

**Torbay Friends of The Earth**  
A partner of National Friends of The Earth

43, Chatto Road,  
Torquay,  
Devon,  
TQ1 4HT  
12<sup>th</sup> June 2009

Tel. 01803 312231  
[al@alangriffey.freeserve.co.uk](mailto:al@alangriffey.freeserve.co.uk)

Paul Ewings, Chief Engineer (Highways and Traffic)  
Engineering Design Group,  
Environment, Economy and Culture Directorate,  
Devon County Council, County Hall,  
Matford Lane Offices,  
Topsham Road,  
Exeter, EX2 4QW

Dear Paul Ewings,

In accordance with the criteria of the A380 South Devon Link Road  
(Kingskerswell bypass) Inquiry I am sending you a copy of our 'Proof of evidence',  
(enclosed).

Four copies have been submitted to the Inspector's secretary Yvonne Parker.

Yours sincerely,



Alan Griffey,

Coordinator Torbay Friends of The Earth.

We are: **Torbay Friends of The Earth** (based in Torquay).

We have 12 members.

We are in partnership with National Friends of The Earth which has a written constitution and we come under that.

We have charitable status.

National Friends of The Earth have thousands of members in the South West and they broadly support the views and aims of our local group.

National FoE's details are as follows:

Friends of the Earth Limited - Company No 1012357

Friends of the Earth Trust - Company No 1533942

Registered Charity No 281681

Registered Office - 26 - 28 Underwood Street, London. N1 7JQ

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[al@alangriffey.freewerve.co.uk](mailto:al@alangriffey.freewerve.co.uk)

To:  
Jack Moffett, esq.,  
The Inspector of the Kingskerswell Bypass proposal,  
Great Minster House,  
76 Marsham Street,  
London, SW1P 4DR

Objection to the proposed Kingskerswell Bypass (aka The A380 South Devon Link Road)

Dear Sir,

We are the local branch of Friends of The Earth. We object to the construction of a Kingskerswell Bypass (A380 South Devon Link Road) for a number of reasons:

We will lose a vast swathe of natural countryside with in-habitant wildlife at the very entrance to Torbay where visitors are looking for seaside town sanctuary.

We do not deny that there are peak season times when the traffic crawls along this approach to Torbay, but suggest that the flow of traffic could be improved by more sensitive traffic light sequencing and a number of alterations, all of which would cost a lot less than the £150 million pounds a bypass might cost.

We are a seaside area and resent Torbay Council and Devon County Councils' attempts to justify the Kingskerswell Bypass by promising that it will bring prosperity and economic expansion. Even if this were so (and we don't believe it is) we find that the vast majority of local people do not want a 'city by the sea' we do not have the attendant shipping port and natural resources to sustain such an expansion in times of economic slowdown.

The widening and (at the end) re-routeing of the Old St.Marychurch Road we mentioned in the list above would tie in with the new moves in Europe to make certain residential areas of towns car free zones:

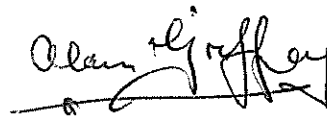
(<http://www.acttravelwise.org/events/2008/05/20/506>).

Barton and Hele Village which such a move would take through-going cars away from, are residential family orientated areas with relatively high crime rates whose children would benefit in health and freedom from such a calming move.

As ex- Transport Minister Alistair Darling said: "Make no mistake, simply building more roads cannot be the answer."

We hope that Torbay & Devon County Council's application to build a bypass will be turned down and that the Councils will implement less environmentally damaging ways of improving access to, what is still, a beautiful seaside town.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Alan Griffey', with a horizontal line drawn through the middle of the signature.

Alan Griffey.

(Co-ordinator, Torbay Friends of The Earth.)

P.S. Please find attached a more full list of our alternatives, and letters we have sent to our local newspaper in the past which may make our case more fully.

Appendix 1 '15 points against the bypass' a leaflet we gave out at the Parsons Brinckerhoff exhibition of their A380 plans in Torquay, Central Church, 2008.

