

Creating and caring for safe, efficient highways



M1-A1 Link Road

ANNUAL REPORT

Year 15 April 2011

Connect
roads

Welcome to our fifteenth annual report

About us

We are pleased to report another successful year where we continue to work closely with our partners to enhance the performance of the route.

Should you have any comments about this report or wish to discuss other issues, please do not hesitate to contact us at the address found on the back cover. We hope you enjoy the read.

Mark Mageean,
General Manager

Connect Roads operates and maintains the M1-A1 Link Road, a dedicated motorway link of nearly 30km in length which provides strategic connections between the M1 and M62 motorways to the south of Leeds and the A1(M) south of Wetherby.

The project commenced in March 1996 as part of the Government's Private Finance Initiative (PFI) and runs until 2026. The contract was let by the Highways Agency, on behalf of the Secretary of State, the Highway Authority for the route.

In addition to the construction of the M1-A1 Link Road, the project included the improvement of the M62 east of Junction 28 to the Lofthouse Interchange, the M1 from Junction 42 to near Belle Isle, and the upgrading of the A1(T) from Micklegate to Bramham to motorway standard.

In partnership with our Operator, Balfour Beatty Major Civil Engineering, Connect Roads undertakes all the maintenance requirements, and working with its client, the Highways Agency, identifies and delivers improvements focusing on Road User and Road Worker Safety, Journey Time Reliability and Road User Information.

In partnership with





Continuous improvement

BS OHSAS 18001 is an internationally recognised assessment specification which addresses a wide range of health and safety management.

Ensuring our systems are accredited to BS OHSAS 18001 was an important objective for Connect Roads. We have therefore worked with the British Standards Institution (BSI) to ensure that we are BS OHSAS 18001 compliant and accreditation was awarded in late 2010, in line with our intended programme. This was a great accomplishment for all those involved.

Last year, one of the many objectives that Connect Roads set for the forthcoming year was to implement a Road Safety Awareness Campaign. This campaign took place during November 2010 (22nd-26th) where Connect Roads worked with clients and suppliers across its five road concessions to spread the road safety message and raise awareness of the campaign.

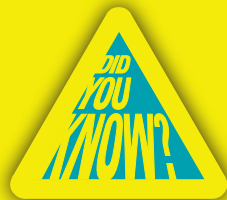
Each event held during Road Safety Week was delivered by a great variety of people from our staff and that of our clients and supply chain. The active participation of several production operatives added real value to each event, as they were able to share first-hand experiences with the general public of what it's like working on the roads.

CASE STUDY

Road Safety Week

The Road Safety Week team set up at the extremely busy Wetherby Services on the A1(M) route. Over 400 ice scrapers were handed out to the general public by mid-afternoon, many of whom had driven south from where the country was already covered in snow!

A wide demographic of drivers were reached, including 150 Light Goods Vehicle (LGV) drivers who were given LGV driver safety packs and fresnel lenses (to remove blind spots and help prevent 'side-swipe' incidents).



Road Safety Week 2010

Our Road Safety Week team travelled the country to encourage the general public to make a pledge to safe driving, as part of the 'Brake' charity road safety initiative.

The team received a total number of 642 pledges over the course of a week, demonstrating a real commitment from the local community.

Proactive management

Last winter the UK experienced the coldest weather, reportedly by some, for a century. The much greater than predicted intensity of snowfall challenged us all in keeping the roads safe and open.

To some the winter treatment of roads may appear to be a straightforward task, but ensuring that a road is kept safe for our users during the winter months is technically complex as well as a significant responsibility for all those individuals involved.

Pro-active planning for managing the M1-A1 Link Road during the winter season starts almost as soon as the previous winter season ends. Plans from the previous winter are reviewed and amended, equipment is maintained and upgraded, and salt (grit) stocks are replenished. Firstly our Operator, Balfour Beatty Major Civil Engineering produces a Winter Out-turn Report, whereby it reviews, with Connect Roads and the Highways Agency, the winter season just finished, analysing any trends identified and the adequacy of its operations in maintaining a safe network.

