

Yvonne Parker,
The Programme Officer,
Kingskerswell Public Inquiry,
DCC, County Hall,
Matford Lane Offices,
Topsham Road,
Exeter, EX2 4QW

1/10/09

Len Short,
21 St James Rd,
Upton,
Torquay.
TQ1 4AY

(Tel: 01203-328001)

Acquisition of Land Act Certification Sect: I9.IA I98I Act.
The Devon County Council A380 South Devon Link Road (K/kerswell Bypass) Supplementary Compulsory Purchase Order 2009 and
The Devon County Council (A380 South Devon Link Road (Kingskerswell Bypass) Classified Road) (No.2 Side Roads) Order 2009

Dear Inspector,

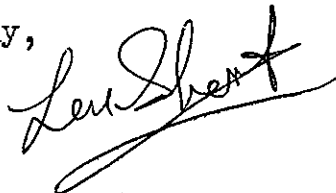
I wish to object to the above Orders re: the CPO of common land at Kerswell Downs because it is being purchased with the intention of building the South Devon Link Road (SDLR) previously the Kingskerswell Bypass. (Ref: COM I05)

My enclosed objection (Appendix I) to Rosie Winter ~~ton~~ and its acknowledgement (Appendix II), after 2 months, I thought would be forwarded to the Public Inquiry Inspector at the PIM on 3rd June 2009 at Newton Abbot racecourse, Kingsteignton for inclusion at the Inquiry on 7th July 2009.

In retrospect this was not the case as I only found out after the Inquiry had started that my letter of objection had not been received by the Inquiry organiser so I was unable to present it as Proof of Evidence or speak. So that is why I am sending it to you now in the hope that it would be possible for me to submit it to the Inquiry Inspector with additional evidence (Appendix III and IV) if it is appropriate to do so?

If this is not the case then I would hope that you, or someone in your department, would read it and take it into consideration when any decision is to be made - thank you.

Yours sincerely,



(Len Short, Torbay FoE,
CIWF, LACS & "Animal
Voices")

Appendix I, II, III, IV, V. (5)

p.s. I would appreciate a reply to my letter (an acknowledgement at least) and if my comments and facts/figures are acceptable to you please accept them as my Proof of Evidence and they should reach you before the 6th Oct: 2009. Thank you.

p.p.s. If my Proof of Evidence is acceptable to you I would like to speak at the Inquiry ie: read some or all of my evidence below. (Appendixes I, III, IV, & V)

Ref: the above:-

Supplementary Compulsory Purchase Order 2009- Ref: CTD/
and (AI8837.
Re: Exchange of Common Ground Plot 4/5 CI6I Maddacombe.
And any plans for adjacent fields, Ref. Com I05 I2B I2C
Section I9 Zone 4/05.

(ROSIE WINTERTON MP)

The Transport Minister, ~~Secretary of State for Transport~~,
 Secretary of State for Transport,
 Great Minster House,
 76 Marsham Street,
 London SW1P 4DR
 28th January 2008

Len Short,
 21 St. James Rd
 Upton,
 Torquay,
 Devon.
 TQ1 4AY

Dear Minister,

I wish to object to Devon County Council/Torbay Council's proposal to build the South Devon Link Road (Kingskerswell bypass) between the Penn Inn roundabout and Kingskerswell Gardens (Hamlin Way) A380 road.

I believe that there are two other 'cheaper' alternatives - to satisfy government guidelines too and which the Devon CC and Torbay BC are opposed to. I am objecting to those too!

As you may be aware, there has been persistent exaggerations of the traffic flows along the A380 between the two above mentioned roundabouts.

For example:- "It (A380) takes longer than the previous 100 miles" (PSSanders, HE 22/8/07)

"I can get to Chicago quicker..." Manager of Bookhams? 'Shadow Minister checks out traffic chaos' (HE, 13/11/07) headline) yet there was no report of the said Minister experiencing any chaos! (Andrew Mitchell MP)

Likewise, previous to the local elections last May, David Cameron (Gov) visited Torbay, and afterwards, again there was no mention in the media (Herald Express) about any delays to him while travelling on the A380 and Torbay Ring Road (Bypass). "...regular and severe congestion" on the A380 through Kingskerswell (Devon CC transport official).

However, Cllr. Lewis stated, "It is possible (note, possible) to travel quite quickly on the existing road this time of the year ...but in the summer...it can take a long time." (HE, 30/11/07) There's about double the traffic in the summer!

