

# RDP National Meet the Buyers

## Scheme Presentation

18 August 2022







**Meet the Buyer event**

**A66 Northern Trans-Pennine project**

**Jon Stokes and Neil Grosset**

A66 Northern Trans-Pennine project

18 August 2022

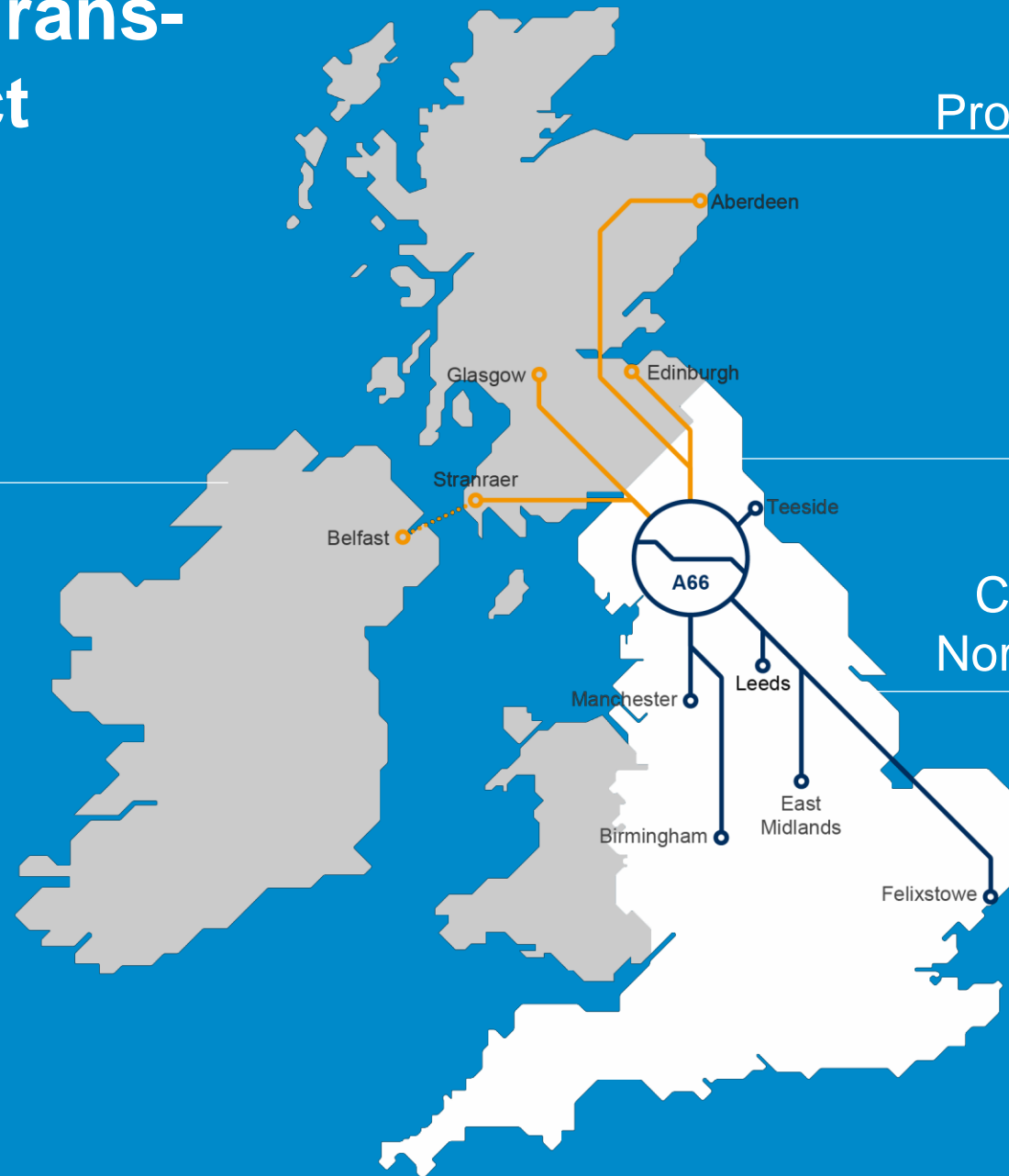
# A66 Northern Trans-Pennine project

Providing access to Scotland

Bringing traffic to and from Northern Ireland

Linking the North East and the North West

Connecting Cumbria, Durham and North Yorkshire to the rest of the UK



# Project overview

*“To complete the dualling of the A66 from A1(M) J53 Scotch Corner and M6 J40 Penrith.”*





