

I am Roger Richards retired Solicitor. I live in the nearest house to Windy Corner, down Bascombe Road the first house on the right. I also own No 10/20 Churston Broadway and worked there for 17 years prior to retiring from my Law Practice. I have lived in the area and used Windy Corner on an almost daily basis since 1982 and I can therefore give a local view.

One matter of note is that over 20 years ago and prior to Torbay becoming Unitary there was a proposal to bring the Torbay ring road west of where it now is and to end on a roundabout by the Cenotaph on Galmpton Warborough Common. One of the reasons for this was to bypass Windy Corner which has always been a bottleneck and problem. This was not implemented but the LPA has been fully aware over decades that Windy corner has unique constraints and therefore they know that only limited mitigation of traffic overcapacity problems is possible however it is designed.

As you will be aware from the 10 Feb 2019 Torbay Council planning meeting:

*‘The applicants have proposed a range of measures to the junction which ( ) include two southbound carriageways, to widen the lanes and to improve turning facilities and provide splitter islands on the highway layout.’*

The key modification from which all the associated design changes flow is the doubling of the south bound lanes. This has clearly been introduced in connection with capacity considerations and you will hear more on that later. Option 3a from the Transport Statement of Common Ground (SoCG) also proposes twin lanes turning left and right from the Inglewood direction at the junction on the Brixham Road. Suffice to say that the pedestrian road safety problems with two lanes going southbound would be considerably greater than at present.

I say ‘would’ because we are unable to comment further without knowing exactly what comprises the ‘signalised controlled pedestrian crossing’ that has quite recently been promised for each individual crossing over the Dartmouth Road. We do not know because the detail is apparently yet to be decided. Also such important measures appear to be at variance with a parallel decision made not to have a full Zebra crossing on the filter lane towards Inglewood component. What we do know is that the considerably reduced pedestrian island sizes will cause even more difficulties and could be dangerous at peak times when large numbers of schoolchildren want to cross the junction. In particular not just from Galmpton to Broadsands but from Galmpton to Hookhills which it is proposed would remain completely uncontrolled as at present. However, with very much increased pedestrian usage over recent years and with double the road width proposed to cross on the north side, and with the expected increase in traffic this omission is difficult to understand. Perhaps it is only explainable in terms of preserving maximum vehicle capacity regardless of the increased pedestrian road safety issues.

Regarding Langdon Lane and Bascombe Road, we have already submitted our representations that:

- a. The present problems for vehicles exiting Langdon Lane turning right towards Brixham will be compounded by having to join two southbound lanes rather than the single lane at present.
- b. Vehicles exiting Bascombe Road will frequently lose the present much needed gap in traffic from the inter-green interval because traffic could be continuous at peak times as two lanes are forced back into the single lane as at present. I believe that this will make it impossible to exit Bascombe Road at these times.
- c. I must also point out that the proposals suggest an increase in traffic at Windy Corner and that this in itself must increase the traffic flow along Bascombe Road. Bascombe Road is at its capacity at present and has had L.A. road narrowing measures to stop speeding and discourage its use as a secondary exit from Brixham. It is the main walking and cycling road and is extremely dangerous when, as is occurring more regularly, it has become the second exit towards the ring Road from Brixham. I would urge the Inspector to walk the length of this road.

To me Option 3a is defective because it creates even more pedestrian road safety problems than it claims to resolve. It is interesting to note that the more ambitious option with two lanes from which drivers were able to turn right from Inglewood towards Brixham was not proceeded with, for reasons not specified but presumably road safety related. In any case, it really does seem to be unconvincing and contrived to propose two lanes going southbound through Windy Corner for such a very short distance before returning to a single lane. It should in our opinion be abandoned in favour of other better solutions with which the local community is very capable of contributing and willing to participate. I commend such a course of action to this inquiry and my colleague Tony Box will be making further representation on this.

I would be happy to take any questions that you might have.

Roger Richards