



M1-A1 Annual Report

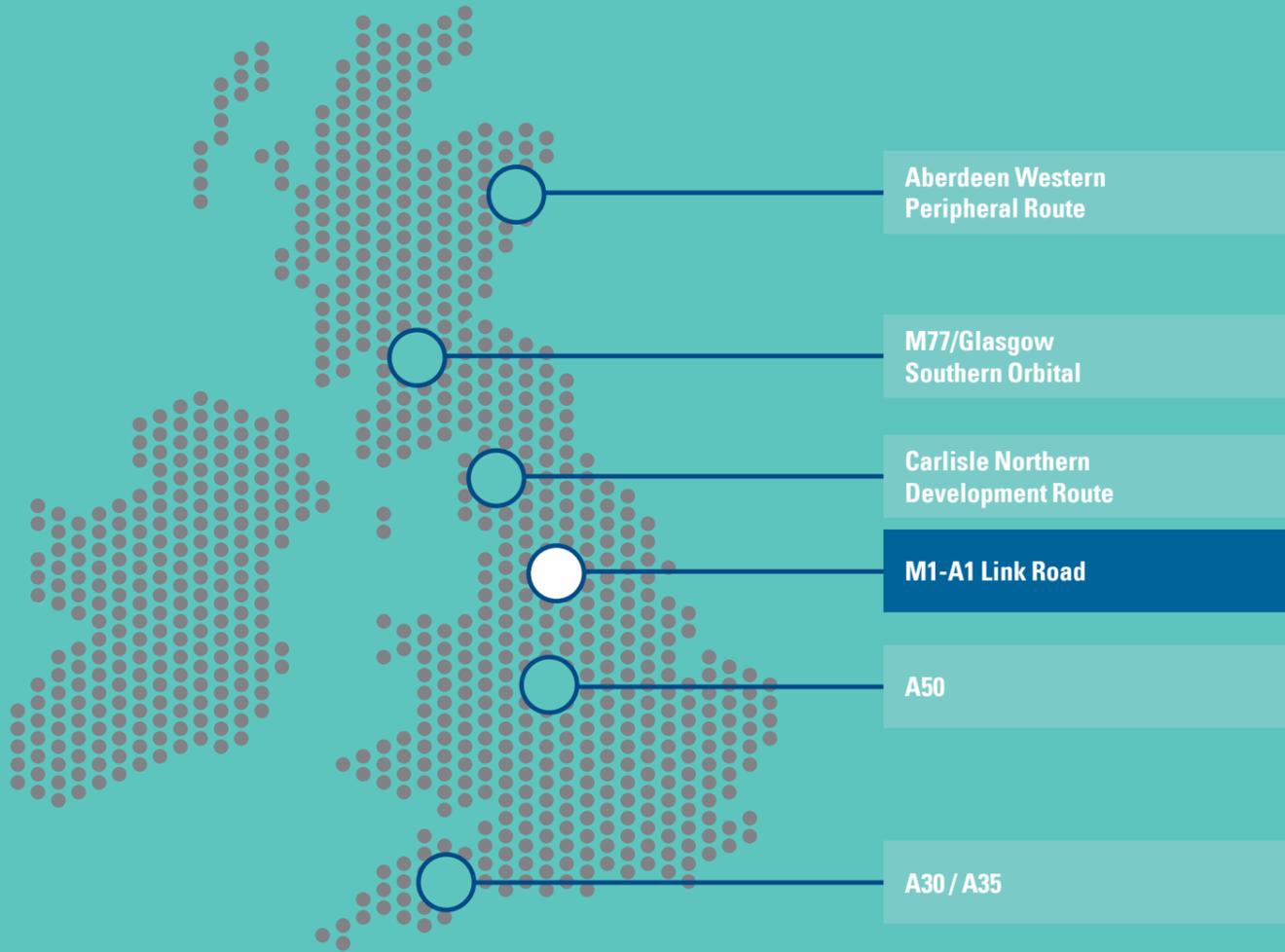
Year 21

April 2017

Connect
roads

 **highways**
england

Balfour Beatty



About Us

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) to the south of Wetherby.

The project commenced in March 1996 as part of the Government's Private Finance Initiative (PFI) and runs until March 2026.

The contract was let by Highways England, 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 improvements to 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 Mickelfield to Bramham to motorway standard. Since opening, the circulatory carriageways and link roads of M1 junctions 45 and 46 have also been incorporated into the concession.

In partnership with our operator, Balfour Beatty Construction Services UK, Connect Roads undertakes all the maintenance requirements. Working with our client, Highways England, we identify and deliver improvements focusing on road user and road worker safety, journey time reliability and the provision of road user information.

