



# A380 Kingskerswell Bypass ( South Devon Link Road )

**Newsletter 02**

**August 2006**

Welcome to the second six monthly Kingskerswell Bypass Newsletter aimed at keeping interested parties informed about progress with the scheme.

## **Recent Developments**

The South West region has now completed its work in deciding priorities for transport schemes over the next 10 years and Government has been advised. A response from the Minister was announced on 6th July confirming that he accepted the region's advice on priorities.

Kingskerswell Bypass has fared well during this process and is now contained in an indicative list of schemes for delivery from 2009/10 to 2015/16. So the scheme has now been recognised and accepted as a regional priority, successfully completing the first step towards obtaining programme entry and funding. The scheme programme has been adjusted to fit the region's programme with the start of works in Spring 2010.

In response to local opinion, a small change to the scheme removes the original proposal to route the No. 12 bus through the Milber and Aller Park estates in Newton Abbot, leaving only the provision for cyclists and pedestrians to travel separately from the new A380 dual carriageway between Penn Inn and Aller Brake Road. This small change gives a significant saving in scheme costs due to the reduction in the need for retaining walls.

## **What Happens Now - The Next 12 Months**

Having completed the regional funding process, the next key step is to continue with the preparation of the major scheme bid. This will be a joint bid to Government by Devon and Torbay, and acceptance of the bid would put this in the Government's programme for major schemes nationally.

The outcome of the bid would be expected during this winter and confirmation of programme entry would allow the two Councils to publish Compulsory Purchase Orders and Side Road Orders in Spring 2007.

## **Next Steps**

It is possible that objections to the Orders may require a Public Inquiry to be held, at which the details of the Orders, but not the principle of the bypass, can be examined. It is unlikely that the outcome of any inquiry would be known before Spring 2008.

A successful outcome to any Inquiry would allow tenders for construction work to be invited with the aim of commencing work on site in the Spring 2010.

## Frequently Asked Questions

**Q** Why not alter the signal timings at Jurys Corner or install more “hi-tech” signals ?

**A** The current timings are a balance between keeping the A380 flow to a maximum while still allowing the side roads to access the A380. The green time available to the side roads is extremely short at a maximum of only fifteen seconds, and is only provided when vehicle detectors detect queuing vehicles. “Hitech” signal systems e.g. MOVA can provide benefits where queue lengths fluctuate on the various arms of the junction. However, in the existing situation where the A380 queues for a long way in each direction, such systems cannot operate effectively.

**Q** Why not install a pedestrian footbridge at Jurys Corner ?

**A** A pedestrian footbridge would be a large structure rising above or level with bedroom windows and would require land-take to provide the substantial ramps necessary. Such a structure would be highly intrusive locally, out of character with the residential area and may not be used by all.

**Q** What compensation is available for properties that are affected by the scheme ?

**A** Where land for the scheme is required from the property, the compensation will cover the value of the land taken, the depreciation in the value of the land retained, disturbance and removal fees. Compensation can be claimed as soon as the Council serves a Notice to Treat seeking to acquire the land.

Where no land is required from the property, the right to compensation is set out in Part 1 of the Land Compensation Act 1973. and Compensation is based upon the depreciation in the value of the property due to the “physical factors” caused by the use of the public works. The seven physical factors are noise, vibration, smell, fumes, smoke, artificial light and discharge into the land of any solid or liquid substance. Claims cannot be made until 12 months after use of the scheme first commenced and the Councils will advertise this in the local press at the time.

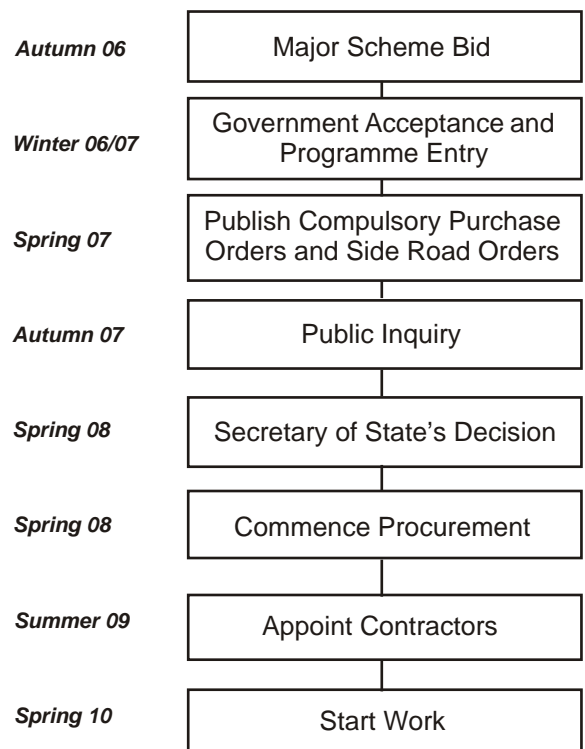
**Q** What further work is required regarding air quality now that Teignbridge District Council has declared an Air Quality Management Area for the A380 between Penn Inn and Kerswell Gardens ?

**A** The planning permission for the scheme includes a condition that further air quality modelling work shall be conducted and demonstrate that the overall impact will be beneficial to the Air Quality Management Area. This modelling work is more detailed than the original work undertaken for the scheme's Environmental Statement and will be commenced in the next month or so.

**Q** What steps are being taken to ensure that the proposed off-site nature conservation and compensation measures can be delivered ?

**A** Devon County Council and Torbay Council have commissioned work to arrange long term land management agreements with land owners, beyond the limits of the scheme, to ensure the beneficial management of appropriate habitats. These land management agreements specifically relate to improving habitat for bats and cirl bunting.

### Next Key Steps :



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