Appendix 2 A letter to the Herald Express, Torbay, newspaper.

Appendix 3 Another letter to the Herald Express newspaper.

Appendix 4 A third letter to the Herald Express newspaper setting out how a possible alternative to the bypass could benefit a deprived area of Torquay.

Appendix 5 A copy of the first page of the Webpage referred to in the letter to the inspector (above). (<http://www.acttravelwise.org/events/2008/05/20/506>).

## Torbay & South Devon Friends of the Earth

31st January 2008

Tel. 01803 312231

### Fifteen reasons not to have a bypass:

- This is the expensive £150M option you are viewing. DCC has submitted two cheaper options, one of which could be accepted.
- DCC and Torbay Council would have to find at least £30M of this money – could mean a lot higher council tax for you and me for many years to come.
- A better option might be to widen and improve the St.Marychurch back road and, before it gets to Barton, diverting it away to the Teignmouth Road, this route would carry Torquay and St.Marychurch traffic. It would also free Barton and Hele Village from the tyranny of the car which already clogs these routes. (Most of the Barton – Hele Village traffic finds it's way to the Teignmouth Road anyway.)
- The widening and (at the end) re-routeing of the Old St.Marychurch Road we mentioned above would tie in with the new moves in Europe to make certain residential areas of towns car free zones: (<http://www.acttravelwise.org/events/2008/05/20/506>). Barton and Hele Village which such a move would take through-going cars away from, are residential family orientated areas with relatively high crime rates whose children would benefit in health and freedom from such a calming move. The Hele Road through the village was three years ago found to have pollution levels (from car exhausts) 'slightly higher' than government safety levels.
- The existing Newton Road is wide enough to easily create three lanes for a 'traffic flow system', and to allow easier access to the rescue services in the case of accidents.
- At a time when the government (for safety reasons) are trying to slow traffic down, and cut carbon emissions the bypass proposal flies in the face of these aims.
- Global warming is a reality. The polar icecaps are melting. Scientists tell us this will result in greater occurrence of flooding worldwide. The Kerswell valley is not high ground and with the proposed bypass cutting through the cast limestone of The Downs, which it will, could increase the chance of flooding to this area in the future. Look over the bridge at Lawes Bridge and see the brimming 'stream' which is there now.
- From Torquay's point of view the entering and exiting slip roads seem to favour Paignton traffic (more proposed development for Long Road/White Rock?) with the prospect of Torquay traffic queuing at lights while the Paignton traffic gets out.
- Torquay is the one of the very few seaside resorts not to have a Park'n'ride – a proportion of visitors would prefer to leave their cars out near the Penn Inn and bus to the harbourside.
- Free bus passes for the over-sixties, we already have them and it's noticeably cut the number of cars on the Newton Road. The free bussing of children to school would decrease the number of cars even more. (Large numbers of Torquay children go to school in Newton Abbot, and vice versa).
- A local rail service could be greatly improved, large numbers of school children already use it, with two-carriage sprinter trains extended to visitors leaving their cars near Newton Abbot Station. Re opening stations Kingskerswell, Goodrington, even Brixham. I'm told that the rail companies would be keen to do this.
- Time yourself the next time you drive along the Newton Road, chances are you'll do it in a lot less than fifteen minutes. Is a bypass with junctions and lights at either end going to make much difference to this? Or is it only going to move the bottleneck nearer to your home. New roads generate more traffic, where's all this new traffic to Torquay going to park? - outside your house?

- We're told a bypass will attract large Nortel type businesses to the Bay, yet these large factories have not come to Newton Abbot or Heathfield, areas which already have easy access to major roads.
- Do you want Torquay to be an over developed sweat-shop, or a pleasant seaside town in which you feel privileged to live? If the latter then write to The Rt. Hon. Geoff Hoon MP, Secretary of State for Transport, Great Minster House, 76, Marsham Street, London SW1P 4DR.

Thankyou.