Welcome



We have completed the twenty-first year of our 30-year concession contract with Highways England, which sees us entering the final third of the concession period. Nevertheless our commitment to operating and maintaining a safe and reliable route for road users and local communities remains.

Once again in this year's report we not only highlight what we are required to do in respect to our performance, but also provide a flavour of the added value work which we pride ourselves on implementing to improve the route and experience for road users. Whilst the face of our client has changed, and the demands of road user customers have evolved, we continue to provide a dedicated service using a highly knowledgeable local team to meet the ever changing needs of the route.

We hope you enjoy the read.

Mark Mageean
Head of Operations



If you'd like to contact us please send an email to **connect@connectroads.com**

A year in numbers

62.14t

LITTER COLLECTED
APPROXIMATELY 8,320 HOURS
SPENT PICKING LITTER



468

**STAFF JOURNEYS ALONG
THE NETWORK**

52

**SAFETY
INSPECTIONS**

0

**MINOR
INJURIES
SUSTAINED
BY STAFF**
(ONE LOST
TIME INJURY
SUSTAINED,
NO RIDDOR
INJURIES)

119

**ITEMS OF CORRESPONDENCE
RECEIVED**

100%

**REPLIED TO WITHIN
CONTRACTUAL TIMELINE
REQUIREMENTS**

19,654 m

**LENGTH OF WHITE LINING
REPLACED**

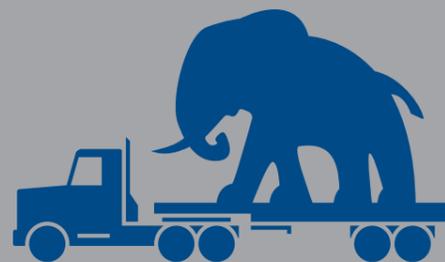
140,000m²

GRASS CUT IN A YEAR
(87,000m³ OF WILD FLOWER
AREA'S MAINTAINED)



20,347

**ABNORMAL LOADS
PROCESSED**



39

**GRITTING
RUNS**

3.6k

**ROAD STUDS
REPLACED**

Supporting Road Worker Safety

7th

**OUR 7TH
YEAR OF
PARTICIPATING
IN BRAKE'S
NATIONAL
ROAD SAFETY
WEEK**



5

**LOCATIONS
COVERED
BETWEEN
DEVON AND
GLASGOW**



1,500

**INTERACTED WITH 1,500
MEMBERS OF THE PUBLIC**

6

**SCHOOL
ASSEMBLIES**

OUR AIM WAS TO:

- 1 RAISE AWARENESS OF OUR PRIORITY ROAD USER AND ROAD WORKER SAFETY
- 2 INTERACT WITH LOCAL ROAD USERS
- 3 SHARE ROAD SAFETY RELATED MESSAGES VIA TWITTER
- 4 ENGAGE WITH HGV DRIVERS AT SPECIFIC LOCATIONS
- 5 INFORM SCHOOL PUPILS ABOUT OUR WORK, ROAD WORKER SAFETY AND EMPLOY THE USE OF 'PESTER POWER'

