

A380 South Devon Link Road Community Liaison Group Meeting Minutes

Title: A380 South Devon Link Road
 Name Of Meeting: Community Liaison Group Meeting
 Meeting Held At: The Coffee Room, The Parish Centre, Kingskerswell. TQ12 5LD
 Date And Time: 7th March, 2013 - 6:30pm
 Minutes Taken By: Patrick Beasley
 Attendees: Patrick Carney, Jim Watson, Tracey Waygood, Patrick Beasley, Rob Speare, Rob Newman, Brian Foster, Claire Foster, Richard Walsh, Pam Hampson, Gary Pettifer, Keith Fairman, Tony Seabrook, Phil Drummond, Phil Wise, Rob Richards, Paul Ewings, Liz Waugh, Cathal Kelly
 Apologies: Ken Pegden and Jane Pettifer
 Distribution: To attendees and apologies
 Next Meeting? 11th April 2013 – 6.30pm – Same venue
 Date of Issue: 11th March 2013
 File Reference: 07.01

Item No.	Speaker	Comment	Action By
1		<p><u>Introductions</u></p> <p><i>Torbay Council</i> Patrick Carney (PC)</p> <p><i>Galliford Try (GT)</i> Jim Watson (JW) Tracey Waygood (TW) Cathal Kelly (CK) Patrick Beasley (PB)</p> <p><i>Devon County Council</i> Paul Ewings (PE) Rob Richards (RR)</p> <p><i>Coast</i> Liz Waugh (LW)</p> <p><i>Community Liaison Group (CLG) Members</i> Rob Speare (RS) Rob Newman (RN) Brian Foster (BF) Claire Foster (CF) Richard Walsh (RW) Pam Hampson (PH) Gary Pettifer (GP) Phil Wise (PW) Phil Drummond (PD)</p>	

A380 South Devon Link Road Community Liaison Group Meeting Minutes

Item No.	Speaker	Comment	Action By
		Tony Seabrook (TS) Keith Fairman (KF)	
		<u>Agenda</u>	
0.1	PC	Galliford Try (GT) are employed by Devon County Council and Torbay Council to construct the South Devon Link Road. Reaffirmed the role of the CLG is to inform the wider community and relay feedback.	
0.2	PC	Asked for nominations for the appointment of a group chairman.	
	PH	Proposed Ken Pegden (absent)	
	LW	Suggested delaying any decision until the next meeting (April 11) due to KP's absence. All agreed.	
0.3	PH	PH had received a phone call from Patricia Hartley, who was upset at not being allowed to attend the CLG meeting due to her position as a Parish Councillor. PC stated that should be discussed under item 6.	
0.4	PC	It was decided to continue with the meetings on a monthly basis, but that would be reviewed in the future.	
0.5	LW	Terms of Reference issued at December meeting need to be re-circulated with these minutes.	TW
		<u>Update information</u>	
1			
1.1	JW	The GT team is being mobilised and are currently situated at the Midas Buildings in Decoy, Newton Abbot. Gave an update on the latest situation: site clearance is now well underway with the main focus being the removal of trees and shrub. This is on schedule to be completed before the nesting season begins in Mid March. Demolition of 53 Daccabridge is being delayed due to concerns with Network Rail and the close proximity of the building to the railway line. Earthworks are due to begin in April at the South end of the scheme for the haul road and culverts between Hamelin Way and Yon Street, Kingskerswell. Likewise there is culvert work in the North end of the scheme at Sainsbury's. BT works at the Penn Inn roundabout have to be redesigned, and GT are asking BT to get back on course – delays are possible. There will be more earthwork activity during April/May. GT are due to move into the new site office/compound, behind the Barn Owl in April where the team will be in the region of 60/70 staff.	
1.2	PH	Raised concerns about the build-up of mud on Greenhill Road and Churchway Lane which was running into the stream at Maddacombe Road. The problem was compounded by the lack of a road sweeper.	
	JW	Would look into the problem and arrange sweeper	JW/TW

