

BACKGROUND

History

- The first route for a Kingskerswell Bypass was set down in the Devon County Development Plan of 1951 and ran parallel to the railway.
- In 1977 the County Council carried out public consultations on a number of routes.
- Following this consultation the current route was adopted as the preferred route.
- Further public consultation took place in 1987. Detailed changes to the scheme were adopted in 1988 following this consultation.
- In 1989, the Department of Transport agreed to make the A380 a Trunk Road upon completion of the bypass.
- In the Trunk Road Review of 1993 the scheme was placed in the national Priority 1 category. Design and development work continued with the aim of publishing scheme orders in 1995.
- In 1995 the Government published the paper 'Managing the Trunk Road Programme'. This resulted in all work on the scheme ending, with the scheme being dropped from the Government's Trunk Road Programme in 1996.
- Since 1998 Devon County Council and Torbay Council have been jointly pursuing delivery of the scheme and public consultation exhibitions were held in Spring 2002.

Development Post Public Consultation

- In progressing the design of the roundabout at the Aller junction, refinement of the traffic modelling resulted in an increase in the predicted turning traffic flows. The roundabout proposed was close to its maximum capacity and the increase in turning traffic flows, together with a review of the opinions expressed at the public consultation, led to re-design of the junction. Therefore the layout at Aller junction now incorporates full grade separation.
- Noting the wishes expressed by residents of the Aller Park area and following consultation with the emergency services, the scheme was modified to include an additional access to the estate from the proposed local route at the west end of Aller Brake Road.
- A Planning Application and supporting Environmental Statement and Flood Risk Assessment was submitted to the planning authorities in November 2004.
- Conditional Planning Consent was granted in August 2005.

Development Post Planning Consent

- Noting the wishes of residents of the Milber area the proposed bus route via Addison Road was excluded from the Scheme leaving provision for cyclists to travel separately between Penn Inn and Aller Brake Road. In summer 2006 a public exhibition was held to display revised proposals.
- During 2007, Statutory Referencing was undertaken in order to confirm the land ownership details from owners and occupiers likely to be affected by the proposed scheme.
- This work will lead to publication of a Side Roads Order and a Compulsory Purchase Order.