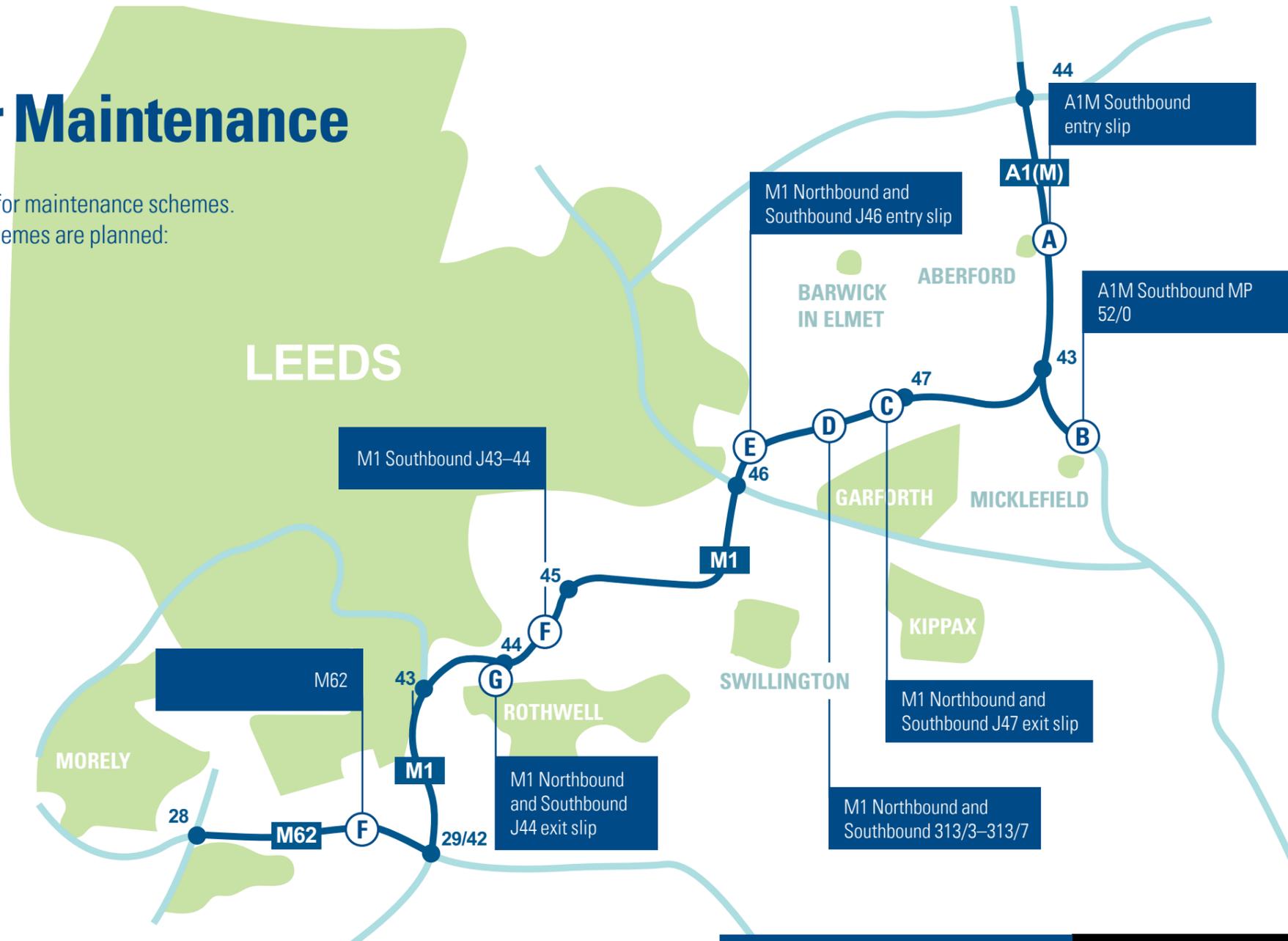
1,600

**ENGAGED WITH 1,600
PUPILS FROM AGES 5 TO 14**



Planned Major Maintenance

Each year we identify specific locations for maintenance schemes. During 2016 the following significant schemes are planned:



If you'd like to contact us about any of these planned works please email connect@connectroads.com

Periodics works completed this year

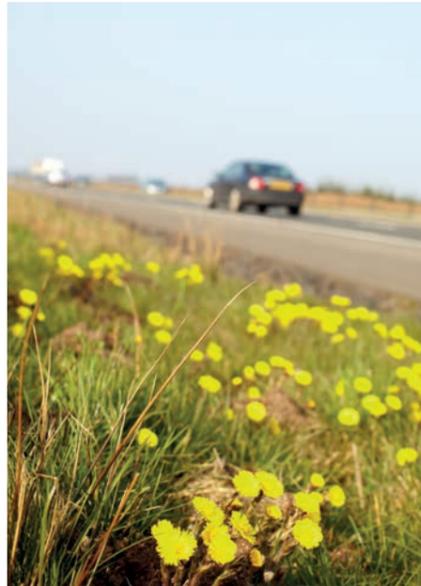
Location	Description	Expected completion
A A1M Southbound entry slip	Resurfacing of various lanes	August 2017
B A1M Southbound MP 52/0	Resurfacing of various lanes	August 2017
C M1 Northbound and Southbound J47 exit slip	Resurfacing of various lanes	August 2017
D M1 Northbound and Southbound 313/3-313/7	Resurfacing of various lanes	August 2017
E M1 Northbound and Southbound J46 entry slip	Resurfacing of various lanes	September 2017
F M1 Southbound J43-44	Resurfacing of various lanes	September 2017
G M1 Northbound and Southbound J44 exit slip	Resurfacing of various lanes	September 2017
H M1 Northbound and Southbound J44 exit slip	Resurfacing of various lanes	October 2017

The majority of our major maintenance interventions are undertaken overnight or at weekends to minimise delay and disruption to road users. Further details of all planned lane and road closures, and associated diversions routes can be found at www.highways.gov.uk/traffic-information (Refer to the Current and Planned Roadworks tab).



Sustainability

Connect Roads is committed to adopting sustainable and innovative solutions within its maintenance programme, a large part of which concerns maximising the life of asphalt surfacing across its road contracts, whilst also providing sustainable solutions. Connect Roads identified the need for sustainable solutions and integration of considerate strategies aligned to sustainability objectives.