# Timeline

Project began



2017

Route options consultation



2019

Preferred Route Announcement



2020

Public consultation



2021

DCO application



Construction starts



2024/5

Options shortlist



Options identification



Preferred route selection



Further design



DCO decision



# A66 Scheme Allocation

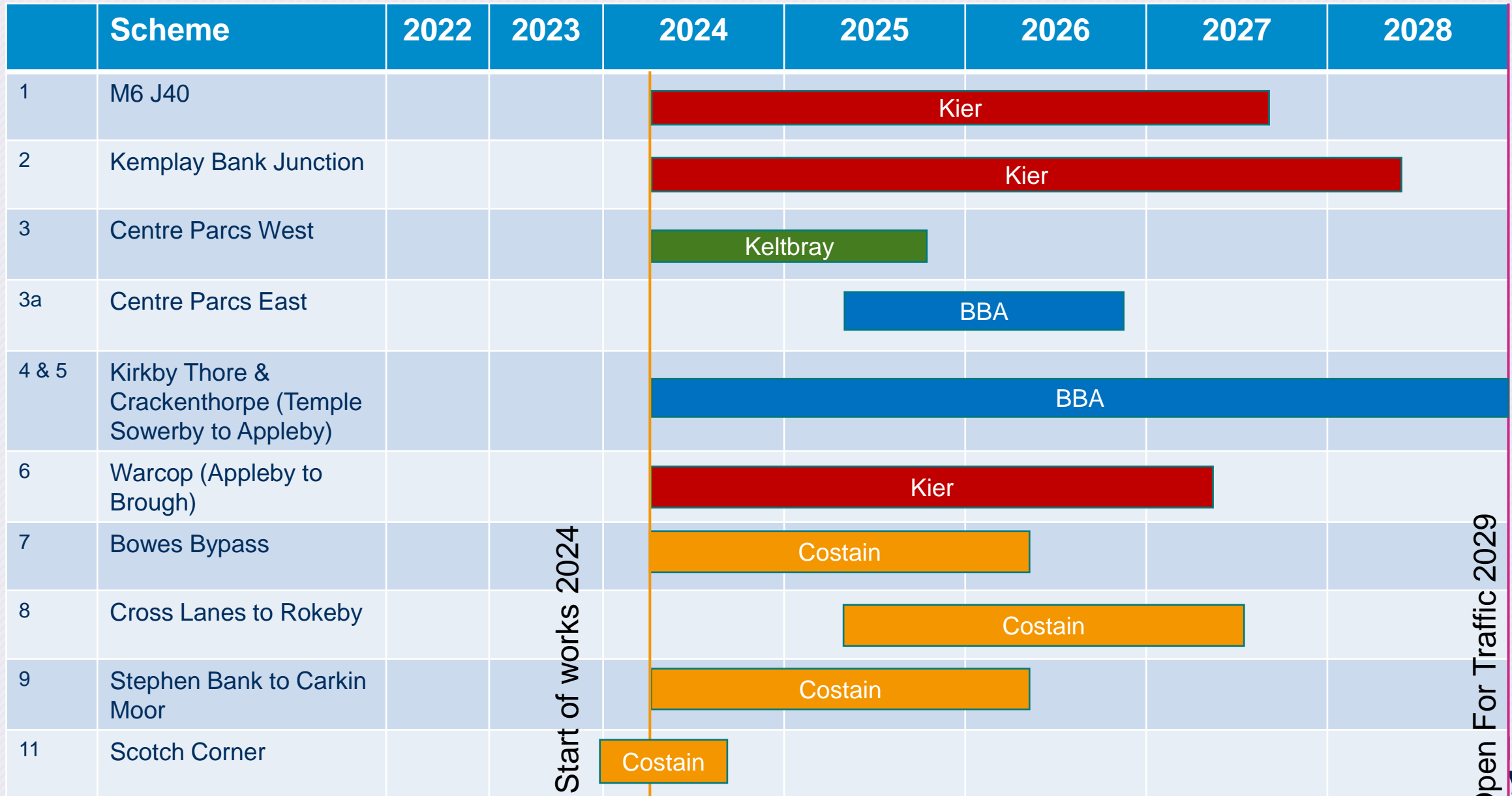
| Scheme | Name                           | Allocated to: |
|--------|--------------------------------|---------------|
| 1 & 2  | M6 J40& Kemplay                | Kier          |
| 3a     | Centre Parcs West              | Keltbray      |
| 3b     | Centre Parcs East              | BB            |
| 4 & 5  | Kirkby Thorne to Crackenthorpe | BB            |
| 6      | Warcop (Appleby to Brough)     | Kier          |
| 7      | Bowes Bypass                   | Costain       |
| 8      | Cross Lanes to Rokeby          | Costain       |
| 9      | Stephen Bank to Carkin Moor    | Costain       |
| 11     | Scotch Corner                  | Costain       |



| DIP            | Rough Package Value |
|----------------|---------------------|
| Keltbray       | c £85m              |
| Balfour Beatty | c £445m             |
| Kier           | c £415m             |
| Costain        | c £370m             |
| <b>Total</b>   | <b>£1.31bn</b>      |