Thereafter, the Severe Weather Plan is updated and communicated to all interested parties (Highways Agency, Traffic Officer Service, West Yorkshire Police and other Service Providers) by the end of August, in readiness for the commencement of the Highways Agency Winter Season on 1st October.

Other amendments and improvements instigated prior to the commencement of last winter which contributed to success in maintaining an operational road during the severe weather included:

1. Investment in a new fleet of winter maintenance vehicles with demountable snow-ploughs and GPS technology to record all aspects of winter precautionary treatments.
2. Updated training for staff and operatives, including the interpretation of weather forecasts, role of Duty Officer and Winter Maintenance Vehicle/Plant.
3. Increased salt (grit) stock at the commencement of the winter season.
4. Maintenance to the two weather stations and ice sensors located on the M1-A1 Link Road.

So with an excellent response to the last winter weather behind us and plaudits received from some road users, attention turns to updating and refining our plan for next winter. However, we all have our part to play and road users should ensure they have prepared their vehicles for winter weather.

Enhancing the route

Working with the Highways Agency, Connect Roads and its Operator, Balfour Beatty Major Civil Engineering, recently installed an emergency turn-around point on the A1(M) between Junction 42 (Selby Fork) and Junction 43 (Hook Moor), where the M1 merges into the A1(M).

Given the nature of the A1(M) at Junction 43 (Hook Moor), where two motorways merge directly together without slip roads, and the long distance between Junctions 42 and 44 of the A1(M), certain issues had to be addressed. It was identified that if a prolonged incident were to occur on this section, extensive queues could quickly develop. This would mean road users becoming stranded without opportunity to be diverted off the motorway or turned around.

Review of the location by Connect Roads identified an area of central reservation, previously hardened (surfaced) to provide a contra-flow cross-over for a previous improvement scheme, which if deemed appropriate, could be utilised to provide an emergency access/egress gate within the central reservation safety fencing.

Since the scheme was completed, there has been no need to use the gate. However, if a prolonged incident did occur on this section of the network then (upon request by the Highways Agency Traffic Officers or Emergency Services) the gate can be operated by the Connect Roads Incident Support Unit staff to turn traffic around. This could be carried out through the central reservation and back in the opposite direction, thereby relieving congestion and disruption.

Whilst Connect Roads continues to operate and maintain the M1-A1 Link Road, should any incidents occur on this section then measures are in place to minimise impacts to road-users.



Zero Harm



We are committed to leading and developing best practice in health and safety throughout our Operations and Maintenance activities.

Since its launch in 2009, our Zero Harm initiative has gained momentum and has been embedded into all of our safety systems. This positive safety culture has assisted us in achieving the BS OHSAS 18001 accreditation in less than 12 months.

Zero Harm has also lead to the birth of Ron the roadworker!

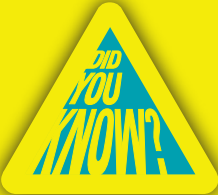
Ron is being used by Connect Roads to focus on driver behaviour and encouraging drivers to respect their local roadworker – after all most live in the local community.



PLEASE DRIVE SAFELY, AND WATCH OUT FOR MY WORKMATES!

So, watch this space and see how Ron the roadworker is going to assist in reinforcing the safety message along this route! It's a tough job, but we know Ron can do it!

Connect Roads will continue to work closely with the various stakeholders along the route to help raise awareness and promote road safety.



Sustainability

We recognise the increasing importance of ensuring sustainability is at the core of all our activities.

The 2020 Vision is a long-term sustainability strategy for Balfour Beatty companies and as a shareholder in Connect Roads, the strategy has been adopted on the M1-A1 Link Road.

By 2020, Balfour Beatty aims to deliver, manage and own sustainable infrastructure that helps communities and individuals live within environmental limits.

