



## A380 South Devon Link Road Community Liaison Group Meeting Minutes

<p><b>3</b> <b>3.1</b></p>	<p>KGP</p>	<p><b>Minutes of Meeting 19<sup>th</sup> March 2015 – Matters Arising</b> <u>CLG representation</u> Confirmed that Phil Drummond has resigned his position on the group (item 3.1).</p>
<p><b>3.2</b></p>	<p>PC</p>	<p><u>Road conditions in Aller</u> Is encouraging Devon County Council (DCC) to seek a solution to the road conditions near the Barn Owl (item 3.3).</p>
<p><b>3.3</b></p>	<p>KGP PC</p>	<p><u>The hard verge on the new A380</u> Might this be a good vantage point for train enthusiasts? This should not be encouraged as there is a nearby maintenance bay which must be kept accessible. Deterrent paving should discourage pedestrians entering the A380 at this point near Sainsbury's.</p>
<p><b>4</b> <b>4.1</b></p>	<p>CHG</p>	<p><b>Project Update</b> <u>North Section</u> Highlights were:</p> <ul style="list-style-type: none"> <li>• Penn Inn progressing. Work north of Penn Inn will commence shortly. There will be lane closures. Envisaged two lanes would be maintained southbound, and northbound traffic would be reduced to one lane outside peak hours.</li> <li>• There will be an interface with South West Highways (SWH) works on the A380 Teign Estuary viaduct north of Penn Inn. This DCC project is unrelated to the SDLR project and will commence 1<sup>st</sup> June through to December 2015.</li> </ul>
	<p>JP</p>	<p>This will add further disruption to the ongoing works. A 20-minute journey now takes one hour.</p>
	<p>CF PC</p>	<p>Will the SWH works be off-peak? DCC have not yet finalised the proposals with SWH.</p>
	<p>JP PC</p>	<p>How long will the GT works continue north of Penn Inn? 12 to 16 weeks. This is a complex programme, compounded by the SWH interface.</p>
<p><b>4.2</b></p>	<p>CHG</p>	<ul style="list-style-type: none"> <li>• Showed photograph of the services and sewer pipe beneath Aller Brake Road to illustrate how congested the area is.</li> <li>• Romany Jones section progressing and work has increased in the Aller section.</li> </ul>
	<p>CHG/JC</p>	<p><u>South Section</u> Highlights were:</p> <ul style="list-style-type: none"> <li>• Maddacombe Road is now open to traffic. The plug of limestone has been removed. Much of his material is being used on site as fill or masonry.</li> <li>• Expecting to open Yon Street Overbridge to traffic early June. Temporary lights will initially manage traffic.</li> <li>• Pavement now being constructed towards Hamelin Way.</li> <li>• The last area to be worked will be the Kerswell Gardens section. Anticipates the carriageway will be open by the end of November although this is weather-dependent.</li> </ul>
<p><b>4.3</b></p>	<p>KGP CHG</p>	<p>The Yon Street opening is well behind the original date. It is good to see it back on the programme and near completion. Yon Street was never on the critical path and therefore flexible. Would like to clarify that it was not delayed to accommodate work elsewhere and made no difference to the overall programme.</p>

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4.4	<p>CHG Should open next week before the bank holiday weekend as scheduled. If the alternative programme had been selected (traffic managed by temporary lights) the work would have continued for another two to three months.</p> <p>BH CHG Noticed the sewer is at right angles to the road in Aller Brake Road. Is this necessary? This is the only possible arrangement.</p> <p>CF Why are there no footpaths on Maddacombe Road as discussed with local DCC Councillor Alistair Dewhurst?</p> <p>PC This was considered at the public enquiry stage. Unfortunately there is no obvious solution for a footpath that ensures safety in that section.</p>	
5 5.1	<p><b>Closure of Aller Brake Road / A380 junction update</b></p> <p>JP Had asked neighbours for their opinions and showed a selection of correspondence. Concerns included illegal turning and three-point turning at the new junction. CH also cited one example.</p> <p>JP Cars parked on Silverwood Avenue and Pinewood Road were impeding traffic using these roads.</p> <p>CH Cones had not been placed as suggested. Buses were finding it difficult to manoeuvre.</p> <p>JP Cars are parked illegally near the new junction. Road markings on St Marychurch Road are not centred, meaning cars are on the wrong side of the carriageway in that section.</p> <p>RS Can the no-right turn facility be relaxed?</p> <p>PC This would undo a lot of work already done and further disrupt traffic. DCC do not want to restrict traffic at both ends of Aller Brake Road. The illegal manoeuvres are a temporary problem. When the new Aller Lin Road is open, 'rat running' will diminish.</p> <p>CH A left-in facility at the top would help evening traffic flows and assist people wanting to enter the Aller estate.</p> <p>JP Feared this would create a new rat run.</p> <p>PC Traffic is moving more quickly on the A380. The situation is not ideal. Some commuters have benefited while some have been inconvenienced. DCC has changed the traffic light timings on Penn Inn roundabout which has improved the situation. DCC will continue to monitor.</p> <p>There is a possibility some workers are parking in Aller and walking into town. PC is meeting Devon and Cornwall Police to visit the area. The problem is not a local one, the whole of Newton Abbot is congested.</p> <p>CH The recent Aller meeting was constructive. Cones would have made a huge difference.</p> <p>KF Believes there have been missed opportunities to help the people of Aller. This was discussed two years earlier. Addison Road could have been left open. A different works programme would have lessened inconvenience. A 12-week closure is unacceptable.</p> <p>CH Safety is a concern. Reported seeing vehicles undertaking traffic queues by driving on the pedestrian footpaths.</p> <p>JP If the contractor or a DCC official lived on Aller this would not have happened.</p> <p>KGP Everyone accepts there are difficulties with Aller. When meeting the police can PC raise</p>	PC