# A66 Indicative Programme



Start of works 2024

Open For Traffic 2029

## A66 What are we doing differently

- Funding for early land purchase and enabling works plan to accelerate start of works
- Collaborative working agreement creating a project wide focus with optimum opportunity or efficiencies to be realised
- 4 work packages delivered concurrently
- Modular and standardised design components and reduction of on-site activity
- Integrated project team, supply chain and logistics strategy



# Overarching Supply Chain Strategy

- Leave a lasting Legacy
- Maximise supply chain value to local communities
- Build Less
- Procure Intelligent Assets

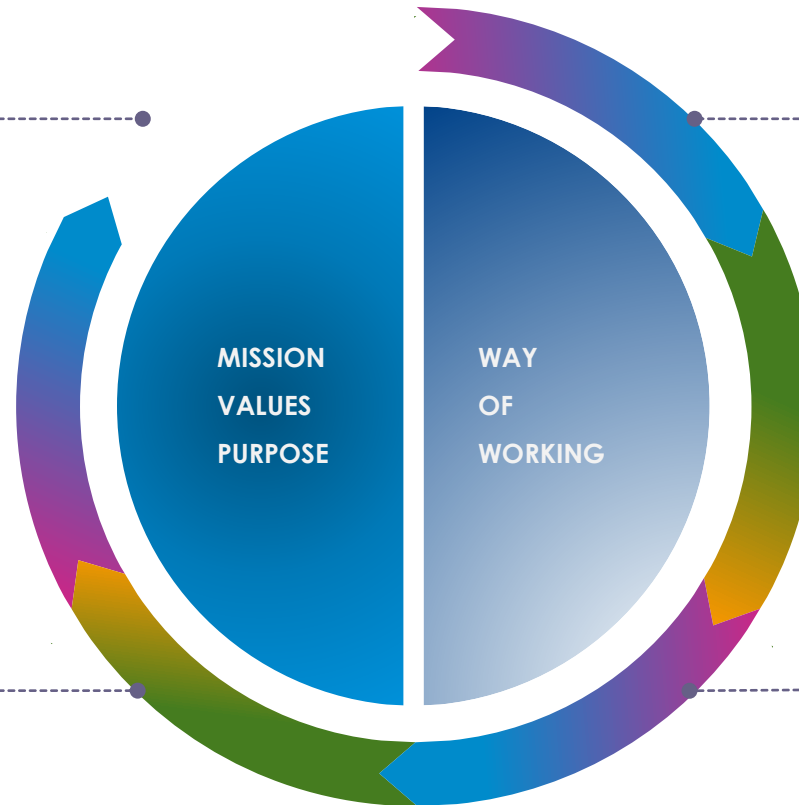
- Get Left – Design Consistency
- Modern methods of Construction
- Schedule of Discussion Points

## DEVELOP RELATIONSHIPS

*Be the Customer of Choice*

## DELIVER PERFORMANCE

*Transform Supply Chain Productivity & Performance*



- Focus on Whole Life Cost
- Secure funding from Designated Funds and use in relation to Biodiversity, Carbon, Social Impact etc.
- Category alignment – minimum best practise ways of working
- Early Design Freeze
- Project Speed

- Build Capacity & Capability within region
- A66 route culture rather than scheme, DIP, supply chain

## DELIVER PROJECT OUTCOMES

*Maximise Stakeholder Value*

## TRANSFORM SUPPLY CHAIN

*Deliver World Class Supply Chain Solutions*

# Shared Procurement Ventures (at this point in time)

## Collective Single Procurement (but may result in regional providers):

- Labour
- Surfacing
- Steelworks
- Archaeology
- Landscape & Ecology
- Slipform
- Fencing & Environmental Barrier
- PCC Reinforced Earth Walls
- Steel Barrier, Parapets & Guardrails
- PCC Piped Culverts
- PCC Box Culverts
- Bored Piling
- Comms

## Collective Procurement in the West (individual approach in the East):

- Traffic Management
- Recovery Vehicles
- Temporary CCTV
- Temporary Speed Cameras
- Dry Stone Walls