Finally, (though there are plenty more) "...who wants to spend hours queuing for just a couple of miles (A380)... (Opinion, HE, Editor? 10/4/07). Yet the Opinion column (previous Editor?) says, re: the new MET Office commuters (HE, 7/6/03) "30 minutes (between Torbay and Exeter) is no time at all." (this is possible with little or no delays!). The Editor claimed he was on holiday at this time - but he didn't deny that he wrote it, remember, that the Herald Express was running a vigorous pro-bypass campaign then and still is under the new Ed.

Today (23rd Jan) I travelled between the Penn Inn and Kingskerswell roundabouts (A380) at 12.04pm it took me 6 1/2 minutes (fastest legal time is 5 1/2 mins) - 6.5 & 5.5 mins:). I have done this several times by car and between 7 mins - 11 mins by bus, the latter at 5.30pm in the rush hour. Also 8 3/4 mins at 7.50am to Newton Abbot and returned at 8.40am in 8 mins! one August day!

A few more times from other HE correspondents:- a) I use the road (A380) several times a week all year round... On a few occasions ...it has taken 15 minutes (HE, 24/8/07). Last Tuesday pm I clocked the journey at 2.9 miles and at a duration of 6 minutes." (HE, 3/9/07, Kevin McGrath, Rock Rd, Torquay).

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- b) 'The average peak time journey is between 16 to 18 minutes and time savings of 5 to 7 minutes were expected' following the completion of the bypass (SDLR) (Taken from a letter to Ken Pegden, Chairman of Kingskerswell Alliance from Devon CC in Oct 2005, HE, 24/10/06).
- c) Mr. Grantham Hill made 25 journeys, at various times of the day including the 'rush hour' over a 2 week period between Sherwell Valley School (Chelston/Shipway area) and Newton Abbot Hospital (deduct about 6-7 minutes before and after the two roundabouts) recording times of between 12.5 to 25 mins: and complaining once of being 'held up' by a visitor travelling at 30mph in a 40 mph zone on the A380! (HE, 9/4/07)
- d) Alan Griffey told me that he took 11 minutes (8.28am - 8.41am) in the morning rush hour in mid-July 2007 on his way to work at Newton Abbot (ALL times are between the 2 roundabouts on A380).
- e) A cyclist complained of the dangers on the A380 as traffic 'hurtles' past him! (30-40mph?) - possibly HE, 15/10/05)
- d) My journeys from Milber (near Penn Inn roundabout) on the Old St. Marychurch Rd (called a 'rat-run' by some but is a link road or 'Kingskerswell bypass' to north/mid Torquay) usually takes me on average 11 minutes (to St. Marychurch, N. Torquay) at 8.15am. (K. Lynch, Milber, N/A, 9/4/07) An excellent time!
- e) Parsons Brinckerhoff Study (2001-2) Public exhibition, Kingskerswell, 28/2/02 stated that congestion on the A380 added between 5 and 10 minutes to journey times ie: 10 to 15 mins in all!
- f) Finally, more exaggeration and spin from the Herald Express. Photo caption above my letter of 24/9/07 stated, 'Congestion: Slow moving traffic on A380 on the approach to Kingskerswell'. In fact the traffic had halted at the traffic lights at Jury's Corner in the middle of K/kerswell. These lights are the main problem of congestion on this road.

With John Prescott's failure to reduce road traffic (up 14% in Devon between 1997-2006) and the government only paying lip service to improving an integrated traffic system, the only answer seems to be build more roads - but that leads to more traffic!
Yet the Whitelegg Report 1994 (Roads aren't working) concluded "There is no basis in experience or empirical evidence for road investment stimulating economic development."

More recently, ex-shadow minister, Chris Grayling MP stated, "...more money is being spent on roads than ever before but there appears to be little gain in return." (HE, 20/9/07)

While ex-Transport Minister, Alistar Darling said, "Make no mistake, simply building more roads cannot be the answer." (HE, 29/2/06) referring to the SDLR and Torbay's prosperity. Remember, he holds the purse strings now!

The Kingsteignton bypass (for Newton Abbot) and the Torbay Ring Road (Torquay bypass) have presumably not brought much prosperity to these areas otherwise why the need for the SDLR?

They have brought more congestion!

