

Dawlish sea wall residents' update

Installation of Wall Panels is Underway



Most of the wall panels have now been installed

Construction of the new sea wall reached a significant milestone on 9 February, as the first wall panels were installed in the face of adverse weather conditions during Storms Ciara and Dennis. Most of the panels are now in place, which will form the main structure of the new sea wall, giving residents, visitors and rail passengers a clear indication of how the structure will look once it is completed.

While we complete the installation of the last remaining wall panels, we have started adding the recurve or wave-return to the top. These will deflect the power of the waves away from land and back out to sea. After that focus will then shift to town gateway and Boat Cove and the installation of track drainage and amenities such as surfacing of the footpath and seating.



The wall panels will be topped with a curve to send the waves back.

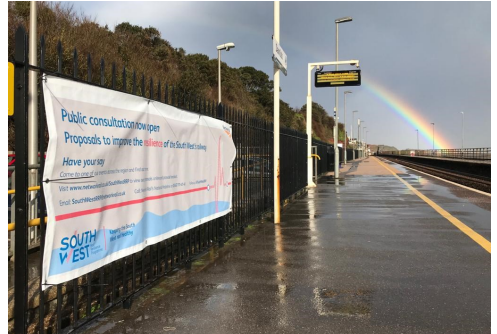
Challenging circumstances

Despite challenges that the workforce faced in securing the vertical anchors that will hold the panels in place, a solution was quickly found. This was done by excavating a trench along the existing wall and replacing the highly voided and weak fill material with new concrete. This enabled the vertical dowels to be installed in new material rather than the weak existing material, ensuring that the new sea wall remains entirely secure.

At the time of writing, construction of the sea wall continues, as our team plays a vital role keeping passenger and freight transport systems operating. However, our priority is the safety of our people and the public, so we are strictly adhering to government guidelines on work site activity. Our activity is continually under review and if for any reason anything does change then we will of course keep you fully informed.

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Parson's Tunnel to Teignmouth Resilience Project Consultation



We visited Dawlish Town Hall on February 7 to seek locals' views on the Proposals

The second round of public consultation for the section from Parsons Tunnel to Teignmouth commenced on 20 January 2020. We held 11 events across South Devon to showcase our proposals and seek views of the local residents, communities, businesses and rail users.

At the events we presented a 10m scale model to help illustrate how our proposals will look, as well as fly-through videos and information posters to further explain our plans. Over 2,500 people attended these events and we are grateful for the keen interest in the project.

The consultation period lasted for six weeks, finishing on 1 March 2020. Your feedback will help us develop the detail of our proposals ahead of a Transport & Works Act Order (TWAO) application.

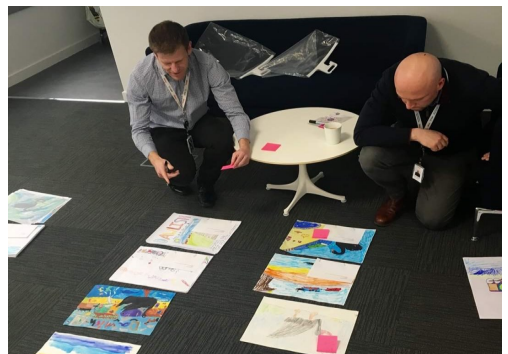
We are now in the process of compiling a report on the feedback forms, online surveys and emails we received, which will help us identify key themes and common views on the proposals, allowing us to incorporate appropriate measures into the TWAO process to accommodate concerns, provide appropriate mitigation measures and properly manage the works. As with the first round of consultation, this information will be made available to the public once the report has been completed.

School Competition Hoardings

We soon hope to unveil the winners of the art competition where the successful submissions will be added to the hoardings which form the perimeter of the work site in Dawlish.

Network Rail asked Dawlish schoolchildren to take part in an art competition based on the theme 'What Dawlish means to me'.

The winners will be able to see their hard work in all its glory as their creations will remain in place until the new sea wall is finished.



We received 90 entries from local primary schools

Landslip at Coryton Tunnel



Sandstone Cliffs Line the Great Western Mainline

On Sunday 16 February, the harsh winds of Storm Dennis caused earth and trees to slip from above Coryton Tunnel between Holcombe and Dawlish, compromising the safe running of the railway.

Train services had already been cancelled that day due to flooding at Cowley Bridge, and the parapet of the tunnel took the weight of the slip. Thankfully, no one was injured during the incident and there was no significant damage to the rail line, meaning it was reopened once the landslip had been cleared.

Events like these show why it is vital we protect this stretch of railway from such occurrences in the future.

Community Information Hub

In line with government guidelines advising against social gathering to prevent the spread of Covid-19, the weekly community engagement sessions at Dawlish railway station have been suspended until further notice.

There are still lots of ways to get in touch with us:

Call 03457 114141

E-mail
southwestrrp@networkrail.co.uk

Follow @SouthWestRRP on social media



The Community Information Hub

Questions?

In light of the Coronavirus emergency, the public are being told to stay at home and not leave the house unless absolutely necessary, yet your staff are still working, why is this?

Our staff play a key role in improving the railway for passengers and freight for which this part of the network is vitally important, so our staff, within government guidelines, continue to work and our activity is continually under review.

If for any reason anything does change then we will of course keep you fully informed.

Why don't you place boulders at the bottom of the sea wall? It works well for Dawlish Warren, which has heavier storms than Marine Parade.

This is an extremely effective type of coastal protection however it is not the best solution for Dawlish.

Rock armour requires a large footprint to allow the boulders to be piled up and break the waves before they reach the seawall – this would result in most of Dawlish beach being covered in boulders.

Clearly this would not be acceptable as it would have an impact on Dawlish's tourist industry.

Also, rocks that are sufficiently sized and suitable for use as primary armour have limited availability and would contribute a significant cost increase that would not fall within the available budget set aside by the government for the sea wall at Dawlish.

Why is concrete being used rather than other materials?

The sea wall defences at Dawlish are being created with a 100-year lifespan.

The materials have been selected to perform in this harsh coastal environment and the use of concrete has been selected as it is less susceptible to erosion than other materials.

Finishes in different textures and colours have been proposed to provide visual interest. Elements of natural stone surfacing are also being used, where feasible.

How can we get in touch with you?

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Call 03457 114141

E-mail southwestrrp@networkrail.co.uk

For news and updates follow the SouthWest Rail Resilience Programme's social media pages:

Facebook - <https://www.facebook.com/SouthWestRRP/>

Twitter - [Twitter.com/SouthWestRRP](https://twitter.com/SouthWestRRP)

More information and updates can be found at nr.co.uk/dawlishseawall