

A-one+ AREA 12 Sharing Achievements and Promoting Work Done A64 Askham Bryan NMU Improvement Works



We completed £97k of improvement work (Designated Funds) on the A64 at Askham Bryan junction, over a 5 week period in March/April 2017. The work provides improved connectivity and safety for cyclists and pedestrians using the shared use facilities round the junction. The improvements are on part of National Cycle Network NCN Route 665, and are a timely boost to encourage walking and cycling in the area.

- We laid 43m² of buff coloured tactile paving to assist visually impaired pedestrians and better delineate the crossing facilities. This tactile paving is enough to cover around 4 car parking spaces.
- We upgraded 246m of kerbing/edging with new kerbing laid flush with the carriageway to reduced potential trip hazards. Laid end to end this new kerbing/edging would cover the length of around 22 Coastliner buses.
- We resurfaced 550m² of shared use pavement around the junction and re-established the pavement edges. This included some tree branch and shrub clearance. Providing improved safety and definition for users, this new surfacing is enough to cover the internal area of the 13th century Clifford's Tower in York over 1½ times.

The improvement works have been completed in time for the 2017 Tour de Yorkshire (TdY) during the last weekend in April. The TdY is a UCI (Union Cycliste Internationale) Europe Tour event attracting some of the top international riders. With the second stage on Saturday 29th April starting in Tadcaster, there is expected to be increased use of the recently improved cycling facilities along the A64 between Tadcaster and York, including these newly upgraded crossing points around the A64 Askham Bryan junction.





case study

A-one+ AREA 12 Sharing Achievements and Promoting Work Done **A64 Askham Bryan Pavement Ultigrip Solution**



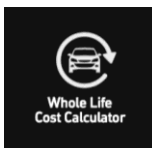
We completed £300k of resurfacing work on the A64 westbound on and off slip roads at the Askham Bryan junction with the A1237 York Outer Ring Road. This was completed over 4 nights in May 2017.

- We resurfaced 2,450m² of carriageway with 40mm Ultigrip surface course, 950m² with red coloured surfacing and 280m² with buff coloured high friction surfacing. Combined, that's over three times the area of Bramham House, the 18th century Grade 1 listed country house where the Bramham International Horse Trials take place in June every year.
- We laid 1,445m of white lining and 250 road studs. That length of white lining is the same length as 62 French Dassault Mirage IVA cold war nuclear bombers, one of which travelled along the A64 past this junction in April on its 527 mile journey from Paris to the Yorkshire Air Museum at Elvington.



The innovative Ultigrip design solution uses a bauxite aggregate and durable clear binder to give a tough, textured finish and long term skid resistance, even on heavily trafficked sites. This was an important consideration in this location where the geometric layout results in a high sideways force being exerted on the surface.

Although the upfront material cost is greater than a comparable conventional solution, the whole life cost savings, customer benefit and roadworker safety benefits are impressive. This includes an estimated £500k efficiency saving, reduction of 28 nights when this key junction is closed to customers, and a reduced manpower requirement working on site of around 2,800 hours. This design solution has been recognised by the Considerate Constructors Scheme and added to the national best practice hub.



£500k
efficiency saving

28 night reduction
of road closures for customers

2,800 less
manhours working on site at night





A-one+ AREA 12 Sharing Achievements and Promoting Work Done A64 Brambling Fields Junction Drainage Works



We completed £220k of essential drainage maintenance work on the A64 at Brambling Fields, North Yorkshire, over a 7 week period in February and March 2017.

At this location the drainage ditch was found to be unstable, with the sides collapsing and subsequently beginning to creep back from the original ditch profile to affect, in places, the adjacent farmers field on one side, and the embankment for the eastbound exit slip road on the other.

- We cleared and re-profiled a 400m length of ditch. That's the same as 27 Coastliner double decker buses stacked end to end.
- We lined the ditch with a reno-mattress and gabions, using around 1,125 tonnes of imported rock material. That's the same weight as 6 empty Boeing 747-400's, which each have a maximum passenger capacity of 660.