Torbay MP, Adrian Sanders, has stated that, "...a bypass is not a win-win project," and "...it will suck trade out of Torbay to larger retail conurbations (Exeter & Plymouth)." It would also make it easier for locals to commute to Exeter for better paid jobs as many of the 2,500-3,000 vehicles in the morning rush hour do already!. While roughly the same number enter Torbay.

While the PPC (Tory) for Teignbridge, Anne Marie Morris, is opposed to the SDLR contradicting David Cameron's support for it. She thinks that it is not the answer and that there are other cheaper solutions (HE, 18/8/07). But Cllr. Stuart Barker, the Tory leader on Teignbridge Council supports a 'bypass', but a flyover at Penn Inn and an interchange at the Torquay end might alleviate a lot of the congestion. (HE, 18/8/07).

Initially, it was denied that a new road would bring ribbon development along or near it but now that Devon CC have admitted it as did Marcus Wood, PP6 (Tory) for Torbay when he said, "Perhaps I should not have raised the spectre of building along the bypass." virtually all of which will be on green field sites!

The economic study for the then bypass claimed the possibility of 8,000 jobs for S.Devon within 5 years of it being built. However, according to Owen Nankivell, a local economics adviser, the South Hams (Salcombe, Kingsbridge, Dartmouth and Totnes area) has created over 6,000 jobs, 4,500 full-time from 2000 to 2005 and no bypass in sight! While Nortel in Paignton took on over 3,000 workers before the world slump in the optics market came about, again no bypass. (HE 15/5/07)

The owner of the Grand Hotel, Torquay, Keith Richardson has stated in the Herald Express that it was good marketing that has brought him success with his hotel and the same applies to the Palace, Imperial and TLH (Torquay Leisure Hotels). Mr. Richardson also said that none of his guests had complained to him about congestion on the A380!

Even Torbay Mayor, Nick Bye, has got the message, "We have to grow our own businesses because the days are long gone when big companies would come here with money and the promise of jobs. (HE, 20/9/07)

While I have publicly asked where is the land for any new industries to be found that a SDLR will bring - the answer has been a deafening silence!

Once more Mr. Bye acknowledged that a new road into the Bay will not bring in any industrial firms when he he stated in his fortnightly column, "We all know that we aren't going to get another Nortel (or Bookhams), or anybody else turn up with 5,000 manufacturing jobs. Those days are gone." (HE, 23/11/07)

It has been claimed by the Herald Express campaign for the SDLR (previous Editor) that people, especially children, who live along the A380 in Kingskerswell are experiencing excessive CO2 emissions from the traffic. Yet their own (Devon CC) Strategic Environmental Assessment states that emissions will increase generally by 18% if the SDLR is built! This is because the road is mainly to the west of the village and pollution will be blown across by the prevailing SW and W winds. So there will be two main roads straddling the village!

Furthermore, if these emissions are a health hazard then why have c.100 properties been built on or near the A380 over the past 30 years or so? In fact, another 4 bungalows are to be built on land fronting the main A380 near the shops before Kerswell Bridge (or arch). Teignbridge DC refused permission on the site at 12 Torquay Road because of parking and road safety issues, but an appeal was upheld! (my exclamation mark). (HE, 8/8/07)

Kingskerswell is still described by estate agents as a desirable place to live, and generally it is. As far as I'm aware, houses on the A380 have not been blighted because of the traffic conditions! Many other properties have been built, and are to be built, in other parts of the village.

In Devon Agenda 21 (A Better Devon a Better World) 1994, there is no mention of a bypass/link road on the A380, just the usual sensible options and advice to cut traffic congestion on roads.

Over 5,000 car drivers have joined the car-sharing scheme - it's a start! While Torbay Council is encouraging people who work in the Bay to think about how they travel with bus patronage up by 2% in the past 12 months - bus passes? There hasn't been any studies on the A380 to check the effect of free passes in the past 22 months - why not?

Likewise, there has been an increase of passenger numbers on the Paignton to Exeter line (20%) in the past 5 years (HE, 23/2/ I believe that some people commute to Exeter from the Torbay area, it is cheap and quick, 50 minutes from town to city centre. A halt at the Brown's Bridge, area which is adjacent to the Willows retail park and Torbay Hospital (a major employer), would be beneficial as it would connect Paignton (Torbay) and Newton Abbot (Teignbridge coastal areas).

In conclusion, (at last!)