A380 South Devon Link Road Community Liaison Group Meeting Minutes

Item No.	Speaker	Comment	Action By
1.3	RR	The mud was coming from Craxfords Quarry and DCC are encouraging them to do more regular road sweeping.	RR
	GP	The road was breaking up at the bridge near the Barn Owl, and asked whose responsibility it was to repair it.	
	PC	Devon County Council was responsible as the Highway Authority for the repair and upkeep of the road.	
	JW	HGVs travelling to and from Stoneycombe Quarry were contributing to the problem, along with extreme weather conditions.	
	GP	Stated quarrying lorries had been using the road for years and this was a recent issue.	
	RR	Devon County Council would investigate.	RR
2		<u>St Marychurch Road/Aller Brake junction</u>	
2.1	RR	Informed the CLG that the Road Safety Audit was nearing completion and presented draft plans of the junction showing the possible siting of a traffic island and chevron lane markings.	
2.2	GP/RS	Asked why can traffic not exit in both directions (current left turn only) and whether there was any grounding in the belief Aller Brake would become a rat run if this were an option.	
	PE	Extolled the computer modelling used to predict all outcomes of the SDLR and said an exit in both directions would lead to an increase in traffic. The modelling predicted traffic use and road needs up to the year 2028. PC and JW confirmed this.	
	PC	Explained that the modelling showed that the traffic modelling indicates a significant reduction in traffic on St Marychurch Road and an increase in capacity at Penn Inn.	
	GP	Challenged where the evidence of this could be found.	
	RR	Evidence can be provided. <i>Evidence can be seen here:</i> http://www.devon.gov.uk/index/transportroads/majortransportschemes/kingskerswellbypass/kingskerswellbypassinquiry/inquirylibrary.htm <i>Once in the document library go to DCC/P/4 and DCC/A/4 Part 1</i>	
	TS/PD	Would prefer to keep the junction a left out turn only.	
	GP	When the new junction doesn't work, what will be done about it?	
	PE	The modelling and numbers tell us that the junction will work.	
	TS	Noted that the modelling was not done over a Friday or a weekend or peak holiday periods.	
	PE	That is correct. No scheme in the country will be any different from this, it is a standard Department of Transport model. The flyover design has been unchanged since 2000. The scheme impacts have to be justified. With landowners being affected during this scheme, there is a need for evidence to support this.	
2.3	PC	Reminded members that the aim of the CLG was to discuss the construction of the	

A380 South Devon Link Road Community Liaison Group Meeting Minutes

Item No.	Speaker	Comment	Action By
		road rather than design-related issues.	
2.4	GP	Will a pedestrian crossing be put in place as GP believes that more pedestrians would use this road to access the woodland and local shop in Twickenham Road. He pointed out the road would be wider and straighter leading to the possibility of vehicles speeding up at that spot.	
	PC	There is not a plan to have a formal pedestrian crossing here at this time. The scheme will lead to less traffic in this area and parking habits at the top of Aller Brake Road will change once the junction is opened.	
	RR	There is a proposal for a refuge island across St Marychurch Road which would make it safer for pedestrians.	
2.5	CF	Raised the question that 'Slow' markings should be in both directions.	
	RR	RR to clarify this and noted that once the road is a straighter road, drivers would have a better view of the oncoming road and traffic/pedestrians. Furthermore a safety audit would be conducted immediately after construction and again twelve months later.	RR
2.6	GP	Asked whether the junction will be lit or as it is? Will the bollards be lit?	
	PE	TBC but it was policy not to illuminate bollards as modern highly reflective signage was sufficient.	
	JW	Confirmed that additional signage to that on the plans in view would be incorporated.	
2.7	KF	Will there be a safety audit after construction is complete?	
	PC	Confirmed yes this would take place and it was discussed at the previous meeting.	
2.8	RR	Explained that the exact timing of opening up the junction was still uncertain. Further reprogramming of the design is underway to understand the impacts of St. Marychurch Road, Aller Brake Road and the flyover, in an effort to mitigate disruption. Further updates to follow.	RR/JW
3		<u>Penn Inn/Shaldon Road traffic lights</u>	
3.1	RS	Will any of the traffic lights in this area be removed?	
	PE	No, it will be monitored. Part time lights are not favoured in urban environments.	
	KF	Could the traffic lights be removed as a trial?	
	PC	The problems currently caused by numerous traffic lights would be mitigated and congestion reduced.	
3.2	KF	Could additional signage be added to stop lorries using St Marychurch Road?	
	PC	Signage such as 'Long queues ahead' and 'Not suitable for wide vehicles' would also discourage traffic along Shaldon Road and St Marychurch Road. PC to review this.	PC
3.3	GP	The monthly bulletin stated there would be traffic management on the A380 between Penn Inn and the quarry. Why was this needed?	
	JW	Temporary roadworks would be needed while retaining walls were being constructed.	
3.4	GP	Had encountered problems with careless parking by contractors. Would this be	

A380 South Devon Link Road Community Liaison Group Meeting Minutes

Item No.	Speaker	Comment	Action By
	JW	addressed? Parking would be monitored and action taken. If necessary, contact TW at GT for immediate response.	JW/TW
4		<u>Bus routes</u>	
4.1	PE	The 174 route serving Aller Brake and Milber will be enhanced. It is intended that buses will be increasing from 5 buses per day to 12/13, running on an hourly basis, from 07:00 to 19:00. PE to share the timetable at a later date and asked for feedback on what time should buses commence each day to support workers and school children.	PE
4.2	GP+ AB	Have grave concerns about the loss of the No 12 and No 66 buses and a direct bus route to Torbay Hospital and Torbay in general. Fears it would lead to isolation and transport difficulties for some residents.	
	PE	The new hourly service would allow passengers to travel to Newton Abbot regularly and from there they can take connections to routes carried out by the Nos 12 and 66, a fact confirmed by BF who regularly uses the bus routes.	
4.3	GP	Could DCC do anything about the loss of other bus services as this has led to difficulties and is 'detrimental to residents'.	
	PE	These services were run by a commercial company and suggested a direct appeal to them might be an option.	
	BF	Could 174 terminate at Willows and not Southey Lane?	
	PE	To consider feedback.	PE
	GP	Would a bus stop be possible at the junction of Aller Brake?	
	PE	It is not possible to stop buses on the dual carriageway.	
4.4	RS	Asked if the feedback/questions raised at the exhibitions could be made public and placed on the SDLR website?	
	PE	Confirmed that this would happen.	PE
4.5	GP	Why can't Addison Road be opened to the Number 12 bus?	
	PE	It was part of the design back in 2004 but removed following feedback at the public consultation.	