## Each DIP individually procuring with info share:

- Discipline
- Earthworks
- Drainage & Kerbs
- FRC
- Pre-cast
- GPR
- Additional Topo.
- NH Asset condition
- Visual inspection and defect survey
- Concrete condition survey
- Concrete carbonation survey
- Resistivity Survey
- Asset condition / Structural surveys
- Asbestos surveys
- Environmental surveys
- Paint survey
- SU Diversions
- Bridge Joints / Bridge Bearings
- Trial Holes
- Accommodation
- UXO Surveys

N.B. This is a reflection of the opportunities at this point in time, with the intended procurement strategy as of this date and certain packages may be subject to change as the programme develops



# A66 Overarching Key Challenges & Opportunities

## Key Challenges / Opportunities

- Scheme Affordability – need to work hard with designers to reduce scope. Inflation significant
- Opportunities need to be realised to achieve overall Project Budget
- Being an exemplar Enterprise style intra-DIP collaborative mega project – ambitious programme
- Coordination between 4 DIPs
  - Governance
  - Standardised designs
  - Procurement
  - Supply Chain
- Geographically separated schemes
- Remote, rural location
- Reducing Carbon Footprint/ Increasing BNG/ Social Value
- On-line widening and interface with A66 customers
- Environmental / Ecology – Red squirrels; badgers; deer; bats
- Resource - Material/Resource availability. Remote location.

# Find out more



[nationalhighways.co.uk/our-work/a66-northern-trans-pennine/](https://nationalhighways.co.uk/our-work/a66-northern-trans-pennine/)



Twitter [@A66NTP](https://twitter.com/A66NTP)



A66 Northern Trans-Pennine project



[a66ntp@nationalhighways.co.uk](mailto:a66ntp@nationalhighways.co.uk)





# Costain Jacobs



Mal Bell – *Partnership Director, A66 Trans–Pennine & RDP North*

# Scheme Overview – Part I Bowes Bypass



This scheme is a 1.9-mile single carriageway section which is sandwiched between existing dual carriageway sections to the east and west. A key feature of this route is the current junction with the A67 which is currently only accessible to traffic to and from the west.

Some of the initial proposals we've put forward which inform the scheme overview include:

- An underpass would carry the new eastbound carriageway with two new slip roads
- Lane Overbridge. The old A66 would be converted to carry westbound traffic
- May be some demolition works to some derelict buildings to accommodate the proposed eastbound junction slip road.
- As part of the widening – we will introduce extra lanes under Clint Lane bridge.
- Demolishing the existing bridge (to ensure design safety) and erecting a wider bridge over the new A66 in its place.
- Providing an access track on the westbound carriageway from Bowes junction to Bowes Cross Farm.