Part of a letter by Tony Brown of Shaldon (opp: Teignmouth) who is the most avid, and eloquent supporter of the SDLR (bypass), "Mr Griffey is perfectly correct in one assertion. The design of the junctions (at either end) of the official proposed bypass truly beggar belief, and if ever built will cause as much congestion as they solve. However, Mr Griffey and his supporters can sympathy take comfort from the last reality. This is that Torbay & Devon councils appear incapable of the organisation needed to build a modest patio, let alone a full blown bypass." (HE, 3/4/07)

A bypass (SDLR) that will devour 127 acres of countryside, cause more not less pollution and cost over £42 million per mile - yes, Alistar Darling was right!

Yours sincerely
Alistar Darling (Low Street)

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Cover note:- 25/4/08
Re; South Devon Link Road.
(aka Kingskerswell bypass)

Len Short ,
21 St. James Road,
Upton,
Torquay.
TQ1 4AY

RT Hon Rosie Winterton MP.
Minister of State for Transport

Dear Minister,

An original copy of this letter was sent to your Dept: on 28th January 2008, it was addressed to Ruth Kelly MP, whom I believe is Sec: of State for Transport, I have not received an acknowledgement from your Dept:

I have since been informed that this matter should be addressed to you. However, I would hope/assume that my previous letter would have been re-directed to your Dept:

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I would appreciate if you could let me know if this is the case when you acknowledge this letter - thank you.

Yours sincerely,

(Acknowledged
20th April 2008)

(Len Short)

ps. I have recently learned via the News Quiz in the Herald Express (S.Devon area) that the AA(Automobile Association) have stated that re-phasing traffic lights would cut traffic jams and related CO2 emissions(HE, 17/4/08)

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This would apply to the lights at Jury's Corner in the middle of Kingskerswell and at the Penn Inn roundabout at the Newton Abbot end of the A380.

It has been claimed by numerous motorists that when these lights aren't working (Penn Inn) the traffic flows much more freely!

pps. On Tuesday, 11th March 2008, I travelled to Newton Abbot by bus from Torquay, it took 9.5minutes between the two roundabouts(A380) and 11 mins: with 6 stops on the return journey (numerous school children). While on 8th April at a similar time it took 10.5 mins: and on return 10.25 mins: Traffic was free flowing for most of the journeys (25-30mph) each way - bus timetable is scheduled for approxiamately 15 mins each way!

(Appendix II)

Department for
Transport

Mr L Short
21 St James Road
Upton
Torquay
DEVON
TQ1 4AY

Steve Berry
Regional and Local Major Projects
Division
Department for Transport
Zone 3/18
Great Minster House
76 Marsham Street
London SW1P 4DR

Web Site: www.dft.gov.uk

3rd April 2008

Dear Mr Short,

PROPOSED KINGSKERSWELL BYPASS (AKA A380 SOUTH DEVON LINK ROAD)

Thank you for your letter dated 28th January 2008 to Rosie Winterton, Minister of State for Transport and Minister for Yorkshire and The Humber about the proposed Kingskerswell Bypass, local transport major road scheme. I have been asked to reply and apologise for the delay in doing so.

The proposed Kingskerswell Bypass is a local transport major scheme and is being promoted jointly by both Devon County Council and Torbay District Council, as local highway authorities. I note the points you have raised within your letter.

You will wish to note that the Council's submitted a Major Scheme Business Case for the scheme to the Department on 24th December 2007. For your information, a copy of the Business Case can be downloaded from Devon County Council's website at the following weblink:

<http://www.devon.gov.uk/index/transport/kingskerswellbypass/kkbypass-businesscase.htm>

Our Guidance on LTP Major Road Schemes which is available to local authorities who intend to submit a Business Case to the Department requesting funding, that we require authorities to identify the problems that need to be addressed and also to consider all transport options covering all modes of transport. We also expect that each option is carefully assessed against local, regional and central Government objectives. The Major Scheme Business Case needs to demonstrate a clear path from identifying the problem to arriving at the preferred transport solution. As part of this, we would also expect to see that the local authority has included a detailed assessment of the scheme against alternative options that would, as far as possible, meet the same objectives.

The Business Case for the scheme will now be assessed in line with our Guidance on Local Major Schemes and appraisal methodology. Many of the points you and others have raised will be taken into account during our assessment. Once our assessment of the scheme has been completed, Ministers will then decide as to whether or not to grant initial Government approval for the scheme.