Named after one of the first interventions carried out by Maccaferri over 100 years ago, the Reno Mattress® is now synonymous with hydraulic works and erosion protection projects worldwide. Reno Mattresses are cages, engineered from double twisted hexagonal woven steel wire mesh. Delivered flat-packed, they are assembled and then filled with stones on site to form flexible and permeable erosion control.

- We cleared over 2,000m² of vegetation, that's the same as 174 car parking spaces in your local supermarket car park.



A64 Copmanthorpe Essential Resurfacing

We completed £357k of essential maintenance work on a 3km stretch of the A64 between Askham Bryan and Copmanthorpe, York in September 2016.



The scheme saw 29 roadworkers work overnight to resurface nearly 20,000 m² of the A64, enough to surface the floor of York Minster, the largest gothic cathedral in northern Europe, 3 times.

This required over 100 lorry loads of asphalt material to be delivered to site, providing a logistical challenge for site teams.



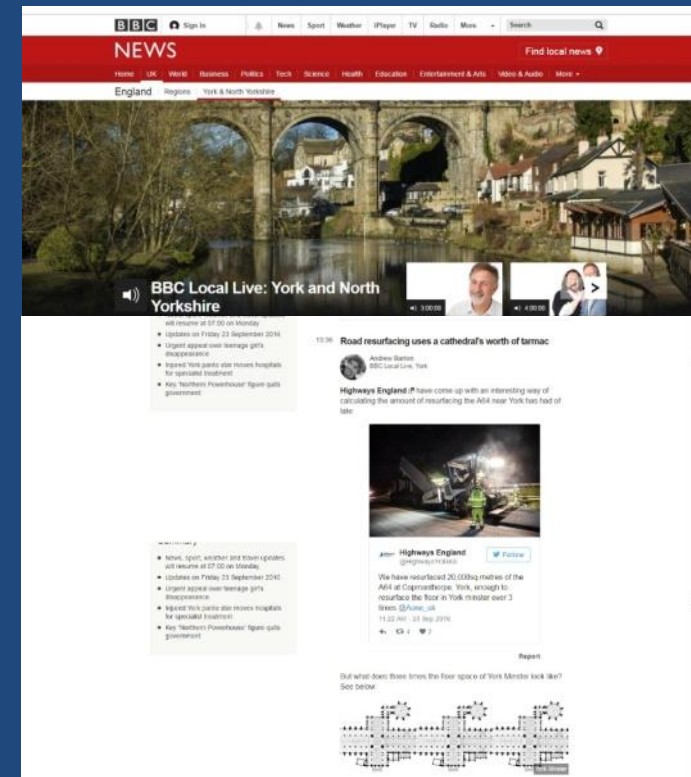
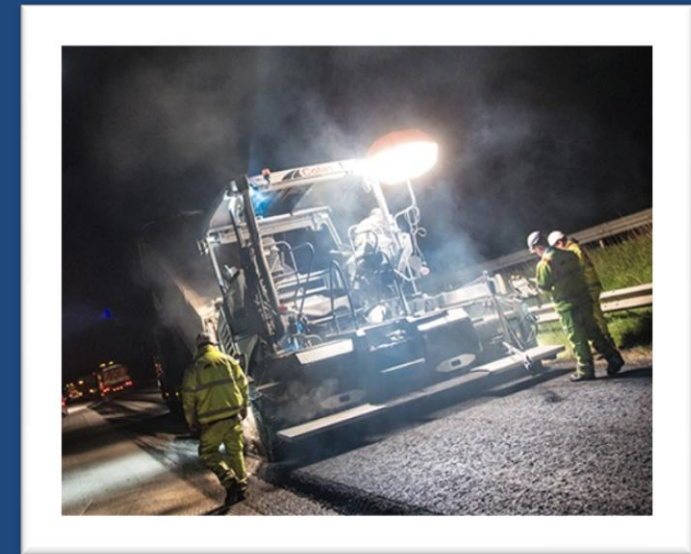
We installed over 8km of white lining, the same distance as walking round York's city walls, the longest medieval town walls in England, nearly

In addition, workers used the opportunity to undertake routine maintenance work including grass cutting and gully cleaning to minimise the need for repeat visits to the same area.

Highways England released a series of post scheme tweets to their 13,000 followers on Twitter, capturing the work done. Our story was also picked up and expanded on by BBC News, adding diagrams of York Minster and the City Walls to their news feed.

