

## **Day Ten**

Mr Langton announced that Mr Helps had submitted a revised proof of evidence. The revisions from his original proof are marked in red. Information on noise and air quality should be available by the end of today.

## **Peter White**

Mr White read the summary of his proof of evidence.

Mr Langton highlighted the main points of Mr White's rebuttal proof to Mr Bowley's proof of evidence.

## **Cross Examination**

The greater part of your proof is concerned with levels of support for the bypass.  
-Agreed

FP2.1.10, reference to examination in public. RSS C60 – proposed policy replacement. Refers to demand management measures in settlements where there is a need to reduce congestion. Priority should be given to congestion charging. This policy is clearly relevant to Westbury?  
-Accept

The case of WCC is that a bypass is intended to relieve congestion. RSS C60 clearly relevant?  
-Agreed

Conurbations referred to in respect to charging. No reference to any other settlement?  
-No

You made representation to examination panel?  
-Correct

Pg198. Set out strategic corridors. D pg199, BB2SC. Sec C, pgC62. Proposed policy Tran 7 A-H. Pg64 – policy that is relevant to BB2SC. Panel state that corridor management approach applied to A350, emphasis on reliability of journey time, improve quality of life, reduce accidents and noise. Supporters case that bypass meets objectives?  
-Agreed

Panel recommend a review to be carried out of the relationship between A36, A350 and A46, in North of corridor. Estbury is in North of corridor?  
-Agreed

Stronger traffic measures at Bath. Panel recommends far from pushing ahead with scheme, review should be carried out. Accept as sensible?

-Agreed

Should review take place?

-Any review will reinforce need for bypass

Were a review to be undertaken it would clarify situation and responses?

-Possibly, yes.

FP2.1.11. Refer to Earth Rights letter to Sec of State. Exaggeration of opponent's levels of support. One of the reasons for calling-in, the Sec of State raises issues of national concern. Agree?

-More of a regional concern

National planning policies. View of SoS that this scheme may conflict with national planning policies.

-Agreed

Clearly then a matter of national concern?

-Agreed

Given that, surely it is only proper and legitimate for national environmental organisations to take an interest?

-Agreed

Reference to 2001 public opinion survey. Undertaken by WCC consultants. Various surveys in the past. As applies to all the surveys, given the popn of Westbury, turnout in percentage terms relatively low?

-Agreed

Common to all opinion surveys?

-Agreed

In that context, there is nothing different between 2001 survey and others?

-Disagree

FP2.2.5. Opinion survey effectively useless. Would the same be said of all the other surveys?

-Don't know exact percentages

-Depends on split of town.

Surveys distributed throughout town?

-No

-Surveys photocopied and distributed in Bratton magazine

-300 surveys

Must have been more than 300, as there were over 700 responses?

-Photocopied in Bratton

Public had to collect survey from Laverton?

-Agreed

Not sent out by consultants?

-No

1998 survey posted?

-Not aware

Mr Kansarai's Appendix B. Section 8. Report to EDEC 1998. Appendix to that summary of responses to public consultation. Para 8. Leaflets delivered to properties.

-Agreed

1998 survey delived, 2001 survey had to be collected from Laverton.

-Agreed

1400 (15%) of surveys returned. Summary of responses to public consultation. Given this was circulated to households, whereas the 2001 survey wasn't, responses from 1998 survey would be more satisfactory in terms of participation?

-Agreed

1998 survey less useless than 2001 consultation?

-Matter of opinion

-My opinion that people against E route more inclined to return form

As far as 1998 concerned?

-Yes

Why would that be the case?

-Lists which route offers satisfactory solution.

-Those living on E route of town more inclined towards W route

And vice versa?

-Yes

-More residents in E than W

Choice offered to WSB of choice of E and W, divisive?

-Agreed

Have the people of WSB and villages ever been offered a non-road building option as a means of reducing perceived problems?

-No

Presumably would it be right to suggest that if a non-road build option would have been less divisive?

-No

-There is no point in doing nothing – can't put traffic calming in WSB.

Not simply matter of traffic calming. Reasonable presumption, that were a feasible non-build option, would not have been as divisive as E or W route choice?

-Don't think so

Why?

-Basically the layman does not understand the concept of a non-road build option

Takes a certain effort to explain. Familiar with WWSTS?

-No

LTP1, draft proposals for WSB. Pg95. Series of measures that could be considered for improving life in WSB. Traffic calming, cycle networks, mini roundabouts. Real time bus information is only measure undertaken. Any other soft measures been implemented over the last ten years?

-Not aware of any

Aware that various town centre improvement measures proposed. A number of those have happened?

-Yes

Not bypass dependent?

-Correct

Is it your view that a 20mph traffic calming zone would be of benefit?

-No

-Slower traffic produces worse emissions

FP2.5.1. Seen that support for bypass from 2005-2007 increased by 97%, objections dropped by 14%. From a very low response rate?

-Agreed

If only have small figure to start with, relatively small absolute change will produce greater percentage change?

-Agreed

WHA123. 18/01/07 article. E route is last chance. Do you think that statements such as that has had any influence on shift in public support?

-No

No effect whatsoever?

-No

-Very minimal if any

What is your evidence for that?

-None

-Personal view

Suggestion that town centre improvements would fall through if bypass not proposed, had no effect on public?

-Cannot speak on behalf of people of WSB

-Cannot say for certain what effect statements would have had.

#### Inspector's Questions

Mr White said that the AADT referred to in FP3 was an average taken over three years.

Mr Yellowley queried why the traffic flow figures for West Ashton were lower than in Mr Helps' evidence. Mr White said that he did not have the source of his figures available. He said that West Ashton experienced roughly the same levels of traffic as Westbury South.