



Torbay road upgrade makes progress on tight site

With a busy highway to one side and a railway on the other contractors building the South Devon Link Road make good progress widening part of the A380 between Newton Abbot and Torquay. The 1km on line improvement will then join up with a new 5km bypass of the village of Kingskerswell.

In all there are nine major structures on the scheme, including a flyover at the busy Penn Inn roundabout where six beams of 150m

length are now in place. Further along the route a 270m long cut and cover crossing of railway lines, built to carry the new road crossing at a skewed angle, is nearing completion.

Work is being carried out by a Galliford Try/SIAC joint venture, with Ramboll the designer and Parsons Brinckerhoff the client's advisor. The £110M scheme is on schedule to complete in December.

Devon County Council project manager Paul

Couttie MCIHT says: "The focus over the next couple of months is to substantially finish all of the structures. The A380 is a very congested road and we have maintained a single lane in each direction at all times."

Mr Couttie adds that unmanned aircraft, otherwise known as drones, continue to prove successful in flying over the site to take aerial photographs to monitor the movement of earthworks.



LIFELINE FOR FLOOD PRONE VILLAGE: Raising of a 500m stretch of road near the Somerset village of Muchelney to help keep the highway open during major floods has almost completed. The project is designed to allow continued access to and from Muchelney, which was cut off last winter.

Somerset County Council's highways contractor Skanska started work in September on the scheme, which will raise Law Lane to the west of the village by up to 1.2m at the lowest point.

Other companies involved in the project include designer Atkins and Tensar, which has supplied geogrids to support the redesigned road. These provided initial stabilisation over the site's soft ground and are also being used to help mitigate differential settlement of the road structure and provide lateral restraint to prevent the embankment from slipping.

Tensar area civil engineer Geoff Carter said: "By creating a causeway in the event of flooding, the new raised road will create a much needed access route into and out of the village."

Contracts

Mott MacDonald/Grontmij JV will explore improvement options for the A27 Chichester Bypass after it won a Highways Agency contract. **Kier/WSP** has secured a £200M four year extension to its existing highways services contract with Northamptonshire County Council. **Phil Jones Associates** will help design and deliver routes for London's Quietways cycle network.

Skanska and Balfour Beatty working in joint venture have won a £55M contract from the Highways Agency to improve the M25 junction 30, where it meets the A13. **Balfour Beatty** has also been awarded a £26M contract to design and construct a 2.5km guided busway on Bristol's MetroBus project. **Costain/Skanska JV** has been appointed to design and build the Paddington link tunnel, which will connect Paddington Crossrail station with Bakerloo line platforms.

CIHT 100

Several major rail routes were badly damaged by flooding this time last year. Are we any better prepared this year if heavy rain returns?

YES 73%

Industry is better prepared in terms of forecasting and what to do in the event of another major flood. We always learn from experience.

NO 27%

There is every likelihood of similar problems in future. We have seen little evidence of increased resilience being introduced to rail infrastructure.

New participants are sought to join the CIHT100 panel. If you would like to take part email mike@transportation-mag.com Also, see page 8.