

You will be aware from the responses to Torbay Council's very recent consultation on the Windy Corner proposals of the importance of this unique junction both from the point of view of road traffic access to and from the Brixham Peninsula and the importance to local residents and those undertaking Active Travel to be able to safely pass through and use the various Windy Corner crossings.

You will also be aware from that consultation that we regard the procedure used to produce the Mar 2020 Transport Statement of Common Ground (SoCG) as insufficient and unsatisfactory. In our opinion had this proceeded as it should then Transport would have been included as a significant ground for refusal at the 10 Feb 2020 planning meeting.

Option 3a was claimed to take into account road safety and other issues previously considered in Options 1-4. However, all the options considered, including Option 3a, involve doubling the number of southbound carriageways and many other important changes.

Planning officer David Pickhaver stated at the 10 Feb 2020 planning meeting:

*'The (transport) assessment shows that in a `do-nothing` situation (ie without further junction improvements) and without the Inglewood development there would be a capacity shortfall by 2024.'*

Superficially it was probably not unreasonable to assume that twin southbound lanes would increase the traffic capacity through Windy Corner and would mitigate any extra traffic arising from the Inglewood development. Therefore it could be claimed as a transport improvement. However, the marginal capacity gain is recognised in Technical Note 9 Para 6.19 (18 Feb 2020):

*'() Option 3a is considered to be the preferred option because it would achieve a small improvement in traffic conditions in the critical PM peak hour, compared to the existing junction performance, while also introducing a new, safe and policy compliant, traffic signal controlled crossing of Dartmouth Road (south).'*

We believe that, with the likely high margin for error in vehicle capacity projections, it had become evident to highways and the developers that traffic capacity increase could only be achieved by:

- a. Providing minimal pedestrian safety measures at the individual Windy Corner crossings (ie largely as at present).
- b. Ignoring any adverse effect on the Langdon Lane component of the junction from Galmpton.
- c. Ignoring any adverse effect on the close by Bascombe Road exit onto the Dartmouth Road.
- d. Continuing to deny cyclists and pedestrians adequate Active Travel opportunities when using the junction.

So we maintain that the wrong starting point was imposed from the outset, resulting in unacceptable road safety compromises and potentially creating other issues adversely affecting not just the local but wider community.

In particular the reference to `traffic signal controlled crossing` (which incidentally could even describe what we have already!) was recently clarified by highways / planning officer Adam Luscombe by email on 13 Nov 2020 as follows: `controlled signalised pedestrian crossings` would be available across the entire width of the Dartmouth Road at Windy Corner.

Despite this assurance, we remain concerned that the unknown detail of `controlled signalised pedestrian crossings` could be the subject of s278 agreements directly with the developer without further discussion with the local community.

Torbay Council appears to be now relying on your decision, sir, to resolve matters in such a way that it can proceed further. We believe the appellants are unable to demonstrate that once proper road and pedestrian safety measures have been confirmed and included as part of Option 3a (or indeed any other option) that there would be any effective vehicle capacity increase at Windy Corner. But in any case, probably insufficient to mitigate the increased traffic generated by the Inglewood project should that be approved. Our main concern is that should the appellants succeed, then the local community will be obliged to accept Option 3a without further input or consideration.

To avoid unfair and unintended consequences, we therefore request that irrespective of the outcome of the inquiry, three important conditions are imposed. Such that Torbay Council:

- a. Firstly be required to consult further with the local community in the provision of adequate controlled signalised pedestrian crossings and other road safety measures for Windy Corner.
- b. Secondly be required to take into account the submissions made in the recent public consultation on the Windy Corner Option 3a and consult further with the local community before undertaking any s278 agreements with the developers.
- c. Thirdly be required to include Active Travel provision for any redesign project for Windy Corner. By provision of an extension to the present pedestrian / cycle lane right through the junction and past Broadsands shops.

With your permission sir, I would like to submit our application for these conditions to you by email later today.

I would also be happy to take any questions.

