, along with some 'signed only' routes where highway constraints will not accommodate dedicated routes. The routes were approved 'in principle' by the Working Party subject to further detailed design and further consideration by the Working Party if proposals required the removal of any parking or the physical reduction of any carriageway widths.
- 5.4 The routes have now been subject to further design work and proposals have not shown a requirement for any removal of parking with only a small number of physical alterations to carriageways.
- 5.5 The outline layouts for the schemes which affect the public highway either physically or otherwise are now attached in **Appendix 1** to this report with any proposed alterations highlighted. A recommendation is now required from the Working Party to progress these proposals to implementation.

6. Possibilities and Options

- 6.1 The LSTF Proposed Cycle Routes may be implemented as detailed in **Appendix 1**.
- 6.2 Members may choose to recommend that the route is not implemented.
- 6.3 Members may choose to implement the Town Centre route and link only at this time.

7. Preferred Solution/Option

- 7.1 Due to the requirement to implement the cycle links to the proposed Frequent Ferry Service during the 2013/14 and 2014/15 financial years, the option shown in 6.1 is recommended as the preferred option.

8. Consultation

- 8.1 Amendments to Traffic Regulation Orders will be advertised and implemented if no objections are received. Any objections will be presented to a future Working Party for consideration.
- 8.2 The proposals will be placed on the Torbay Council Website and the Community Partnerships, Ward Councillors, and Town Centre Company will be invited to view details and comment prior to implementation.

9. Risks

- 9.1 If the cycle improvements are not implemented there may be a detrimental impact to the delivery of the LSTF bid and this may not satisfy the Dft's requirements for the provision of funding.
- 9.2 If the cycle improvements are not implemented then this may have a detrimental effect to the promotion of sustainable transport options in Torbay and the promotion of Torbay as a tourist destination for cycling in the future.
- 9.3 If the Cycle improvements are implemented there may be detrimental impacts to other highway users in some sections.

Appendices:

Appendix 1 Proposed Routes Plans 1-7

Additional Information: None.

Documents available in Members' Rooms: None

Background Papers:

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

- LSTF Frequent Ferry Bid Application.
- Report to Transport Working Party 13th December 2012