



Title: **Windy Corner – Proposed Junction Improvement**

Public Agenda Item: **Yes**

Wards Affected: **Churston with Galmpton**

To: **Transportation Working Party.**

On: **29th March 2012**

Key Decision: **No** How soon does the decision need to be implemented **Jan 13**

Change to Budget: **No** Change to Policy Framework: **No**

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1. What we are trying to achieve and the impact on our customers

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

2. Recommendation(s) for decision

2.1 That Option 2, the use of part of an existing section of Bascombe Road to create a southbound lane 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.

3. Key points and reasons for recommendations

3.1 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.

- 3.2 The Transportation 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.
- 3.3 The proposed land exchange required to implement option 1 has been advertised and has resulted in a large number of objections being received.
- 3.4 Following a request from the Executive Lead Member for Safer Communities and Transport, the Churston, Galmpton and Broadsands Community Partnership have been requested to carry out a further consultation exercise to recommend a preferred option for a scheme to be progressed.

For more detailed information on this proposal please refer to the supporting information attached.

**Patrick Carney
Service Manager – Streetscene and Place**

Supporting information

A1. Introduction and history

- A1.1 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.
- A1.2 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.
- A1.3 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.
- A1.4 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 Enquiry prior to making any decision.
- A1.5 The majority of the objections were from residents in the Galmpton area due to the loss of amenity space.
- A1.6 Following discussions with the Ward Members, 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 2 schemes as they both provided the same desired outcome.
- A1.7 A consultation event was held in November 2011 at which the 2 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 Galmpton Residents Association (GRA) also put forward a potential 4th option which proposed providing additional forward lanes to the junction.
- A1.8 An indicative plan for option 1 is attached in Appendix 1 and for option 2 in Appendix 2.
- A1.9 Following the Churston, Galmpton, and Broadsands Community Partnership (CGBCP) consultation officers were advised that option 2 had been substantially preferred, 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.

A1.10 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.

A1.11 Officers were also made aware that the GRA also showed support for their 4th option. Officers have however had the opportunity to review this and would advise that although the proposal had some merits, it would require the acquisition of some private land, may require major service diversions and will also require some land take from the common for the scheme to work effectively. Officers would therefore advise that this option is not deliverable in the short term and is not recommended for progression at this time; however the basis could be looked at in the future to provide further long term improvements to the 2 original options.

A1.12 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 would 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.

A1.13 Members should also be mindful that more than 7 years has now lapsed since the original study was carried out and that means that we are already at the point in time that the study had designed short term improvements for. There may therefore be a case to consider whether the implementation of the short term options is cost effective at the present time and whether a more long term solution should be progressed.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 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.

A2.1.2 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.

A2.1.3 The proposed schemes were prepared as short term solutions accounting for traffic growth up to 2011. As the period for growth has elapsed there may now only be a relatively short period before further capacity to the junction will be required.

A2.2 Remaining risks

A2.2.1 Windy Corner already suffers from significant peak time delays. If improvements are not implemented congestion in this area is likely to increase.

A2.2.2 Congestion at Windy Corner may be seen as a barrier to future economic growth along the Western Corridor and to Brixham.

A2.2.3 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.

A3. Other Options

A3.1 Option 1 could still 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 advertised to be taken to the Secretary of State who is likely to require a public inquiry.

A3.2 Members may consider that due to the time which has now lapsed that the scheme be reconsidered in its entirety to take account of the long term traffic growth. This would mean that a scheme would not be delivered in the short term and would require the allocation of additional future funding.

A4. Summary of resource implications

A4.1 The scheme would be implemented by officers within the Streetscene and Place business unit and be funded from Growth Points Capital allocations with the possible use of section 106 planning contributions.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 The implementation of the scheme will contribute to a reduction in traffic congestion and an improvement to air quality in the area.

A5.2 The junction improvement will provide improved pedestrian crossing facilities which will benefit vulnerable members of society who have difficulty in accessing the local facilities in the area. It will also improve access to public transport.

A5.3 The improvement would result in the loss of some existing common land, which would be a reduction in amenity space.

A6. Consultation and Customer Focus

- A6.1 The Windy corner junction study and proposals have now been subject to two separate consultation processes.
- A6.2 The recommendation in this report is based on the response from the CGBCP following the most recent consultation event. The response from the Community Partnership is attached in Appendix 4.

A7. Are there any implications for other Business Units?

- A7.1 The acquisition of land will require a legal order to be made by the Secretary of State. Legal Services will be required to progress the issues relating to the order.

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 Copy of Consultation response from CGBCP

Documents available in members' rooms

None.

Background Papers:

The following documents/files were used to compile this report:

Local Transport Plan 2005-2011
Local Transport Plan 2011-2016

Windy Corner Junction Study Report – 2004 prepared by Parsons Brinckerhoff