



Meeting: Transport Working Party

Date: 13th August 2015

Wards Affected: Churston with Galmpton

Report Title: Windy Corner Junction Improvement

**Executive Lead Contact Details: Councillor R Excell, Executive Lead for
Community Services**

**Supporting Officer Contact Details: Ian Jones, Principal Engineer and Acting
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1. Purpose

- 1.1 To consider the most appropriate option to improve traffic flow through the junction of the A379 and A3022 at Windy Corner.

2. Proposed Decision

- 2.1 That Option 2, the use of part of an existing section of Bascombe Road to create a southbound lane is recommended to be progressed to implementation with the alterations as detailed in **Appendix 3** to this report, and for monitoring of the Langdon Lane Junction to be carried out before and after implementation.
- 2.2 That options for a future long term strategy for the junction are developed for further consultation and inclusion within subsequent funding bids.

3. Action Needed

- 3.1 That a scheme is implemented as part of the current Western Corridor Improvements prior to the end of the funding period in March 2018.

4. Summary

- 4.1 A study was carried out in 2004 to identify improvements that could be made to the Windy Corner Junction. This recommended 2 options, which were consulted on at that time.
- 4.2 The Transport Working Party recommended progression of the option (referred to as 'Option 1' in this report) to widen the southbound approach by taking a section of Churston Common.
- 4.3 The proposed land exchange required to implement Option 1 has been advertised and has resulted in a large number of objections being received.
- 4.4 Following a request from the Executive Lead Member for Safer Communities and Transport in 2011, the Churston, Galmpton and Broadsands Community

Partnership were requested to carry out a further consultation exercise to recommend a preferred option for a scheme to be progressed. The Working Party recommended implementation of Option 2 (alternate version) at their meeting in March 2012, however the scheme was subsequently deferred due to inadequate funding.

- 4.5 In 2015 the Council's Partner Consultant has carried out a more detailed study on the original options, alternative options and a future junction option. DfT funding has been granted by the Local Transport Board to include an improvement to the junction as part of the Western Corridor Improvements.

Supporting Information

5. Position

- 5.1 A study into options for short and long term options was carried out in 2004 by Torbay Council's former partner consultant to evaluate potential improvements to the Windy Corner Junction. A consultation event followed in 2005 to ascertain views of both affected residents and commuters on the preferred option for an improvement scheme for the junction.
- 5.2 The study identified 2 options for improvements that would provide the required level of benefits for short term growth (estimated traffic levels at 2011). Option 1 was for a lane widening to a section of Dartmouth Road taking a section of Churston Common to provide additional length to the south bound approach lanes. Option 2 provided the same outcome but was achieved by taking part of the existing junction with Bascombe Road to create an additional lane in the north bound direction.
- 5.3 Following the consultation, the results were presented to the Working Party, which although there was not a high response, showed more support for Option 1. The Working Party recommended that this option was taken forward to be implemented.
- 5.4 In order to progress this option an order was advertised to request the Secretary of State to authorise the exchange of some Common land with some existing Torbay Council owned land in the vicinity. The advertisement resulted in over 200 objections and this level of objection would be likely to have required the Secretary of State to hold a Public Inquiry prior to making any decision.
- 5.5 The majority of the objections were from residents in the Galmpton area due to the loss of amenity space.
- 5.6 Following discussions with the Churston, Galmpton and Broadsands Community Partnership (CGBCP) and the Galmpton Residents Association (GRA), the Executive Lead Member for Safer Communities and Transport requested that officers allowed the Community Partnership to carry out a further consultation on the options in order that a preferred scheme could be put forward by the local community. Officers did not have a particular preference over the two schemes as they both provided the same desired outcome.
- 5.7 A consultation event was held in November 2011 at which the two original schemes were presented along with a third option which showed Option 1 with a reduced

land take to the Common on the western side. The GRA also put forward a potential fourth option which proposed providing additional forward lanes to the junction.

- 5.8 An indicative plan for Option 1 is attached in **Appendix 1** and for Option 2 in **Appendix 2**. **Appendix 4** shows the potential option put forward by the GRA.
- 5.9 Following the CGBCP consultation officers were advised that Option 2 had been substantially preferred, (**Appendix 5**) however this was with a few issues that were requested to be looked at further. The issues included re-alignment and priority changes to the junction with Bascombe Road, re-location of the proposed bus stop closer to its present position and the agreement on pre and post construction queue testing of the side roads, especially Langdon Lane.
- 5.10 An outline plan based on the recommendations listed by the CGBCP was produced and returned to them for comment. It should however be noted that the bus stop is shown in a constructed bay, however this could be marked on the carriageway to reduce loss of common land, however this would affect the performance of the junction. A copy of the revised Option 2 drawing is included in **Appendix 3**.
- 5.11 Officers were made aware that the GRA also showed support for their fourth option. Officers have however had the opportunity to review this and the option has been modeled as part of the 2015 study. The results show that although the proposal would provide a similar level of improvement to Options 1 and 2, it would require the acquisition of some private land, may require major service diversions and may also require some minor land take from the Common for the scheme to work effectively. Officers would therefore advise that this option on its own is not deliverable as part of the current Western Corridor proposals and is not recommended for progression at this time; however the basis has been looked at as part of a long term proposal for the junction.
- 5.12 The issue of queuing from Langdon Lane has been identified by some residents along with the potential for increased difficulty in exiting the junction. The revised plan does not show any alterations to the junction, however officers could carry out a before and after study of waiting times for vehicles exiting the junction and if a significant increase in waiting times are observed look to make alterations. It should be noted that any additional traffic signals in the vicinity would have a significant impact on the capacity of the junction. The junction is however likely to require some alteration in the future as part of a long term scheme.
- 5.13 The consultation results were considered by the Working Party at their meeting in March 2012, where Option 2 (alternate version) was recommended for progression. Following this meeting however, the scheme was deferred due to the financial position and subsequently included within a successful funding bid for the Western Corridor Improvements, which have funding provision for a series of schemes over a three year period between 2015 and 2018.
- 5.14 The 2015 study has looked at a number of options for junction layouts at Windy Corner and the results have shown that the options already considered and included in this report remain the most effective in terms of performance and cost benefit.

