

Judith Mills, one of two Councillors speaking on behalf of the Churston Galmpton Ward. Our presentation to you is in 4 concise parts:

- a. I will be speaking about the present Windy Corner.
- b. Roger Richards will be addressing Option 3a from the Transport Statement of Common Ground (SoCG)
- c. I will also be speaking about Active Travel and submitting views on behalf of Churston Grammar School
- d. Tony Box will conclude with a summary of our concerns and requests.

Like my colleagues Roger Richards and Tony Box speaking on behalf of the Community Partnership, we have all lived here for many years and know the Windy Corner junction well. We are prepared to take questions if required on our personal views in connection with these statements.

In my opinion, the present Windy Corner junction (which you will have seen, sir, for yourself) is the best layout that we have had and that traffic is now flowing better than at any time in the last 20 years. This is in no small part because of the extensive previous consultation between highways / planning and the local community over at least 7 years prior to the junction reorganisation in 2019. Incidentally I have been more recently advised that the design options were actually worked on by highways for some 20 yrs before implementation. The community partnership rightfully feels that it too contributed significantly to this successful outcome.

However, there are road design and other issues with the Langdon Lane exit on to the Dartmouth Road particularly in the Brixham direction and the Bascombe Road right turn exit on to the Dartmouth Road. But these will be addressed by Roger Richards next in the context of the applicants Option 3a proposals for Windy Corner.

Unfortunately there are also continuing serious pedestrian road safety problems with the Windy Corner of today. Prior to its completion in 2019 we assumed that adequate pedestrian road safety arrangements would be part of the design option that Torbay Council highways agreed with the local community some years previously. So it was surprising and indeed alarming to find out subsequently that there were still no pedestrian controlled traffic lights to cross the Dartmouth Road from Galmpton to Broadsands and no pedestrian controlled traffic lights to cross the Brixham Road from Galmpton to Hookhills. These deficiencies

have been the subject of community correspondence with Torbay Council highways for over a year. To be fair these observations have been met with agreement by highways that there was a requirement for better pedestrian safety arrangements.

Perhaps I could invite you to understand the problem when coming from Galmpton to Broadsands and crossing just from the second island to the Broadsands side of the road. The opportunity to cross during the intergreen period when the traffic stream going south to Brixham changes from Paignton to Inglewood (or vice versa) may be as short as 4 or 5 seconds. But the pedestrian has for example to both look left and behind to see that traffic has stopped from the Inglewood direction and at the same time keep watch on traffic starting from Paignton. I do not believe that I need to spell out the risks with an apparent gap in traffic from Inglewood being filled by a single vehicle racing to be the last vehicle through the junction at the same time that pedestrians have started to cross to Broadsands.

The Galmpton Hookhills pedestrian crossing of the Brixham Road via a mid island is also uncontrolled for pedestrians with similar but not identical problems to the Dartmouth Road crossing.

I would like to conclude by saying something about who uses the Windy Corner pedestrian crossings and how this has changed over the last couple of years. Previously those going to the Broadsands shops from Galmpton were largely just the fit and able bodied perhaps taking some exercise at the same time. Now more people are choosing to walk to local shops rather than drive to supermarkets. This has been augmented over time by increasing numbers of schoolchildren walking to and from Churston Grammar School and Galmpton Primary School. Parking near these schools at peak times has trended to become more and more difficult through highly congested minor roads. So for those school children living in the Hookhills / Broadsands cachement area, for example, walking has become a necessary choice. Recently, even more of them have elected to walk rather than go on over-crowded buses. I have personally seen groups of 20 to 30 young people trying to cross Windy Corner on foot at peak times. Many others now also cycle to and from school but there are other problems with this which you will hear about shortly from me again.

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