A380 South Devon Link Road Community Liaison Group Meeting Minutes

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5		<u>Tree planting</u>	
5.1	RR	Informed CLG that so far 2000 new trees and 1000 shrubs had been planted in the new Common Land. 400m of hedges would be translocated. When questioned about the species of 100 specimen trees to be planted, said this was still being worked through with the Planning Authority. The roundabouts at the Barn Owl would be landscaped.	
6		<u>Contact information</u>	
6.1	TW	Explained that it was part of the CLG members role for contact details to be shared with public and MP's/Councillors. Members were unhappy about personal information being released. RR suggested CLG-specific email addresses for members. It was suggested members sign release forms for information they were willing to share, and new email accounts would be considered by individuals. TW agreed to forward any requests to members as necessary.	TW/PB
6.2	PH	Raised her concern that Patricia Hartly had been asked to not attend due to her role as a councillor. PH is very upset about the call from PE.	
	PE	PE explained the Terms of Reference were for the forum to be apolitical and he was being challenged by other Councillors. An additional meeting for MP/Councillors is due to be arranged. PE would speak with PH again.	PE
7		<u>AOB</u>	
7.1	BF PE	Was there any information as to the location of the proposed allotments? It was still too early to say and not likely to have an answer within the next 12 months.	
7.2	TS PC	Would traffic calming measures be imposed at Aller Brake? This would be discussed with residents and their views would be considered. RS and TS stated that traffic calming was not wanted.	PC/RR
7.3	KF JW	Would it be possible for CLG members to visit the sites of particular interest? That would be arranged, but at a later date when there would be more to see.	JW/TW
7.4	KF PC	Would the archaeological finds be exhibited in Kingskerswell? The plan is for them to be on display at Kingskerswell, Torquay Library, Newton Abbot Library, before going to Exeter Museum. <i>As TW advised there was an article in the local press and links to two press releases are below:</i> Herald Express http://www.thisissouthdevon.co.uk/Archaeologists-widen-search-South-Devon-Link-Road/story-18314998-detail/story.html#axzz2NFCJMfte Western Morning News http://www.thisissouthdevon.co.uk/Medieval-building-route-new-Kingskerswell-link/story-18353781-detail/story.html#axzz2NFCJMfte	TW

A380 South Devon Link Road Community Liaison Group Meeting Minutes

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7.5	PH CK	Could there be more information about the siting of the haul road off Hamelin Way? It is a left in/left out junction.	
7.6	GP PE	Challenged the allocation of Section 106 monies from local developments to help fund the SDLR. These were planned for Charles Road (£¼million) and Penns Mount (amount unknown). The planning had been deferred at Buckland/Barton and were with Teignbridge District Council. These contributions are supporting the key infrastructure that allows the development to proceed.	
7.7.	GP PE PC	Wanted to know if there was any documentation any where that listed the possible benefits to Newton Abbot/Torquay etc. Confirmed there was a wealth of information in the public domain detailing the possible benefits to South Devon businesses, particularly the data relating to the Public Inquiry. <i>See link below to the Public Inquiry library:</i> http://www.devon.gov.uk/index/transportroads/majortransportschemes/kingskerswellbypass/kingskerswellbypassinquiry/inquirylibrary.htm <i>Once in the Inquiry Library go to DCC/P/5 text – Wider Economic Benefits</i> Supported this but stressed that the SDLR in itself would not create new jobs but was there to be taken advantage of by companies in the region to help bring economic growth and attract new businesses where it was most needed.	
7.8	RS PE/RR RS PE/PC	Reports had been published of plans to build 600 houses in Decoy. Had these been taken into consideration when planning the SDLR? Aller junction would support this. If additional homes were built, as proposed, in the Buckland/Barton estate it would cause additional traffic issues in the Penn Inn area. As stated earlier, the modelling had been planned to predict traffic needs up to the year 2028.	
7.9	PH JW	Questioned the location and size of traffic signs at Greenhill Road. These were still at the detailed design stage and yet to be confirmed.	
7.10	PH PE	How will the road run-off water reach the attenuation ponds? Road run off will be piped.	
7.11	PH JW	Can the bunds be made higher at the land near Greenhill Road? Yes. As long as the planners agree.	
7.12	PH RR PC	Will the concrete finish be screened? No, it will have a textured finish known as knocked off rib, similar to the bridge at Haldon Chalets. <u>Conclusion</u> The meeting concluded at 8.50pm, with thanks from the Chairman Patrick Carney.	