- 5.15 As part of the most recent study, the consultant was requested to look at the longer term requirements for this junction. Whilst the proposals in options 1 and 2 were originally deemed to be adequate for proposed traffic flows up to 2011, the study has shown that they would also meet the predicted traffic flows for the period up to 2017. This means that it was important that the study looked further ahead and **Appendix 4** shows an 'in principle' layout that would meet the predicted traffic growth up to 2032 and would be likely to be required for implementation by 2026. It should be accepted that this layout is only a first draft, however it demonstrates that the implementation of either Option 1 or 2 would not be abortive work and can be incorporated into a longer term strategy to gain funding for further improvements to the junction in the future.
- 5.16 Funding for the scheme has been approved from the Department for Transport by the Local Transport Board as part of the Western Corridor Improvements Scheme. The improvements to Windy Corner have been scheduled to be implemented during the 2017/18 financial year.

6. Possibilities and Options

- 6.1 As Option 2, with the minor amendments, was the preferred option from the most recent consultation event, this may be progressed as the preferred scheme to be carried out as part of the Western Corridor Improvements, this will require some common land on the Bascombe Road side, to be taken for the scheme and will require an Order from the Secretary of State, which may result in objections and the potential of a Public Inquiry.
- 6.2 Option 1 could be progressed in accordance with the original recommendation of the Working Party. Officers have produced an alternative version which takes less common land from the western side; however this would still require the Order as previously advertised to be taken to the Secretary of State who is likely to require a Public Inquiry due to the level of objections.
- 6.3 The fourth Option proposed by the GRA could be taken forward however this will require the acquisition of private land, potentially requiring a Compulsory Purchase Order and may not be deliverable within the current level of funding.
- 6.4 That the longer term 'in principle' proposal is taken forward for further development, for potential future funding with one of the above options implemented as a first phase.
- 6.5 That no scheme is implemented in the short term and the longer term solution is taken forward as a funding opportunity in the future.

7. Preferred Solution/Option

- 7.1 It is recommended that the option in item 6.1 above is implemented as part of the Western Corridor Improvements as a first phase of improvements along with item 6.5 to include within a longer term strategy.

8. Consultation

- 8.1 The Windy Corner junction study and proposals have now been subject to two separate consultation processes.
- 8.2 The recommendation in this report is based on the response from the CGBCP following the most recent consultation event.
- 8.3 Further consultation with the CGBCP and GRA will be carried out prior to the placing of any notices to acquire common land and regarding the development of the longer term strategy.

9. Risks

- 9.1 The preferred option will still require the acquisition of some common land. The consultation showed that there were a number of residents who felt that no action be taken. The acquisition of the land will require an Order from the Secretary of State to which there are likely to be some objections. This may result in a Public Inquiry being required and may result in further delay.
- 9.2 The consultation also showed a significant level of concern regarding the perceived difficulties in exiting Langdon Lane. The preferred option has a requirement to carry out pre and post monitoring of queuing times for vehicles exiting the junction. There is a risk that if queuing and delay increases following completion of the scheme that further improvements may be requested. This would result in additional expenditure and have a detrimental effect to the performance of the junction.
- 9.3 The proposed schemes are considered as short term solutions accounting for traffic growth up to 2017. There is a risk that future funding for longer term improvements may not be forthcoming.
- 9.4 Windy Corner already suffers from significant peak time delays. If improvements are not implemented congestion in this area is likely to increase to well beyond saturation in the short term.
- 9.5 Congestion at Windy Corner may be seen as a barrier to future economic growth along the Western Corridor and to Brixham. The funding provided for the Western Corridor has been granted on the basis that it will promote further growth. Failure to deliver a scheme may be detrimental to the success of future funding bids.
- 9.6 The improvements will allow for improved pedestrian crossing facilities at the junction. The current layout does not enable crossing facilities to be improved and therefore if the junction improvements are not carried out, pedestrians in the area will continue to be disadvantaged by the lack of controlled crossing facilities.

Appendices:

- Appendix 1 Indicative Plan of Windy Corner Option 1
- Appendix 2 Indicative Plan of Windy Corner Option 2
- Appendix 3 Indicative Plan of Option 2 – Alternative Version
- Appendix 4 Indicative Plan of GRA proposed Option
- Appendix 5 Response from Community Partnership 2012

Additional Information:

None.

Documents available in Members' Rooms:

None.

Background Papers:

Report of Transport Working Party March 2012

Report by Jacobs - Assessment of Junction Options - 2015