Yours sincerely,

Steve Berry

Steve Berry

Various travel times on the A380 by bus & car.

All times are taken between Kerswell Gardens (Torquay) and Penn Inn roundabouts Newton Abbot (c.3 miles) or vice versa.

- 1...Thursday, 1st May 2008 - Kerswell Gdns: (by car) 8.20am - Penn Inn 8.32.
Rush-hour - time 12 1/2 mins: Sth bound free flow
- 2...Tuesday, 8th April 2008 - Kerswell Gdns: 10.49 1/2 am - Penn Inn 11.00am
time 10 1/2 mins: (by bus including several stops)
- 3...Return from N/A Penn Inn - 2.26 1/2 pm - Kerswell Gdns: 2.36 3/4pm
time 10.1/4 mins: (incl: 2 stops & T/lights)
- 4...Friday, 21st November 2008 - Kerswell Gdns: 8.26 1/2 am - Penn Inn 8.34-
3/4am, time 8 1/4 mins by car. in rush hour!
- 5...Return Penn Inn - Kerswell Gdns: 8.40am - 8.55am, time 15 mins: Nth bound
clear. After Jury's Corner (K/K) 30-40mph almost clear. ** Longest time recorded*
- 6...Thurs, 27th Nov: (No.12 bus) - Penn Inn 3.46 3/4pm - Kerswell Gdns 3.55pm
time 8 1/4 mins incl: 4 stops.
- 7...Wed, 14th Jan: 2009 (No.12 bus) - Kerswell Gdns: 9.45am - Penn Inn 9.53am
(time 8 mins! incl: 3 stops & T/lights.
- 8...Return from N/A Penn Inn 2.09 1/2pm - Kerswell Gdns: 2.18 3/4pm (9 1/4min
incl: 6 stops!) Both were enjoyable and comfortable journeys, just under schedule time-table.
- 9...Thurs 5th Feb: 2009 (No.12)
Penn Inn - 5.03 1/2pm (rush hour)
Kerswell Gdns: - 5.16pm, time 12 1/2 mins
(incl: 3 bus stops) Total time 21 1/2 mins Upton
- 10...Tues 24th Feb: (No.12) Kerswell Gdns: 10.33am - Penn Inn 10.41 1/2mins
(time 8 1/2 mins incl: 3 stops & T/lights) *with*
- 11...Return from N/A Penn Inn - 2.10pm - Kerswell Gdns: 2.19 1/2pm (9.5mins)
- 12...Tues 28th April 2009 (No.12) 10.11 1/2am - Penn Inn 10.17 3/4am (6.5mins)
(incl: 2 stops! Remember, 5.25-50mins fastest time
legally possible!!)
- 13...Return from N/A Penn Inn - 14.57pm - Kerswell Gdns 15.06 1/4pm (9 1/4min
(incl: 2 stops & T/lights) *time*
- 14...Friday 1st May 2009 (by car) - Kerswell Gdns 8.12 1/4am - Penn Inn 8.19-
(1/2am
(time 7 1/4mins in the rush hour!
- 15...Wed 6th May 2009 (No.12) Kerswell Gdns: 9.56am - Penn Inn 10.06 3/4am
(Time 10.3/4mins. include 5 stops! + T/lights)
- 16...Sat; 16th May (by car to Taunton), Kerswell Gdns: 8.48 1/2am
Penn Inn: 8.54am, time 5 1/2mins!
Return Penn Inn - 6.14 pm. - Kerswell Gdns: 6.20 1/2 pm. Time 6 1/2min
- 17...Wed. 20th May 2009 (by bus) Kerswell Gdns: 9.54am - Penn Inn 10.03.5am
(time 9 1/2 mins incl: 5 bus stops + T/lights)
- 18...Wed; 3rd June 2009 (by car to PIM) Kerswell Gdns: 8.44am Free flow
(time 11.5mins Penn Inn- 8.55 1/2am (N & S to K
- 19...Return Penn Inn - 12.29pm - Kerswell Gdns: 12.35pm (Time 6mins!

Len Short

There have been numerous exaggerations of the time it takes to travel along the A380 between the Kerswell Gardens and Penn Inn roundabouts in the local paper (Herald Express) which has been running a vigorous campaign in support of a bypass/S.Devon Link Road - the following will put those exaggerations into perspective.