More detail on how Connect Roads will be supporting and implementing the initiative will follow in future reports and on our website, www.connectroads.com

Roadmap and action plan

Although 2020 may seem a long way off, it is important to make progress and take significant steps along the way. To achieve this, Connect Roads has developed a strategy for its five roads concessions (M1-A1, A50, A30/A35, M77/GSO and CNDR), benchmarking where each currently is in terms of sustainability and setting realistic but challenging targets for the coming years. These have been incorporated into an action plan and 'roadmap' to track progress.

Carbon and biodiversity

Already on the M1-A1 Link Road, Connect Roads and Balfour Beatty Major Civil Engineering have worked with the Highways Agency on a number of recent projects and initiatives to deliver sustainability improvements. These include; use of the Highways Agency carbon calculator, preparation of an Energy Reduction Scoping Report and biodiversity improvements.

These are just a few examples of how Connect Roads, and Balfour Beatty Major Civil Engineering, its Operator on the M1-A1 Link Road, will be supporting and implementing the 2020 Vision strategy, with more details to follow in future reports and on our website, www.connectroads.com

Network developments

M1 Junction 46 (Thorpe Park)

In 2010, at the request of the Highways Agency, Connect Roads assumed maintenance responsibility for the operation and maintenance of M1 Junction 46 (Thorpe Park).

Prior to this date Connect Roads maintained only the slip roads from the M1, with the roundabouts and link roads which form the junction being maintained by another service provider to the Highways Agency. However as this other contract was coming to an end it was determined to be desirable to have the entire junction operated and maintained by one service provider, thereby providing opportunities for a more effective and efficient service.

The large circulatory carriageway at M1 Junction 46 was originally constructed in 1999 by Connect M1-A1 Limited, then known as Yorkshire Link Limited, as a junction with the newly constructed M1. The parallel link roads and ‘dumb-bell’ roundabout adjacent were added a few years later to facilitate the adjacent Thorpe Park Business Park.

Landscape management and balancing ponds

During autumn 2010 Connect Roads undertook surveys of the existing landscape and verges and have added the new assets into its Landscape Management Plan for the M1-A1 Link Road, ensuring the landscape assets can be managed sustainably to enhance biodiversity whilst maintaining a safe network for road users. The next stage of this work will include maintenance works to the balancing pond located to the south of the M1, and through which all rainfall run-off from the junction is collected, sediment deposited and oils/ petrol removed prior to water discharging into local watercourses.

Roadmarkings

Connect Roads has recently completed a refurbishment of the road markings around the large circulatory carriageway, using a road marking material with enhanced resistance to trafficking and improved visibility at night. Given the nature of the roundabout and associated traffic movements between lanes this should provide longevity and potential safety benefits.

Asset management

Connect Roads maintains and updates an Asset Management Plan (AMP) for all of the assets on the M1-A1 Link Road and with the M1 Junction 46 assets now forming part of the concession these have been added to the AMP and appropriate maintenance interventions determined to ensure the assets are maintained to the appropriate standards, and in an effective manner. Results from recently completed technical surveys of the junction have been inputted to the AMP, analysed and interrogated to determine the maintenance interventions required.

Connect Roads will be responsible for the operation and maintenance of the Junction for the remainder of its concession period (until March 2026), and will continue to liaise with the Highways Agency and the adjacent highway authority (Leeds City Council) to ensure the junction is maintained and operated in an effective manner.

