

Patrick Carney  
Group Service Manager - Street scene and Place

30 January 2012

Dear Patrick,

**Re: Windy Corner Junction changes.**

I write in relation to the recent consultation held by the Community Partnership with the intention of updating you on the results and setting out a route forwards.

1. As you are aware within the CGB CP area there is on the whole reluctant acceptance of the need, having been so advised by your department, to upgrade the Windy Corner Junction to provide for increased traffic flow into the Brixham Peninsular.

Local residents are aware of the existing traffic problems but equally aware of the undesirable local impact of the changes themselves. It is clearly of utmost importance that the traffic capacity increase is used to reduce journey times and facilitate more employment rather than being sucked up the building of more housing developments. With local residents having had the good faith to accept your department's advice, I sincerely expect your department will similarly now show good faith in relation to the highways representations provided to the planning department in respect of proposed developments which make use of this junction.

2. As you are now also aware, having consulted the community on four separate junction modification options, the option informally known as option 2 (i.e., an island between the two carriageways of the Dartmouth Rd with part of Bascombe Road being used for the carriageway into Brixham) was in principle and subject to certain caveats substantially preferred. Hence, we can focus all further discussion on option 2 exclusively please.

3. Although option 2 is preferred in principle, there are a number of changes that residents have highlighted as important to the success of this scheme. These are as follows:

- The redesign of the Dartmouth Road and Bascombe Road junction so that one road becomes more perpendicular to the other – in the absence of this more traffic is likely to use secondary and not arterial roads;
- The removal of the right turn option into Bascombe Road on the Torquay bound carriageway of the Dartmouth Road – this is rarely used and it will likely make for a more satisfactory 'island' layout i.e., (1.) facilitating 2 separate rows of traffic to exit from Bascombe Road with (i) a 'right turn' onto Dartmouth Road to Paignton; and (ii) a 'straight across' onto the Ring Road to Tweenaway; and (2.) avoiding the need for traffic to cross each other on the island as it does at the Waterside / Cherrybrook / Dartmouth Road junction, all of which can only served to improve safety.
- Consideration of the Bus-stop at the junction of Langdon Lane. It is my opinion from the feedback that the retention of a bus stop is important, but that it does not have to be at this specific location if an alternative is similarly accessible etc. Please could you consider alternatives and their proximity particularly to the Dr's surgery in Galmpton village. For example only, could a bus stop be located a similar distance from the surgery but further towards Brixham along the Dartmouth Road if a pedestrian route cut across the Common? Clearly, the Galmpton Residents Association need to be involved in consideration of these options and the Community Partnership is the information conduit to facilitate this, but it would help if yourself and your colleagues could come up with a range of a couple of potential options for the local community to select from (in the same way we have done with the junction change itself).
- The agreement of queue testing of all Windy Corner access roads(inc Langdon Lane and Bascombe Road etc) pre and post change.

Please could you consider a revised drawing showing the above such that I can present it at a Community partnership meeting on 22nd February.

4. In relation to the continued discussions with the Galmpton Residents Association and other parties vis the loss of Common land and whether or not sufficient or satisfactory alternative land has been made available in offset, can I direct your attention to the grass verge at the junction of Bridge Road and Dartmouth Road.

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It is my opinion that, considering the local community as a whole (i.e., residents in all of Churston, Galmpton and Broadsands), this land could be seen as a useful addition to the land adjacent Bascombe Road that is already being offered and particularly given in contrast to Option 1, Option 2 means the loss of Common land primarily from the Churston side of the Common.

The size of the whole of the verge fronting both Bridge Road and Dartmouth Road is of reasonable size (so as to avoid being seen as a token gesture) and I would recommend the Council offered the whole of this land parcel. This said, given Torbay Council has no long term policy that would necessitate retention of this land, and the land has no obvious potential use other than for local amenity similar to that of a Common anyway, such a transfer would not be at much cost to the authority.

As a result, such a transfer would surely appear prudent if, as part of the larger picture, it helped calm local community anxiety over loss of Common land in the Churston, Galmpton and Broadsands area.

With kind regards,

Adam.

Adam Billings



Chairman; Churston, Galmpton and Broadsands Community Partnership  
Vice Chairman; Brixham Peninsular Neighbourhood Plan