

## South Devon Link Road - facts and figures

### Background

- The South Devon Link Road is a 5.5km dual carriageway, which will provide the long awaited bypass for Kingskerswell realigning the existing A380 between Newton Abbot and Torbay.
- It is the largest highway project in the South West.
- Currently, 1m vehicles per month use the existing A380 – 35,000 per day.
- Currently under construction, the major new road is scheduled to be completed by December 2015.
- The project was granted full approval by the government in May 2012 and work began in autumn 2012.
- It is over sixty years since the project was first proposed.
- In July 2015, it was announced that the official name for the road will be the South Devon Highway. This name was selected from over 1000 suggestions, following a competition.

### Cost

- The total cost of the South Devon Link Road is estimated to be £110m.
- The Department for Transport has paid £76.39m towards the project. The balance is being shared equally between Torbay Council and Devon County Council, with Teignbridge District Council making a £500k contribution.

### Benefits

The new link road will bring a host of benefits – environmental, economic and social.

#### *Environmental*

- The key environmental gains of the scheme are:
  - Improving air quality.
  - Reducing noise levels.
  - Road safety improvements.
  - Habitat enhancements.
- It is predicted that the new road will remove 95 per cent of traffic away from Kingskerswell, restoring and revitalising the village.
- There will be 38 acres of woodland created, more than two miles of newly laid or translocated hedging and 100 specimen trees planted.

#### *Economic*

- More consistent and reliable travel times between Newton Abbot and Torbay.
- More reliable journey times and improved bus journey times.
- The improved access is expected to lead to the creation of nearly 8,000 jobs in South Devon, with around 3,500 of these in Torbay.

#### *Social*

- Sustainable transport with improved cycle routes.
- A better quality of life for many local residents.

### **Construction facts and figures – as of April 2015**

- Almost 1,500,000 hours worked so far.
- 140,000 tonnes of asphalt will be used
- 23km of kerbing will have been laid
- More than 2,600 site inductions have taken place for new staff and contractors
- Project will use a total of more than 38,000m<sup>3</sup> of concrete.
- More than 360,000 tonnes of aggregate will be used.
- A total of more than 760,000m<sup>3</sup> of earth will be moved (1.6m tonnes).
- 40km of piping will be installed.
- A total of nine bridges are to be constructed together with a number of retaining walls and culverts.
- One 300m long railway tunnel has been built.
- It will take 39 months to construct.

### **Flood alleviation**

- Historically there have been areas susceptible to flooding in the area - these have been addressed by the South Devon Link Road project by including a number of measures to alleviate flooding in Kingskerswell and the Keyberry area of Newton Abbot.
- Flood alleviation measures have included the construction of a number of culverts, earth bunds, open channels and ditches to divert flood waters.
- Flood alleviation measures have been designed to protect areas susceptible to flooding and to take flood water away from these areas more efficiently.
- Significant features include the Keyberry Culvert that was constructed under the railway line when the line was closed at Dawlish due to storm damage. The works were completed within a week and involved:
  - removing four railway lines over 60 metres in length
  - removing 10,000 tonnes of material
  - installing three rows of concrete units
  - 57 culvert sections installed – each weighing 27 tonnes
  - 5,000 person hours worked

### **Economy**

- It is estimated that approximately 51% of the workforce employed to construct the road are from the area
- It is estimated that £40m has been invested into the area already through working with local suppliers, materials such as concrete, stone and asphalt.

### **Training / employment**

- The project has worked closely with young people, through regular education days at South Devon College and workshops at schools throughout the area.
- Five apprentices were taken on throughout the project – taking apprenticeships in Highway Maintenance, studying the Civil Engineering Advanced Apprenticeship 2 year course.

### **Other facts**

- Wherever possible, nothing is wasted from the project; efforts are made to reuse all the material excavated. Instead of transporting in new material it is relocated where it is needed on site, which not only keeps costs down, but has the added benefit of reducing the carbon footprint.

- For example, the pink limestone excavated at Maddacombe, Kingskerswell was crushed and graded as fill along the route and used as masonry for facing the retaining walls adjacent to Aller Park Road.
- Most of the material excavated from the areas of cut along Hamelin Way and at Maddacombe has been used for new embankments near Aller and at the Edginswell Junction.
- Traffic has been maintained along the existing A380 with one lane in both directions throughout the duration of the project.
- In the summer of 2015 two community events were held.
  - In July, approximately 3,500 people visited the site and were allowed to walk a 3km stretch of the new road at a unique Community Open Day event.
  - In August, a charity Colour Road Rush took place in aid of Rowcroft Hospice, raising £50,000.

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