Route developments for 2012

Location	Description	Traffic management	Planned start date	Expected duration
M1 Southbound to M62 Westbound free-flow link	Mudstone protection works	Overnight closures and local diversion route	May/June 2011	4 weeks
M1 Southbound Junctions 46 to 45	Carriageway re-profiling	Overnight lane closures	May 2011	2 weeks
M1 Northbound Junctions 45 to 46	Carriageway re-profiling	Overnight lane closures	May 2011	2 weeks
M1 Southbound Junctions 45 to 44 (Aire Valley)	Carriageway re-profiling	Overnight closures and local diversion route	August 2011	2 nights
M62 Eastbound and Westbound, Outside Lanes, Junctions 28-29	Carriageway surface treatment and road markings renewals	Overnight closures and local diversion route	July 2011	2 nights
M62, M1 and A1(M) at various locations	Road markings renewals and road stud replacements	Overnight lane closures and mobile works	July 2011	1 week
A1(M) Northbound and Southbound	Carriageway surfacing	Overnight closures and local diversion route	June and August 2011	1 week
M1, Aire Valley Viaduct	Application of corrosion inhibitor on structural beams	No traffic management required	July 2011	1 week
Knowsthorpe and Wyke Beck Culverts	Replacement cathodic protection to structures	Lane closures for Wyke Beck Culvert works only	July/August 2011	2 weeks
M1 Junction 46 Roundabout	Road marking renewals	Overnight lane closures	May 2011	3 nights
Network Wide	Bulk lamp change to lighting	Overnight lane closures	July 2011	4 weeks

M1-A1 Performance Monitoring/Achievements

Maintenance – Performance Monitor		
	Target	Actual
Highway Inspections Completed	100%	100%
Total Traffic Census/Measurement Equipment Availability	99%	99.53%

Reactive Maintenance – Performance Monitor		
	Target	Actual
Percentage of Category 1 defects made safe or repaired within 24hr response time	100%	100%
Percentage of Category 2 defects repaired within designated response time	100%	98.6%

Emergency Response – Performance Monitor			
		Target	Actual
Percentage of Incident Response Requirements met	05:00-21:00hrs Incident Support Unit service, 20 minute target response time	90%	100%
	21:00-05:00hrs Out of Hours service	100%	100%
Average Response Time for Requests to Attend Incidents	05:00-21:00hrs Incident Support Unit service, 20 minute target response time	20 minutes	11 minutes
	21:00-05:00hrs Out of Hours service	60 minutes	35 minutes

Accidents – Injury accidents for the road as a whole were categorised as follows in the calendar year		
	2010*	2009
Fatal	0	1
Serious	16	2
Slight	94	35
Total	110	38

* – statistics are for the period 1st April 2010 to 31st January 2011 (February and March 2011 not yet available)

General	
Contractual Penalty Points	0
3rd Party Claims	32
Enquiries	75
Complaints	0
Commendations	6
Vehicle kilometres travelled by road users on the M1-A1 Link Road in 2010/11	786 million vehicle-kilometres

Spotlight on... Marilyn Childe

Marilyn is Office Administrator of the M1-A1 project

After spending 25 years in the Staffordshire Peak District, Marilyn now lives in the small village of Wighill, only about eight miles from the M1-A1 Link Road depot. Marilyn has worked as an Office Administrator since 7th June, 2010.

What is the most challenging aspect of your role?

Without a doubt, dealing with Loss Adjusters! One of my responsibilities is dealing with all third party insurance claims i.e. to recover our costs for repairing damage to safety barriers, fencing signs posts etc. which has been caused by others. Our costs are quite significant and insurance companies are now passing most of these claims directly on to their Loss Adjusters whose job it is to ensure the costs are reduced for their client.

What is the most rewarding aspect of your role?

I am very lucky in that I work with a great team of people. We're only a small team in numbers, but we work hard together and I do mean together – if we can help one another out, we do wherever possible.

If you could give your local road user a message, what would it be?

Please take care on our route, and drive according to the prevailing road conditions! It's not just for your own safety, but for the safety of others and even the local wildlife.

What are your hobbies outside of work?

My interests are Eventing and National Hunt Racing and taking my dog for walks in North Yorkshire. Being brought up in a family who had horses and living in an area where there were several racing stables, it's not surprising that these interests continued in my family! We have a very good local pub in the village which we frequent weekly, it's very important to support local industry!



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