A-one+ Site Agent Frank Firth said:

"We programmed this work overnight to minimise delays to road users, and managed to complete the works in just 4 nights. The work required careful planning and some close liaison with a local golf club to ensure the effect on their business was kept to a minimum."



A64 Rillington Essential Resurfacing

We completed £1.1m of essential maintenance work on the A64 between Rillington and Knapton over two 24/7 Friday night to Monday morning weekend closures in November and December 2016.



The scheme saw 138 roadworkers work through the two weekends to resurface nearly 13,000 m² of the A64, with 55% of that being 300mm deep carriageway re-construction.

We used 3 planing machines, 2 asphalt plants and 86 wagons to make it happen. If the wagons had been stacked end to end, the train of wagons would have reached nearly 700m in length.

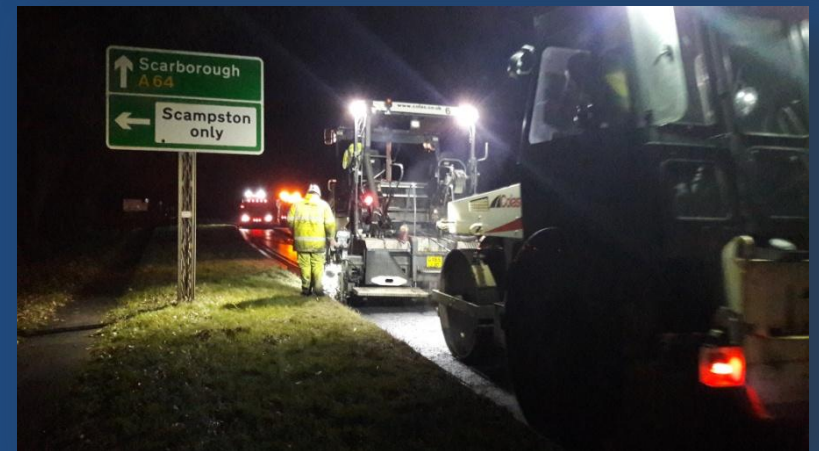


During the 2nd weekend we completed 4,150 tonnes of surfacing, making this the biggest output achieved in Area 12 ASC to date, and delivering increased efficiencies for our client.

We reduced the duration from 3 weekends to 2 removing 85,000 miles of additional customer diversion miles, enough to circumnavigate the equator nearly 3½ times. This saved £20k of additional customer fuel costs.



In addition, our site teams liaised closely with Ryedale District Council staff who used the road closures as an opportunity to pick 23 bags of litter and sweep 4km of carriageway, enhancing the customer experience when the road was re-opened after the weekend.



DELIVERY
4,150 tonnes
material laid in
1 weekend

CUSTOMER
85,000 diversion
miles saved
£20k fuel saving

LOGISTICS
138 people
86 wagons
2 asphalt plants

Key Achievements

1. Over 27 lane kilometres of carriageway resurfacing undertaken. Resurfacing works included some extensive deeper carriageway reconstruction in places.
2. Managing the programme to fit with roadspace constraints, primarily works on local authority network, e.g. weekend closures to complete the pavement renewal to the east of Rillington.
3. Completion of the bridge joint and parapet renewal scheme at Bishopthorpe Bridge, including the use of the bridging ramp system successfully used previously on the South Bridge.
4. Completing the complex renewal of the vehicle restraint system over Scampston Bridge (listed structure).
5. Completion of the significant junction improvement at Scotchman Lane.

Resurfacing Schemes (quantity is lane metres of new surfacing)

• Hopgrove Roundabout to end of duals Eastbound	1140m	• Askham Bryan to Askham Bar Eastbound	5200m
• Barton Hill to Whitwell Eastbound	2440m	• Wellburn to Crambeck Hill #	2200m
• Rillington Westgate #	790m	• Scotchman Lane to Whitwell #	5750m
• Rillington to West Knapton #	3160m	• Fulford to Askham Bar Westbound	3890m
• West Knapton to East Knapton #	2700m	• Staxton Patching #	160m

Including deep patches (below 100mm) to maintain structural integrity of the carriageway.