Working with our partners, our supply chain (ASI and Operator (Balfour Beatty), Connect Roads has tested, developed and implemented a systematic approach to preserving pavement life by adopting innovative treatments and preservation techniques. With key stakeholders in mind (road users, road workers, clients, etc.), Connect Roads focused on developing a proactive and standardised strategy to achieve maximisation of operational, environmental and societal benefits. In line with Connect Road's asset management framework, preservation strategies employed across our PFI portfolio, are enhancing pavement performance by:

- Improving safety by providing a safe and consistently acceptable road surface;
- Meeting road user expectations by minimising disruption to the travelling public (less lane and road closures for maintenance);
- Using a cost-effective set of practices to extend pavement life; maximising the serviceable life of pavement assets and surfacing to reduce environmental impact.

Adopting pavement preservation techniques and integrating other such options in Connect Road's Life Cycle Planning, a number of key milestones have been reached.

Independent evaluation has found that compared to emissions of 50.65kgCO₂/m² for traditional resurfacing, pavement preservation only produces 3.13kgCO₂/m². This represents a carbon footprint reduction of up to 94% compared to conventional resurfacing options, with the key driver being the low requirement for new asphalt in the treatment and the extended life of the existing surfacing.

94%
Total carbon footprint reduction when compared to conventional resurfacing options

Apart from the reduction of aggregate and bitumen requirements, a maintenance cycle focusing on pavement preservation achieves:

- Reduced vehicle movements for repairs
- Reduced or eliminated waste disposal
- Reduced overall energy requirements
- Fewer resurfacing/maintenance closures, minimised impact on road availability.
- Rapid treatment allows early re-opening for traffic, with curing complete after only 1–2 hours
- Night treatment during quieter periods and minimised disruption

Connect Roads continues to investigate and explore innovative pavement preservation options to continue its drive to provide sustainable solutions to pavement maintenance whilst minimising disruption to the road users and local communities.

Patrick McCarthy

Deputy Financial Controller

How long have you worked on the M1-A1?

I have been working with the M1-A1 concession team for ten years.

What do you enjoy about your job?

I like the interaction with the concession team giving financial input and assistance when required to help the team make informed decisions on areas that would have a financial impact and for me understanding the operation and commercial issues on the concession.

What do you do in your spare time?

I like watching most types of sport such as going to see football and rugby, as well as doing activities such as hiking and cycling (leisurely), I also like going to music gigs and the cinema.

Do you have a message for road users?

Always be aware of speed on the road and driving within the speed limits.



Performance Monitoring

Various performance indicators are reported to our client as follows:

	Target	Actual
Customer Satisfaction		
Number of enquiries received in the year	–	102
Number of complaints received in the year	–	55
Number of complaints received in the year requiring corrective action	–	47
Complaints requiring corrective action that were closed within 15 working days	–	100%
Response to Emergency Incidents		
Emergency incidents for which an immediate response was required in year	–	88
Call-outs to emergency incidents achieved within the response time defined in the contract	100%	96.7%
Average response time achieved for call-outs compared to the response times defined in the contract	<65%	59.3%
Network Availability		
Peak availability	98.5%	99.75%
Off-peak availability	98%	99.7%
Night time availability	98%	98%
Street Lighting Outages		
Category 2 (high and medium) outages fixed within target time	100%	100%
Reactive Maintenance		
Response to Category 1 defects within contractual requirements	100%	97.9%
Category 1 defects repaired in 7 day response time	100%	83%
Category 1 defects repaired in 28 day response time	100%	98%
Average time for repair of 7 day Category 1 defects	5 days	3.47 days
Rolling 12 month % of Category 1 '24 hour' defects which remain open and overdue	–	0%
Rolling 12 month % of Category 1 '7 day' defects which remain open and overdue	–	2.99%
Rolling 12 month % of Category 1 '28 day' defects which remain open and overdue	–	3.5%
Number of Man/Hours worked in the year	–	63,789
Number of 'RIDDOR' reportable incidents in the year	–	0
Number of minor injuries in the year	–	1
Number of reported incidents of ice on the network in the year	–	0

Road Safety Performance

THE COLLISION RATE PER 100 MILLION VEHICLE KILOMETRES CONTINUES TO BE LOWER THAN THE NATIONAL AVERAGE



OVERALL THE STATISTICAL PERFORMANCE OF THE ROUTE IS CONSIDERED "LOW-MEDIUM RISK"



THE NUMBER OF SERIOUS INJURIES HAS DECREASED YEAR ON YEAR OVER THE PAST FIVE YEARS



WE ARE INVESTIGATING 2 AREAS OF POTENTIAL INTEREST TO IMPROVE THE PERFORMANCE OF THE ROUTE





Visit our website at connectroads.com for our latest news and updates on planned maintenance

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Connect
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