



Mr M Crabtree
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Date: 5th March 2019

Dear Mr Crabtree

Re: Windy Corner Highway Improvement

I refer to your email of 3rd March 2019 in respect of your concerns around the above scheme, which is due to commence shortly.

I note that you have requested responses on specific points and I am responding to these as follows:

1. The rationale for commencing this scheme in March is really based around the availability of contractors, including those carrying out the required diversionary works for Public Utilities. We originally hoped to commence in late January/early February, however some utility companies were unable to agree a suitable start date to accommodate this.

We would not commence these works if completion before the Summer period could not be programmed, however we were also aware that the appointed contractor could not commit to an autumn start in this case. Any decision to delay the works would therefore have resulted in commencing the planning and procurement process again with a likely start not expected until early 2020.

The successful Contractor has now produced a programme showing expected completion at the end of June 2019 and it has been decided to proceed on that basis.

Unfortunately, despite many months of planning, issues such as Public Utility Works are not always completely within our control and this often dictates our programming of major schemes.

2. The Impact analysis of this scheme being carried out at the same time as the Brixham Road Improvement was also a consideration in point 1 above. The phasing of the Windy Corner Works demonstrates that the majority of the scheme can be carried out by

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maintaining two way traffic through the junction, with more disruptive surfacing works being restricted to evening/nighttime working. It is not therefore anticipated that traffic congestion will be significant through these works and with respect to Brixham Road, traffic flow is expected to improve on the levels currently experienced, as the scheme moves into the latter stages from April onwards.

Clearly with works of this nature we can never give any guarantees that there will be no disruptive effect of the two schemes, however the impact is expected to be kept to a minimum and there are clearly advantages in having both of these improvements in place for the forthcoming Summer.

3. The planned completion date for Windy Corner is the end of June 2019 and the expected completion date for Brixham Road is early July 2019.

I am aware that there is concern over the timescale for the Brixham Road Works and we have always maintained that this was by far the most technically challenging section of the series of Western Corridor Improvements to construct. Please be assured that our engineers are working closely with the contractor to overcome any issues that occur during the scheme. The site is however very restricted in terms of working space and this hampers opportunities to efficiently increase any resources on site at the present time.

The Windy Corner scheme is a considerably smaller scheme with less technical issues and as such the completion within the proposed timescale should be achievable.

4. Draft details of the traffic management for Windy Corner is available on our Website on the link below under the 'Windy Corner' tab. These dates are always subject to change as the scheme progresses, however the phasing demonstrates the intention to maintain two way traffic flow as much as is reasonably possible.

<https://www.torbay.gov.uk/council/policies/transport/local-transport-board/western-corridor/>

5. With respect to the question of the life span of the junction, you are correct in the fact that the design is already 10 years old and realistically further capacity is likely to be required within a further 10 year period.

I anticipate that a further upgrade will form part of options considered for proposals for the next Local Transport Plan, however this is likely to be a much larger and more challenging scheme, which is likely to focus on increased capacity to the signalised junction.

As part of our considerations for the current improvement scheme, we have concluded that the works proposed for this year will not be abortive works in this respect and will actually compliment any future upgrade of the signalised junction, whilst providing significant improvements to traffic flow in the short term.

I hope the above information has provided some assistance and we will endeavour to update our website as the scheme progresses. Whilst there is always the possibility of some disruption due to these works, I hope that the information provided shows that we intend to minimise these occasions.

Yours sincerely

Ian Jones
Highways and Transport Service Manager

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