

Flat 1, Delmonte
Rock Road
Torquay TQ2 5SR

9th June 2009

Devon County Council
County Hall
Topsham Road
Exeter EX2 4QD

Your ref. CTD/A 18837

Dear Sir / Madam

Re: The Devon County Council (A380 South Devon Link Road (Kingskerswell Bypass) Classified Road) (Side Roads) Order 2008.

The Devon County Council A380 South Devon Link Road (Kingskerswell Bypass) Classified Road) Compulsory Purchase Order 2008.

Find enclosed proof of evidence as regards the Public Inquiry as detailed above.

Yours faithfully


Kevin McGrath

Submission to The Local Public Inquiries in connection with The Kingskerswell Bypass A.K.A. The South Devon Link Road.

The Devon County Council (A380 South Devon Link Road (Kingskerswell Bypass) Classified Road) (Side Roads) Order 2008.

The Devon County Council A380 South Devon Link Road (Kingskerswell Bypass) Classified Road) Compulsory Purchase Order 2008.

This submission to the Public Inquiry in connection with the above Orders is based on my previous submission to The Rt. Hon. Rosie Winterton M.P. (DoT)

In addition to the arguments made by The Kingskerswell Alliance in support of their proposed more cost effective solution to the perceived congestion problems between Newton Abbot and Torbay, I would make the following points to the Inquiry.

With reference to **The A380 South Devon Link Road – Supplementary Report, November 2007**. This document, henceforth referred to as **the report**, is a supplement to the earlier **Kingskerswell Bypass Economic Impact Study – 2002**. The report, produced by consultants SQW on behalf of Devon County Council and The South West Development Agency is, by the very nature of its existence, intended to support the case for the bypass. However, among the welter of statistics supporting the bypass, there are a number of interesting projections which, to my mind, do the very opposite.

While considering the project as a whole it is important to remember that the only hard and fast fact among the plethora of estimates is this: the road distance in question is a mere three miles.

Turning to pages 15 and 17 of the report, we see from **Tables 3-3** and **3-4** a projected improvement in journey time between Newton Abbot and Torquay of **1.7 minutes** in either direction. So, at the projected cost of £130 millions or £43 millions per journey / mile, the bypass as proposed will yield a decrease in journey time of less than 2 minutes. The likelihood is, of course, that the actual cost will be much, much more. Using the Freedom of Information Act, a recent ¹Channel 4 'Dispatches' programme learned that road building budgets funded by the DoT, on average, overrun by 40%. So, in all probability, we are looking at a final cost running toward the thick end of £200 millions.

The report, in supporting the bypass as an engine of economic growth, is wholly predicated on encouraging more people into their cars to make more journeys at peak times. Viz. **Table 3-3 page 15**, journeys from Torbay to Exeter up 18%, journeys from Torbay to Newton Abbot up by 28%. **Table 3-4 page 17**, journeys from Exeter to Torbay up by 127%(?) and from Newton Abbot to Torquay up by 11%.

¹ 'How They Squander Our Billions', Dispatches, Channel 4, 9th March 2009

I would ask the enquiry to look beyond the politics of this issue, both national and local, and consider carefully the following questions.

- Given the parlous state of the Nation's finances with zero or negative growth projected over the next two years at least and the national debt rising to astronomical sums, can it be considered value for money in spending **£130+ millions or £43 millions per mile** to 'improve' the journey time between Newton Abbot and Torbay by less than 2 minutes?
- In an age of global warming and diminishing fossil fuel stocks, will we be sending out the right signals by encouraging more commuters into their cars to make more journeys of longer distances?
- Can the butchering of many acres of pristine Devon country side be justified in order to save a few minutes on a three mile journey?

In summary I would add the following. The three mile stretch of A380 between The Penn Inn, Newton Abbot and The Kerswell Gardens Roundabout, Torquay sometimes gets busy but no more so than the approach roads to any other medium size town or seaside resort at peak times. If the bypass were to go ahead as proposed and at the projected cost it would constitute a scandalous waste of public money.

Kevin McGrath, BSc(Hons)

8th June 2009

A380 South Devon Link Road (Kingskerswell Bypass)

Supplementary Report

November 2007

1: Introduction

- 1.1 This report supplements the original report of the “Kingskerswell Bypass Economic Impact Study” which was undertaken by SQW in association with BBP Regeneration and Cambridge Econometrics in 2002. The original study was undertaken before the Department for Transport (DfT) accepted a recommendation from the Standing Advisory Committee on Trunk Road Assessment (SACTRA) in 2003 that an Economic Impact Report (EIR) should be prepared for major road schemes in regeneration areas where the wider economic benefits are not captured by a conventional cost benefit analysis.
- 1.2 This supplementary report has been prepared to provide an Economic Impact Worksheet for the proposed Kingskerswell Bypass which is now known as the A380 South Devon Link Road. The aim of an Economic Impact Report (EIR) is to:

“Demonstrate how the proposed scheme will impact on the Regeneration Area’s economy. It should...explain how the proposed scheme can be expected to reduce unemployment, either by generating new jobs or by improving access to existing jobs”¹.
- 1.3 This report focuses specifically on the preparation of an EIR Worksheet for the A380 South Devon Link Road in accordance of the requirements of the Department for Transport (DfT) EIR Guidance. It provides an explanation and interpretation of the EIR Worksheet and supplements the wider assessment of the potential economic impact of the proposed link road which was presented in the 2002 Kingskerswell Bypass Economic Impact Study.

Overview

- 1.4 The preferred option for the proposed A380 South Devon Link Road is similar to the major road scheme that was examined for the original Kingskerswell Bypass Economic Impact Study. It comprises a 2 lane dual carriageway between the southern edge of Newton Abbot and the northern edge of Torquay. It includes a new single lane flyover at the Penn Inn junction at Newton Abbot, a grade separated junction at Aller Cross on the northern edge of Kingskerswell and a traffic signalled split lane junction at Kerswell Gardens at Torquay. The likely economic impacts of the “next best option” which substitutes a traffic signalled roundabout at Aller Cross and a “low cost option” which is limited to a single carriageway between Aller Cross and Kerswell Gardens are assessed briefly in the final chapter of this report.
- 1.5 Our analysis of the economic impact of the proposed road scheme is based on the preferred option (see above), a core “Regeneration Area” (RA) and a wider area or “Hinterland” (HL) as required by the DfT Guidance. The core “Regeneration Area” for this study is the district of Torbay which is identified by the South West Regional

¹ Transport Analysis Guidance (TAG) Unit 3.5.8, “The Wider Economic Impacts Sub-Objective”, June 2003