



A380 South Devon Link Road (Kingskerswell Bypass)

Public Inquiry

Supplementary Orders

Devon County Council's Response to

Proof of Evidence on behalf of Teignbridge Friends of the Earth

(Obj 168): OBJ/TGFOE(168)/P/1

Response by Paul Ewings

1.0 Introduction

- 1.1 Mr David Bailey on behalf of Teignbridge Friends of the Earth, in his letter dated 27th August, objected to the Supplementary Compulsory Purchase Order and the No 2 Side Roads Order on a number of grounds. These grounds are included in Chapter 10 of **DCC/P/12**, together with Devon County Council's response. They are summarised below, together with the paragraph reference in Chapter 10 of **DCC/P/12**.
- Emergency Vehicular Access to Kerswell Down – see paragraph 10.2.1 of **DCC/P/12**
 - Damage to woodland – see paragraph 10.2.15 of **DCC/P/12**
 - DCC has not considered sustainable alternatives– see paragraph 10.8.1 of **DCC/P/12**
- 1.2 This Response (**DCC/REB/22**) to the Proof of Evidence of Mr David Bailey, on behalf of Teignbridge Friends of the Earth (**OBJ/TGFOE(168)/P/1**) has been prepared by Paul Ewings. A number of the grounds for objection have already been addressed and do not arise by reason of the Supplementary Orders. Where the grounds are the same as those raised earlier, the earlier responses in other Proofs of Evidence or in Rebuttal are referenced in this response. Rebuttals to the proof of evidence and written representations submitted by Mr Bailey in respect of the main Orders were provided as **DCC/REB/18** and **DCC/REB/19**.

2.0 Summary of Grounds

- 2.1 Mr David Bailey, on behalf of Teignbridge Friends of the Earth, in his proof of evidence dated 1st October 2009 objects to the Supplementary Orders on a number of grounds:
- Insufficient consideration by DCC of the reconstruction of Kingskerswell Railway Station, with a regular rail service, as a sustainable alternative.
 - Inappropriate provision of cycle routes does not help modal shift.
 - Construction of the Scheme would lead to increased traffic and therefore 'violate' the Stern Report.
 - The Scheme originated some 40 years ago when environmental impacts were not recognised.
 - Existing journey times are not excessive.
 - Central Government's lack of encouragement of modal shift.

3.0 Reconstruction of Kingskerswell Railway Station

- 3.1 Mr Bailey states that reconstruction of Kingskerswell Railway Station, with a regular rail service would be a sustainable alternative to the Scheme.
- 3.2 Re-opening of the rail station at Kingskerswell is addressed in section 12.5 of David Black's Proof of Evidence (**DCC/P/4**), in section 5 of **DCC/REB/18** and in section 3 of **DCC/REB/19**.

4.0 Declining surplus of oil

- 4.1 This issue is addressed in section 9 of **DCC/REB/21**.

5.0 Inappropriate provision of cycle routes does not help modal shift

- 5.1 The South Devon Link Road Scheme forms part of an overall integrated transport strategy. The next stage of the plan will be enhancement to the bus services, which could use the existing route through Kingskerswell, improvement to rail services, completion of the NCN28 cycle route from Dartmoor to Torquay (which will go through Kingskerswell) as well as the construction of Kingskerwell Rail Station in the longer term (**DCC/P/4** Section 13.1, Table 43). As well as this, Devon County Council are committed to developing demand management measures and initiatives, including travel planning, as detailed in **DCC/P/4** Section 14.2. The Scheme therefore only forms one part of a wider, integrated strategy to encourage travel by sustainable modes.
- 5.2 Devon County Council is currently developing the National Cycle Network (NCN28) between Dartmoor and Torbay. The section between Mortonhampstead and Bovey Tracey is currently being designed together with the section collect CONNECT2 in Newton Abbot. As the scheme develops, it is envisaged that it will connect through Decoy Industrial Estate and utilise the existing A380 through Kingskerswell to connect to the outskirts of Torquay. This cycle route will provide a direct cycle route linking Torbay, Kingskerswell and Newton Abbot to allow cycle travel between these areas as an alternative to the car.

6.0 Construction of the Scheme would lead to increased traffic and therefore ‘violate’ the Stern Report

- 6.1 This issue is addressed in section 12 of **DCC/REB/18**.

7.0 The Scheme originated some 40 years ago when environmental impacts were not recognised.

- 7.1 This issue is addressed in section 2 of **DCC/REB/5**.

8.0 Existing journey times are not excessive.

- 8.1 This issue is addressed in section 3 of **DCC/P/4**, in section 3 of **DCC/REB/5** and in section 7 of **DCC/REB/18**.

9.0 Central Government’s lack of encouragement of modal shift.

- 9.1 This issue is addressed in section 3 of **DCC/P/2** and in section 9 of **DCC/REB/18**. Section 3 demonstrates that the Scheme complies with current national transportation policy.