



A380 South Devon Link Road (Kingskerswell Bypass)

Public Inquiry

Devon County Council's Response to

Proof of Evidence of Mrs R. Howes

(Obj 49): OBJ/HOWES(49)/P/1

Response by David Black

1 INTRODUCTION

1.1 This is Devon County Council's response to the objections made by Mrs R. Howes in her Proof of Evidence (**OBJ/HOWES(49)/P/1**).

1.2 The Proof of Evidence raises two issues as follows:

- *'The proposals for the closure and restrictions of roads leading to and from the Milber, Aller and Newtake Estates will result in an inordinately increased concentration of traffic to, from and upon these estates. Most of these roads, especially on the older Milber Estate, are narrow residential roads with on-street parking only and thus will suffer badly from the considerable increase in traffic'; and*
- *'The proposed closure of the southern end of Addison Road and the closure the A380 of Aller Brake Road [sic] will constitute a real detriment and increased danger to people living on the Buckland, Milber and Newtake Estates'*

1.3 These issues were also raised in the objection letter dated 7th November 2008 and are responded to in DCC/P/4 paragraphs 15.4.1 – 15.4.6. In addition, the objection letter raised issues relating to alternatives which are responded to at DCC/P/1 paragraphs 11.3.1 – 11.3.5 and DCC/P/4 paragraphs 15.2.1 – 15.2.5.

2 THE CLOSURE AND RESTRICTIONS OF ROADS IN THE ALLER AREA

2.1 Both these aspects refer to the rationalisation of accesses from the Milber, Aller and Newtake estates to the A380 due to the Scheme and the provision of new facilities. Detailed information on the current and future situation is provided in David Black's evidence DCC/P/4 section 15.4.

2.2 The current layout allows traffic to access and egress from the estates onto the A380 at Addison Road and Aller Brake Road. With the Scheme in place, the right turn movement into and out of these roads onto the A380 will not be practical due to the high volumes of traffic and cannot be provided onto the dual carriageway in a safe and satisfactory manner.

2.3 The Scheme does provide provision for this movement at the Aller grade-separated junction. At this location, it can take place safely and there is sufficient capacity to ensure there will be no congestion.

2.4 The current access to St. Marychurch Road and Shaldon Road is subject to congestion during peak periods. The Scheme will reduce "rat running" on St Marychurch Road, highlighted in Table 28 of David Black's evidence DCC/P/4, and reduce congestion at Penn Inn due to

the construction of a flyover. Therefore there will be less congestion in the St. Marychurch Road and Shaldon Road areas, and hence the access to and from the estates will be both safer and easier than at present.

- 2.5 In addition, to avoid traffic having to travel through the estates a new access is to be provided connecting Aller Brake Road to St. Marychurch Road (this would only allow left-turns out of the estate and right-turns in).