- a) Re: the re-location of the Met: Office to Exeter:- "...30 minutes (between Torbay and Exeter) is no time at all." (Opinion column, Herald Express, 7/6/03)
- b) "...hoteliers can take steps such as laying on transport to take delegates from Bay hotels (Torbay) and guest houses to Westpoint (Exeter), and on a good day it's only a half-hour." (Herald Express, Opinion, Tuesday, 28th October 2008)
- c) Councillor Lewis of Torbay Council stated at the SW Regional Assembly meeting last November that, "It is possible to travel along the Newton Road (A380) this time of year quite quickly ... but in the summer... it can take a long time." (Thousands of extra tourists). Herald Express, 30/11/08
- d) If there are 'day long queues 7 days a week of slow moving traffic' as claimed, why are there speed camera (signs) on the A380?
- e) The A380 South Devon Link Road Supplementary Report p.16, 3.12 gives a time of 36.8mins at peak times (8.00-9.00) between Exeter & Torbay with a revised time of 30.5mins after the SDLR is built, a saving of 6.3mins, yet Newton Abbot to Torbay the saving is 1.7mins (£130 million to save 1.7mins!!!) but once you are past the Penn Inn roundabout there is no time saving on the existing A380 dual carriageway to/from Exeter! So where does this figure come from? Incidentally, 36.8mins to Exeter or vice versa at peak times is an excellent time see a) & b) above, on any day!
- f) While on p15, 3.3 we see that the new road will lead to an 18% increase in commuters from Torbay to Exeter (1,458 to 1,728) and 1,293 (28%) Torbay to Newton Abbot (Teignbridge) 4,534 to 5,827!
- g) Exeter to Torbay it is 127% or 346 to 772 and 11% Newton Abbot to Torbay 6,044 to 6,712.
- h) According to Owen Nankivell (Herald Express), from 2000 to 2005, 6,000 jobs were created in the South Hams (4,500 full time) with no bypass in sight - he is/was an economics adviser. While Parsons Brinckerhoff's study claims 8,000 jobs over 5 years after the road is built. If they are wrong it will be too late to censor them! ALSO 2004 AT NEWTON - NO BYPASS WITHIN S.Devon AREA (TAY + TON BAY)
- i) Who wants to spend hours queuing for just a couple of miles (A380)...? (Opinion column, Herald Express, 10/4/07). Remember, the SDLR Supplementary Report gives a time of 21.9 mins Torbay - Newton Abbot (8am-9am) and 36.9mins to Exeter (15mins from Penn Inn, an excellent time!) TO EXETER!
- j) In the Kingskerswell Village Plan Survey (May-June 2008) Q.8 asks the main reasons for living in the village - 17% (the highest) said, Easy access to coast (Torbay)/moors/countryside, while 9% (third highest) said, Good place to retire. (!!!)
- k) Despite poor summers in 2007 & 2008, Paignton Zoo had its best visitor numbers ever, while this year's Bank Holidays have had Torbay almost 'full', when the sun shines the visitors flock in - bypass or not!
- l) "Make no mistake, simply building more roads cannot be the answer." (HE, 25/2/06, Alister Darling MP referring to the proposed SDLR when Transport Minister! (ps: 50 more new houses recommended for approval at Carswells, Kingskerswell, HE, 5/6/09)

Len Short.

(Appendix IV)

South Devon Link Road(K/kerswell bypass)
Proof of Evidence.
Appendix IV.

1-10-09.

Len Short,
21 St James Road,
Upton,
Torquay.
TQ1 4AY

Dear Sir,

In his Proof of Evidence - Traffic And Economics Vol 3: Figures and Appendices - David Black states that, 'The existing A380 through Kingskerswell suffers from congestion throughout the day. This is the same for all seasons of the year and also weekends. Flows along the A380 have only fractionally increased (less than 2%) over the last 20 years...' (5.4.I, p7I).

This is not my experience with various journey times by both bus and car throughout the day, week and year or that of other correspondents of the Herald Express (Torbay & S.Devon) - see Appendix I p.I,2 & 5 plus appendix III, p.I-2.

It has been reported that there is an increase of around 30% of traffic in the summer season (July-August) in Torbay, so some of that traffic will be using the A380 especially on cloudy/rainy days thus adding to what congestion there already is!

However, this congestion is sporadic as with any major trunk road around the country and has little to do with the economic problems in Torbay/S.Devon areas. Remember the 1,000s at Nortel!