Here's a letter we sent to, and had published in, our local paper The Herald Express last February 1908:

### **Torbay Friends of the Earth**

43, Chatto Road,  
Torquay,  
Devon,  
TQ1 4HT  
16<sup>th</sup> February 2008

Tel. 01803 312231

Dear Sir,

I'm a great fan of Adrian Sanders thinking him the best and most accessible MP Torbay has ever had. However I wish to take issue with something he said at the end of his column on February 8<sup>th</sup> (HE 8/2/08). Under the heading Financial Sense To Opt For Bypass he implied that there was only government money on the table for a bypass, and that if the people of Kingskerswell didn't bid for it council tax payers would have to pick up the bill for any alternative schemes that "the Kingskerswell Alliance have calculated on the back of an envelope".

Firstly of course if anyone is guilty of putting out "back of the envelope" figures it is Torbay and Devon Councils, as promoters of the scheme who first claimed it would cost £80m, then put it forward for the Regional Funding Allocation in 2005 at £106 million, now admit it is £130 million ... and it looks like it may rise to £150 million. At what price tag do you think Adrian Sanders might begin to question it?

Secondly, as far as I understand it the Government have not agreed to fund the bypass at all. It is not confirmed in the Regional Funding Allocation and as far as I know Devon &/or Torbay still have to put in their Major Scheme Business Case to the Dept for Transport. If central gov't do not accept then the scheme is dead.

Thirdly what Adrian Sanders says – that public transport alternatives would have to be paid for out of council tax – is quite untrue. You have only to look at table 1 of the RFA – at <http://www.gosw.gov.uk/497666/docs/220636/RFA%20spreadsheets> - to see several public transport major schemes that are being centrally funded elsewhere in the region. Any major scheme of over £5million can be submitted for inclusion in the Regional Funding Allocation, which is being "refreshed" this year.

If Bristol, Bath, Plymouth and Taunton can get RFA funding for public transport based packages then why not Torbay? If Torbay and Devon had been less negligent, they would have public transport schemes worked up and could put them in, which would then be assessed and would stand just as good a chance of getting funding as the road (probably better). It is dereliction of duty on their part that no

such public transport package is ready to bid for, a consequence of their myopic obsession with the road. They could be accused of holding back the economic prosperity of the borough by their dogmatic refusal to develop reasonable, sustainable and forward looking transport packages!

Finally, the biggest risk to council tax payers may well be if the government agrees to fund the road but costs then rise still further. The government will only meet 25% of any increase once they have accepted the business case. The other 75% would have to come from the Borough and/or Devon.

Yours faithfully,

Alan Griffey.  
Co-ordinator Torbay Friends of The Earth

**Torbay & South Devon Friends of the Earth**

43, Chatto Road,  
Torquay,  
Devon,  
TQ1 4HT  
8<sup>th</sup> February 2008  
Tel. 01803 312231

Printed in Herald Express newspaper in 2008

Dear Sir,

Your report of the horrendous hold-ups being created by the three week closure of the (Old) St.Marychurch Road (HE 6/2/08) concludes with councillor Chris Clarence stating: "It is conclusive evidence that we need the Kingskerswell bypass...". Far from it. It is conclusive evidence (to those who wish to save Torbay's green fields) that the St.Marychurch Road is a vital link road and carries a huge amount of traffic to the Torquay side of Torbay, and should be utilised to a greater degree in that respect, than it is at present. Instead of squandering £130K on ploughing up the prettier side of Kerswell a cheaper option might be to widen and improve the St.Marychurch back road and, before it gets to Barton, diverting it away to the Teignmouth Road, this route would carry Torquay and St.Marychurch traffic. It would also free Barton and Hele Village from the tyranny of the car which already clogs these routes. (Most of the Barton – Hele Village traffic finds it's way to the Teignmouth Road anyway.)

Yours faithfully,

Alan Griffey  
(Co-ordinator Torbay FoE)

really matter

Barton Hill Road, Torquay TQ2 8JN

withdevon.co.uk ♦ letters@heraldexpress.co.uk ♦ 01803 676435

# Express YOUR VIEWS



■ CAR INITIATIVE: Heavy traffic in Hele Road where pollution levels are high

## How 'village' can become 'exclusive' area of Bay

I WAS interested to read Parker's Pen's piece on the demise of Hele Village (HE, February 23). It always was known as the sink estate of Torquay, but now it adds alienation to its list of sorrows.