Structures Schemes

• Fulford Joint Renewal	• Bishopthorpe Bridge Parapet Renewal
• Bishopthorpe North Bridge Joint Renewal	

Improvement Schemes

• Scotchman Lane Junction Safety Improvement	• Askham Bryan Junction NMU Improvements
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Other Renewal Schemes

• Scampston Bridge Vehicle Restraint System Renewal	• Tadcaster Bar to Askham Bar Cycletrack Roadmarking Renewal
• Pickering Interchange Westbound Entry Slip Footpath	• Stockton Lane Overbridge EB and WB Verge Vehicle Restraint System Renewal
• Brambling Fields Eastbound Exit Ditch Stabilisation	• Bramham to Headley Bar Eastbound Footway Renewal
• Bramham to Malton Marker Post Renewal	• Pike Hills Drainage Outfall Renewal
• 8 No. Road Marking and Studs Renewal Schemes at various locations	• Malton Road, Rillington Drainage Renewal

Key Challenges

1. Extensive programme of carriageway resurfacing already started and significant amount of work planned. Resurfacing works includes deeper carriageway reconstruction in places.
2. Significant amount of vehicle restraint system to be renewed, whilst maintaining traffic flows on the A64.
3. Managing the programme (estimated value £10 million) to fit with roadspace constraints.
4. Overcoming the last few issues and completing the significant junction improvement at Barton Hill Crossroads.

Resurfacing Activities

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| <ul style="list-style-type: none"> • Bramham Roundabout • Headley Bar to Tadcaster Ings Eastbound • Tadcaster Ings to Tadcaster Bar Westbound and Eastbound • Askham Bryan to Bilbrough Westbound • Askham Bar to Fulford • Fulford Slip Roads • Hopgrove to Stockton • Whitwell Duals Westbound • Sherburn Village | <ul style="list-style-type: none"> • Westbound Approach to Bramham • Tadcaster Ings Eastbound Entry • Bilbrough to Tadcaster Bar Westbound Patching • Askham Bryan Slip Roads • Fulford to Grimston Bar • Grimston Bar Roundabout • Sand Hutton to Claxton Patching • East Heslerton to Sherburn Patching |
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Structures Activities

- Grimston Bar North and South Bridges Joint Renewal

Improvement Activities

- Barton Hill Junction Improvement

Other Renewal Activities

- | | |
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| <ul style="list-style-type: none"> • Bramham to Askham Bryan Vehicle Restraint System Renewal • Askham Bryan Westbound Entry Slip Footway Renewal • Askham Bar to Fulford Drainage Renewal • Grimston Bar Traffic Signals • Hopgrove to Whitwell Hazard Marker Post Renewal • Whitwell Duals Footway Renewal | <ul style="list-style-type: none"> • Tadcaster Bar Westbound Fence Renewal • Askham Bar to Fulford Vehicle Restraint System Renewal • Grimston Bar Footway Renewal • Murton Grange Overbridge Vehicle Restraint System Renewal • Whinney Lane, Claxton Drainage Renewal • Crambeck Bridge Drainage Renewal |
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case study

A-one+ AREA 12 Sharing Achievements and Promoting Work Done A64 Tadcaster to Copmanthorpe Cycleway/Footway



We completed £175k of maintenance refurbishment work on 15½ km of cycleway/footway on the A64 between Tadcaster and Copmanthorpe, near York, over 4 weeks in January and February 2017.

- **15½ km of footway/cycleway was refurbished, with the route sided out, vegetation including bushes and trees cleared, and a new sign installed.**
- **31 km of white edge line was laid along with 45 give way triangles to improve safety for pedestrians and cyclists along the route. That's enough white lining to run over 6 Parkruns round the Knavesmire in York.**
- **1.2 km of footway/cycleway pavement was reconstructed where the surfacing had deteriorated - that's enough to cross the newly re-opened Tadcaster Bridge 15 times.**

The improved route is part of the National Cycle Network NCN 665 established by Sustrans. This boost for cyclists and pedestrians was completed using a mixture of daytime verge working and overnight lane 1 closures, keeping disruption for customers to a minimum and costs down. Highways England released a series of post scheme tweets to their 15,000 followers on Twitter, sharing the work done.