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	<p>PC the issue of drivers illegally travelling on pedestrian footpaths? Will do so.</p> <p>JP There have been many missed chances for the Aller estate. The former Project Director Jim Watson delayed the closure and gratitude was expressed to him for that decision.</p> <p>PC When an excavation is begun it is impossible to know everything. Plans change. There are 3,000 items on the programme so there is a constant need for revision. The programme is planned with the best intentions for residents and motorists. Delays and inconvenience unfortunately need to be accepted.</p> <p>KGP Could DCC pass back feedback from police?</p> <p>CH If drivers used the yellow box on St Marychurch Road this would alleviate queuing. The intersection becomes gridlocked if drivers ignore it.</p> <p>PC Devon will continue to monitor. When drivers adapt their scheduling the situation may improve.</p> <p>PW If people see illegal driving they should call 101 immediately.</p> <p>KF How long will the utility companies take to carry out their work at Aller? CHG This has been factored in.</p>	<p>PC</p> <p>PC</p> <p>PC</p> <p>PC</p> <p>PC</p> <p>PC</p> <p>PC</p>
<p><b>6</b> <b>6.1</b></p>	<p>PC <b>Safety Audit: St Marychurch Road junction</b> The audit has been carried out. The bollard is to be replaced.</p> <p>JP The issue of speed is a concern. Can a copy be distributed?</p> <p>PC Will arrange. Will send the relevant section to CLG members <b>POST MEETING NOTE:</b> This was distributed by email on 18/05/2015.</p>	<p>PB</p>
<p><b>7</b> <b>7.1</b></p>	<p>KGP <b>Maddacombe Bridge drainage update</b> PC met with residents of Church End Road, Greenhill Road and Cllr Alistair Dewhirst. PC explained the additional gullies were unnecessary.</p> <p>PC Confirmed this was the case but to allay residents' fears additional gullies were installed. PC showed photo taken during recent storm which showed no flood water running down Maddacombe Road. The gullies were not yet operational.</p> <p>KGP This has been a credit to DCC and Galliford Try.</p>	
<p><b>8</b> <b>8.1</b></p>	<p>CHG <b>Future meetings</b> Once Yon Street reopens there will be little interface with the public long the south section. Therefore is there a need to continue the meetings?</p> <p>KGP The list of future meetings shows July, September and November. The chairman would prefer they were retained.</p> <p>PC Special meetings could be called for specific phases.</p> <p>KGP Agreed to review at the next meeting.</p>	
<p><b>9</b> <b>9.1</b></p>	<p>PB <b>Communications</b> <u>Events</u></p> <ul style="list-style-type: none"> <li>• The project played host to a training exercise by Devon Fire Rescue Service at Hamelin Way where a three-car pile-up was staged.</li> <li>• The project has also held a site safety day for all staff to attend.</li> <li>• David Cameron visited the project but as this was during the General Election his visit was restricted to public vantage points away from the actual site.</li> </ul>	

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9.2	PB	Reminded members that Public Liaison Officer Tracey Waygood has asked for literature or reports to gain an overall picture of how the CLG has worked and reacted during the project.	
9.3	CHG PC	The project is investigating the feasibility of staging two events: a Community Day for the general public and a Rowcroft Hospice Colour Rush road race. Although GT and DCC are keen to do this there is a great deal of planning still to do. The CLG will be informed should the events be confirmed.	
10 10.1	PW PC	<b>AOB</b> <u>Potholes</u> When the new Decoy link Road opens can the potholes on Aller Road near the Barn Owl be fixed? PC is bringing pressure to bear on DCC.	
10.2	BH PC	<u>Event</u> Had seen report of the Mayor of Torbay announcing a community event in the Herald Express (see item 9.3) The project and client have been considering this for years. The Mayor's announcement is not the first instance of this being suggested.	
10.3	CF PB CHG KGP PC	<u>Road surface</u> Has there been any announcement concerning the quieter road surfacing? Understood this had been made available to the media. We cannot quantify 'quiet'. It is more appropriate to say 'less noisy'. It was reduced by 7.5 dB, an improvement on the original 2.5 dB reduction. Noted it is misleading to quote dB reduction without reference to what it is being reduced from.	
10.4	PC	<u>Cycling accidents</u> Had studied reports of accidents between Penn Inn and Aller during the 10 previous years. There has been no significant increase since the project began. The opening of the new cycle path between Penn Inn and Aller will allow cyclists to travel off the main A380.	
10.5	JP PC	<u>Parking</u> Contractors are parking on St Luke's Road. They will be asked to move their vehicles.	AF
11 11.1 11.2		<b>Calendar</b> <b>Date of Next Meeting</b> <ul style="list-style-type: none"> <li>• 2<sup>nd</sup> July at 6.30pm</li> </ul> <b>Future Meetings (to be reviewed):</b> <ul style="list-style-type: none"> <li>• 3<sup>rd</sup> September</li> <li>• 12<sup>th</sup> November</li> </ul> <p>The meeting concluded at 20.00 hours.</p>	