Yes, visitor numbers are down over the past 20 years but that is the same for most, if not all, British seaside resorts. Yet some tourist attractions have recorded record numbers in the past 2 or 3 years (Paignton Zoo, Kent's Cavern, S.Devon Steam Railway and various others attractions in the S.Devon area! (Herald Express)).

While the Grand Hotel, Belgrave Hotel (chain), Travelog in Newton road and Peter de Saveray's Cary Arms on Babbacombe beach and TLH (Torquay Leisure Hotels) all report increased visitor numbers, all of which are in Torquay (Torbay)!!! And no bypass!

In Traffic and Economics Vol.2, David Black tells us that a survey conducted in November 2007 on bus punctuality (6.I.I2, p.54 at Kingskerswell Arch bus stops, found that 4% of services were early, 49% on time, 43% late and 4% (only 4%) very late (the definitions of early, more than 1 minute early (this should not happen) and shows that the traffic was free-flowing!), between 1 min early and 5 minutes late (on time), 5 to 15 minutes late and more than 15 minutes late (but by not much more than 15 minutes?)

So, with an 18 hour bus service day (6am to 12 midnight) 53% of bus times were early or on time which means that at least 9 hours buses were on time assuming that this would be between 7pm and 12 mid-night and 6-7am there is over 3 hours when buses are on time during the main peak period (7am-7pm)!

The No12s have a 15 mile journey through 4 town centres so there will be delays (even now that the 12As only operate from Torquay to Brixham via the S.Devon College) not caused by traffic congestion and at 10 to 12 minutes intervals (see timetable) as this is a very busy and popular route.

So, if the buses are running on time during the day (7am-7pm)

then there cannot be much congestion!
Surprisingly, Stagecoach (bus operator) did not offer any Proof of evidence at the Public Inquiry in support of the SDLR!

Len Short

3/9/09

(Appendix D)

The Editor,
Herald Express,

Len Short,
21 St James Rd,
Upton,
Torquay.
TQ1 4AY

Tel: 01803-328001

Sir,

I'm glad to see that G. Beckett is still carrying out his surveys of the No.12 buses along the Newton road and as his latest one shows that the 'bunching up' is much less frequent now that the I2As are no longer running to Newton Abbot, though they still do in Fleet Walk/Strand which I experienced on Tuesday.

However, I must correct him about the layout at the Hamelin Way junction traffic lights of the proposed SDLR which he seems to think I am unaware of. (HE, 31/8/09) I was referring to the south-bound traffic where the tail backs will occur at the traffic lights even with a 60/40 split for Torquay and the Ring Road (Hamelin Way).

Remember, as Mr Beckett said, there will be little or no hold up at the Penn Inn fly-over with traffic moving at 60-70mph then slowing to 50mph to the Barn Owl roundabout then accelerating to 60/70mph again to arrive at Hamelin Way junction traffic lights. This will be similar to the conditions at peak times at the Penn Inn (southbound) and Kerswell Gardens (northbound) but worse as no matter the timing of the lights only a certain amount of vehicles will get through on one change of lights.

Presumably, this is the scenario that Tony Brown of Shaldon envisaged when he commented that, "The design of the junctions (at either end) of the official proposed bypass truly beggar belief, and if ever built will cause as much congestion as they solve." (HE, 3/4/07)

Again, Mr Beckett or anyone else haven't made any comment of Devon County Council's journey times stated in their Proof of Evidence to the Inquiry Inspector between Ware Cross (Kingssteignton) and Kerswell Gardens of between 9.5 mins and 15.5 mins with a free-flow time of 7 mins:!

With reference to a 43 minute gap between buses, I have never experienced this but perhaps there was an accident or a breakdown (car or bus) on that day, presumably it was the south-bound route Mr Beckett was referring to?

The X46 definitely speeds up on Saturdays and in the school holidays and is generally early (I have timed them on several occasions) but always late on weekdays (8.30am from Exeter) due at Castle Circus 9.20am ~~for today~~. These delays are not necessarily caused by congestion on the A380 as Exeter has been awarded £35 million to alleviate its traffic problems and yet there are 7 A-class roads and the M5 serving it as well as a 4th Park & Ride scheme being planned!

This year I have made at least 12 bus journeys to Newton Abbot* (8 given in HE, 13/6/09) and recorded times between 6.5 to 15 mins most between 8 to 9 mins - the service is definitely better and improving! Yours, for sustainable transport

(* SAWERS the 2 roundabouts)

Len Short