This work supports recent findings by Transport Focus that cite surface quality and physical segregation from road traffic as key factors that influence the quality of journey experience for pedestrians and cyclists. The work also provides increased safety for pedestrians and cyclists travelling on the NCN between Tadcaster and Copmanthorpe.



Area 14 NYCC Schemes 2017/18

Highways England PIN Number & Project Manager.	Local Authority affected.	Highways England Scheme Title.	Actual Location and Scheme Details.	Location of closure and direction.	Proposed Diversion route and direction.	Start & Finish Date & Hours of Working.
2017-2018 SCHEME 562339 Ted Chamberlain	North Yorkshire County Council	A1(M) Dishforth to Ripon Northbound Resurfacing (Recycling)	A1M mainline J49 (Dishforth) to J51 (Leeming)	Contraflow installed between J49(Dishforth) and J51(Leeming), by lane closures with switching.	Programme agreed with A1L2B is as follows: 8/7/17 to 21/7/17 – night time lane closures with switching, maintaining access to J50(Ripon) 22/7/17 to 24/8/17 – daytime contraflow, maintaining access to J50(Ripon)	8 th July 2017 to 24 th August 2017 Night time – 2000hrs to 0600hrs Contraflow – 24hrs TM
2017-2018 SCHEME 562340 Ted Chamberlain	North Yorkshire County Council	A1(M) Dishforth to Ripon Southbound Resurfacing (Recycling)	A1M mainline J49 (Dishforth) to J51 (Leeming)	Between J51(Leeming) and J49(Dishforth)	Proposal is 24hrs working utilising a contra flow on the main line carriageway. This proposal will reduce the duration of the programme from that currently shown. Closures may be needed to install the contra flow(TBC by the Contractor)	2 nd September 2017 to 20 th October 2017 (provisional and to be agreed) Night time – 2000hrs to 0600hrs Contraflow – 24hrs TM
2017-2018 SCHEME 562340 Ted Chamberlain		A1 Howgrave Visual Impact DF T4 (near Sinderby)	TBC	TBC	TBC	1 st September 2017 to 29 th September 2017 2000 to 0600hrs(TBC by Contractor)

2017-2018 SCHEME 563498 Craig Prescott	North Yorkshire County Council	A1M Leeming Bar LED Upgrade scheme.	TBC	TBC	TBC	12th February 2018 to 20th February 2018 2000 to 0600hrs(TBC by Contractor)
2017-2018 SCHEME 563499 Craig Prescott	North Yorkshire County Council	A1M Oaktree Underbridge Lighting Upgrade scheme.	Off Network	TBC	TBC	12th February 2018 to 20th February 2018 2000 to 0600hrs(TBC by Contractor)
2017-2018 SCHEME 563521 Michael Houtt	North Yorkshire County Council	A1M-Bridge Deck Fascia Scheme	A1M J56 (Barton) to J60 (Bradbury)	Northbound and southbound A1M mainline	TBC	3 rd November 2017 to 18 th December 2017 2000 to 0600hrs

HE Major Projects schemes

The A64 Hopgrove junction scheme has just moved into what we call Stage 1 Option Identification during which we look at developing ideas for addressing transport issues. This includes looking at possible junction improvements and also the possibility of dualling the existing single carriageway from Hopgrove to Barton le Willows. The current aim is to have preliminary design completed by March 2020.

Due to where we are in the process we do not have a Preferred Route so we do not have any plans to release. We do however hope to publish a non-technical summary of work undertaken so far sometime in the next few weeks and can inform you when this happens. This will form the basis of public consultation which will occur later in the process

A1 Leeming to Barton improvement scheme

Senior Project Manager, Tom Howard

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Sandie Forte-Gill is meeting with Barrie Mason (NYCC) 4th July 2017

Tom Howard is meeting with Barrie Mason 11th July 2017

Colin Jackson (NYCC) embedded into A1 Leeming to Barton project team

Mike Roberts (NYCC) currently carrying out walkovers for the Local Access Road handover process.

The scheme is now over 95% complete and we are working towards opening the southern section, from Leeming to Catterick, by the end of August. The remainder of the scheme from Catterick to Barton will then follow by the end of 2017.