Torbay Council tells us that 'one of the problems is that the communities north and south of Hele Road have not mixed'. Not surprising when they're separated, night and day, by a constant flow of traffic.

Jim Parker adds: "How you re-route hundreds [thousands actually, Jim] of cars and lorries which now use Hele Road as a main route out of town and on to Newton Road every day is anybody's guess".

Is it beyond possibility that Torquay traffic could be routed from the Peignmouth Road over the top of Watcombe to join up with the St Marychurch back road? As Torbay Friends of the Earth have often mooted, such a diversion would act as a safety valve at the Newton end also, taking Torquay traffic away from the Penn Inn roundabout and thereby decreasing the pressure of traffic on the Newton Road.

The widening and re-routing of the Old St Marychurch Road would tie in with the new moves in Europe to make certain residential areas of towns car-free zones (fitp...)

[www.acttravelwise.org/events/2008/05/20/506](http://www.acttravelwise.org/events/2008/05/20/506).

Barton and Hele Village (which such a move would take through-going cars away from) are residential family-orientated areas with relatively high crime rates whose children would benefit in health and freedom from such a calming move.

The Hele Road through the village was three years ago found to have pollution levels (from car exhausts) 'slightly higher' than government safety levels.

Making Barton and Hele car-free zones would up-market the areas and once again in Jim's words you would see: "The 'village' or Hele Road dotted with shops, including newsagents, butchers, fishmongers, cobblers, hardware, bakers, fruit and veg, barbers, fish and chips, a post office, and I might add boutiques, mini-markets and cafes too."

Why wait for the wealthy areas of Torbay to increase their exclusivity by making themselves traffic-free zones when a move like this would make the ordinary people safer and happier and cost a fraction of the price of, say, the Kingskerswell Link Road which will only devour green fields?

ALAN GRIFFEY  
Torbay Friends of the Earth

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## Carfree Communities: The Challenge for Ecotowns and Healthy Cities

Date: 20 May 2008

Location: All regions

Contact: To book a place contact Conference Administrator, Lynne Pearce on:

Tel: 0117 32 83210

Fax: 0117 32 82236

Keynote Speaker: Rosie Winterton, Minister of State for Transport

Carfree neighbourhoods have been appearing across several European countries in recent years, but 'carfree housing' in the UK has all been small in scale, so far. The guidance for the Ecotowns programme, due to be published in a few weeks, is expected to change all that.

- What are carfree neighbourhoods?
- How do they work in other countries?
- What advantages and problems do they bring?
- Is the UK market ready for such innovations?

This conference, organised by Carfree UK and the University of the West of England is a must for anyone with an interest in the Ecotowns, urban regeneration or healthy cities.

A limited number of reduced rate bursaries will be available for students and voluntary organisations on a first come first served basis.

Organised by: University of the West of England: W.H.O. Healthy Cities Collaborating Centre and Carfree UK.

For more details see: <http://www.carfree.org.uk>

Two new guidance \* documents published by the Dept for Communities and Local Government and the Dept for Transport have now put carfree neighbourhoods at the centre of efforts to create more sustainable communities. The CLG guidance relates to eco-towns, the DfT guidance to eco-towns and growth points.

Carfree neighbourhoods have been appearing across Europe in recent years, but examples in the UK have all been very small, up to now.

Will it work here?

What are the advantages and the problems?

Who would want to buy houses where you can't park a car?

To address these and other questions, the University of the West of England and Carfree UK are organising a one day conference on May 20th at the Royal Marriott Hotel, College Green, Bristol. The full programme and booking form are available on: [www.carfree.org.uk](http://www.carfree.org.uk). Carfree UK has published a Guide for Planners and Developers, which can also be downloaded from [www.carfree.org.uk](http://www.carfree.org.uk).  
Programme: