



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

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

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

To: **Transport Working Party** On: **13th September 2012**

Key Decision: **No** **How soon does the decision need to be implemented** **January 2012**

Change to Budget: **No** Change to Policy Framework: **No**

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1. What we are trying to achieve and the impact on our customers

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. Recommendation(s) for decision

2.1 Members are recommended to approve implementation of the cycle routes shown in 'Appendix 1' and 'Appendix 2' in this report, subject to a consultation exercise. Any objections received or amendments proposed as a result of the consultation to be presented to a future meeting of the Transport Working Party.

3. Key points and reasons for recommendations

3.1 The principle of this route was identified in a report to the Transport Working Party on 23rd April 2010. The route was not recommended for progression at that time due to funding and legal issues.

- 3.2 The link along Paignton's Eastern Esplanade was implemented in early 2012 and this currently terminates at Paignton Harbour. The proposed continuation of the cycle route to Goodrington will provide a good quality coastal route, which would mainly appeal to leisure cyclists.
- 3.3 The approval of this Working Party is being sought to progress a further section of the National Cycle Route between Paignton Harbour and Goodrington Sea Front and from Goodrington Sea Front to Waterside Shops.
- 3.4 The proposed works form links to existing cycling facilities in the location and also forms part of the National Cycle Network.

For more detailed information on this proposal please refer to the supporting information attached.

**Patrick Carney
Service Manager – Group Services Manager, Streetscene & Place**

Supporting information

A1. Introduction and history

- A1.1 A briefing note was presented to the Transport Working Party on 23rd April 2010 detailing a number of strategic cycleway improvements which were to be funded from Growth Points Capital funding as approved by full Council on 25th June 2009. The route between Paignton Harbour and Goodrington was identified in that briefing note, however it was not recommended for progression at that time as funding was insufficient and a bylaw preventing the use of the areas of open space within the route was in place.
- A1.2 Sufficient funding through developers contributions towards sustainable transport initiatives in the area have now been identified.
- A1.3 The bylaw amendment has now been made, subject to confirmation by the Secretary of State, following approval by Full Council. It is likely that formal confirmation will be granted by the autumn 2012.
- A1.4 A proposed route has now been identified by officers, which is a combination of signed routes through lightly trafficked roads and the use of designated routes through open spaces. The revised bylaw for open spaces will permit cycling through public open spaces on designated routes only. In this case, in order to implement a designated route, a recommendation for approval is required from this Working Party and approval will also be sought from the 'Place Policy Development Group' as the approving body for open spaces.
- A1.5 The scheme is proposed to be considered as two phases, as detailed in Appendices 1 & 2 to this report.
- A1.6 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/cycle path 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/cycle path.
 - 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/cycle path through Goodrington Park using one of the existing pedestrian routes to join Tanners Road. The preferred route to be agreed following consultation.

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 cycle path/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.

A1.7 In addition to providing a high quality leisure cycle route along this section of sea front, the link along Goodrington South 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.

A1.8 Subject to approval by this Working Party and the Place Policy Development Group, consultation with the Community Partnerships, Ward Councillors, Parks Friends Groups and the Beach Hut Users will be undertaken. If the consultation results in objections or amendments to the scheme then these will be returned to a future Working Party and Policy Development Group for consideration.

A1.9 It is anticipated that that subject to approval, Phase 1 of this scheme could be implemented in early 2013 with Phase 2 being implemented during the following autumn.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1. 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.

A2.2 Remaining risks

A2.2.1 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.

A3. Other Options

A3.1 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).

A3.2 That Phase 1 of the scheme is progressed only.

A3.3 That the section of route is not implemented.

A4. Summary of resource implications

A4.1 Implementation and further progression of the scheme will be managed by officers within the Street Scene and Place Group.

A4.2 The scheme will be funded from Developers Section 106 planning contributions for sustainable transport initiatives.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 None

A6. Consultation and Customer Focus

A6.1 Consultation will need to be undertaken with interested parties regarding the preferred scheme. This will include the Roundham with Hyde and Goodrington with Roselands Community Partnerships, Ward Councillors, affected residents and the Beach Hut Users Group. 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.

A7. Are there any implications for other Business Units?

A7.1 Amendments to the existing Traffic Regulation Orders will require legal orders which have to be sealed by the Legal Services team.

Appendices

Appendix 1 Indicative plan of Phase 1

Appendix 2 Indicative plan of Phase 2

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