

Judith Mills. I represent the views of many if not all members of the community partnership on the importance of Active Travel, that is mainly cycling and walking for both leisure and for getting to and from places of work, education and other daily physical commuting.

In this context I would like to read parts of a very recent letter to the inquiry by Kieran Earley Headteacher of Churston Grammar School. He says:

`I am writing in my position as Headteacher in connection with the Windy Corner Consultation and with a detailed knowledge of the students and their associated modes of travel to and from Churston Ferrers Grammar School.

There has been a substantial upturn in the number of students walking, cycling or even skateboarding to school. Not just as a response to the current pandemic situation which has undoubtedly resulted in a rise in students opting for "safer" travel but also as a result of our students being much more aware and conscious from an environmental perspective. It is due to such a movement and concern that many of our students themselves have opted to walk or cycle. We are also seeing an increasing number of our staff choosing to cycle to school, some who come from much further afield.

Regarding the proposals that have been drafted under the above plan, my main concern is that of safety for students, staff and indeed any other road users in the Windy Corner junction area.

I particularly note that the plan shows the creation of a second southbound lane towards Brixham - the A379 Dartmouth Road and that this is achieved by relocating the traffic island thus effectively making the width of the southbound road crossing wider.

I also note that the crossing at the top of the Brixham Road junction with the A379 Dartmouth Road has been widened to allow for the twin lanes with the crossing actually indicating a reduction in size of the traffic island. This is a very busy junction and one which is used greatly by the school students accessing Paignton and the Hookhills area.

The crossing northbound from Dartmouth Road, is affected even more by the substantial reduction in size of the main traffic island. This is also an extremely busy section of the crossing and I would question the safe capacity of such a reduced-sized area, particularly during peak flow times. A further concern is the crossing at the entrance to the bus lane on the northbound side of Brixham Road which does specifically facilitate many groups of students crossing and is currently uncontrolled.

I feel that the above plan does not facilitate improved, safer travel either in terms of pedestrians, cyclists or even vehicles. In these current times, there should be adequate provision for safe cycling by way of improved, widened and continuous cycle paths (something which was promised at the start of the current pandemic situation) and adequate provision for safe pedestrianisation - at least controlled signalling to permit time to cross in a safe manner. As these are not seemingly factored into the plan this is why I feel that I must make representation on behalf of Churston Ferrers Grammar School as I am not prepared to see the safety of our schoolchildren compromised to provide some artificial planning gain for a developer.`

I believe that the Headteacher`s views very adequately sum up the importance of being able to walk and cycle safely through the Windy Corner junction which also leads directly on to

Bascombe Road, heavily used by cyclists and walkers and part of the Torbay Cycle Network. Langdon lane leads directly into the South Hams AONB. In our opinion Windy Corner and Active Travel should have been consulted on fully by both Torbay Council and the developer. It is only because of pressure from the community partnership that the very hasty recent consultation, indeed any at all, has taken place.

If Option 3a or similar goes ahead, then Active Travel and Windy Corner will be blighted for at least a generation. I ask, sir, that you find a way to prevent such unnecessary damage to the Brixham Peninsula and Torbay.