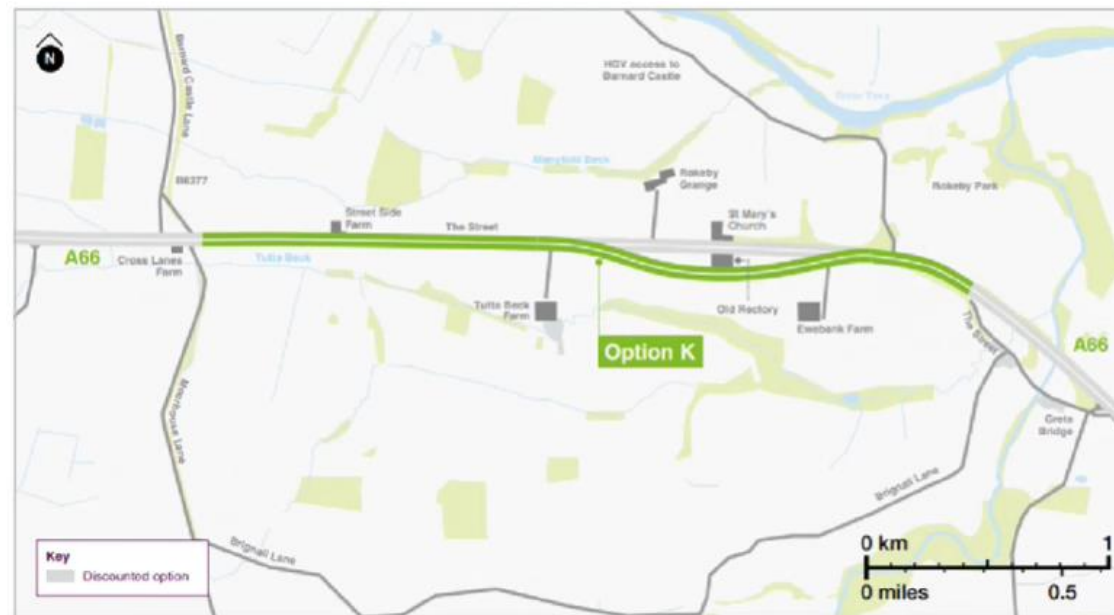


# Scheme Overview – Part II Cross Lanes to Rokeby

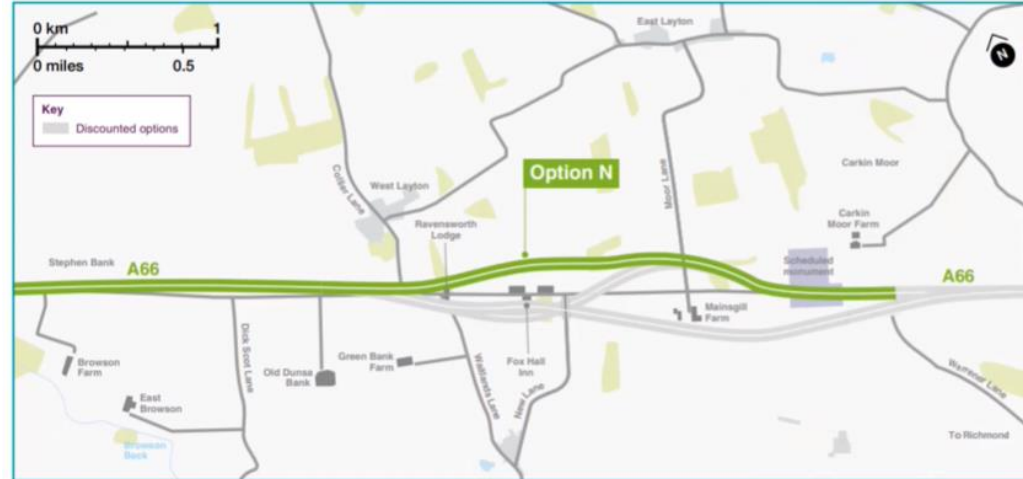
The Scheme is upgrading a 1.8 mile stretch of single carriageway, sandwiched between existing dual carriageways to the east and west. There are two major junctions at each end of this section and five private farms which access the A66 directly, as well as other private access points.

Initial proposals include:

- to remove the existing junctions providing access to Moorhouse Lane and Cross Lanes Organic Farm and Café. This will remove the need for right-turn manoeuvres across the carriageway by including a bridge over the A66.
- Access tracks from Rokeby junction to nearby land and properties have also been redesigned.
- In addition the Rokeby junction has been moved to the south east by approximately 45m.



# Scheme Overview – Part III Stephen Bank to Carkin Moor



There are four miles of single carriageway on this section of the A66 in need of improving to dual carriageway to improve safety, ease congestion and provide better access for local communities.

Overview of the solutions we're proposing:

- Widen the A66 between Stephen Bank to Carkin Moor to dual carriageway
- Raise the new A66 as it passes through the cutting next to the Carkin Moor scheduled monument.
- Provide a new underpass to the north of Dick Scott Lane
- Provide an overbridge to link Collier Lane to the old A66.
- Create a new compact, grade-separated junction to the west of Moor Lane to provide safe and easy access to the old A66
- Moor Lane will be realigned to connect to Moor Lane junction, allowing access to the new A66 and the old A66



# Scheme Overview – Scotch Corner



A1(M) junction 53 Scotch Corner is an existing grade-separated junction on the A1(M) to the south of Darlington. The signalled roundabout junction serves the A1(M), the A66 and the A6055 and provides access to Scotch Corner Motorway Service Area.

The existing layout is considered to have sufficient capacity to help with future traffic growth so only minor improvements are needed.

## Overview of the solutions we're proposing:

- To widen the Middleton Tyas Lane approach to the A1(M) junction 53 at Scotch Corner roundabout from one lane to two lanes. This will result in better access to the roundabout at this priority approach
- Relocate an existing footway, bus stop, signage and lighting columns onto the southern verge of Middleton Tyas Lane to accommodate the additional carriageway lane
- Add an additional lane within the extents of the northern bridge cross section on the circulatory carriageway with amended lane road markings on either side of the bridge.

# How to get involved

- Majority tendering opportunities remain
- Please complete our expressions of interest form if you are interested in any of the opportunities here: <https://forms.office.com/r/TPv1X4ewmf>
- Or by scanning this QR Code:



- How to get involved, contact [teik.tan@costain.com](mailto:teik.tan@costain.com), Procurement & Supply Chain Manager

COSTAIN

Jacobs



# KIER

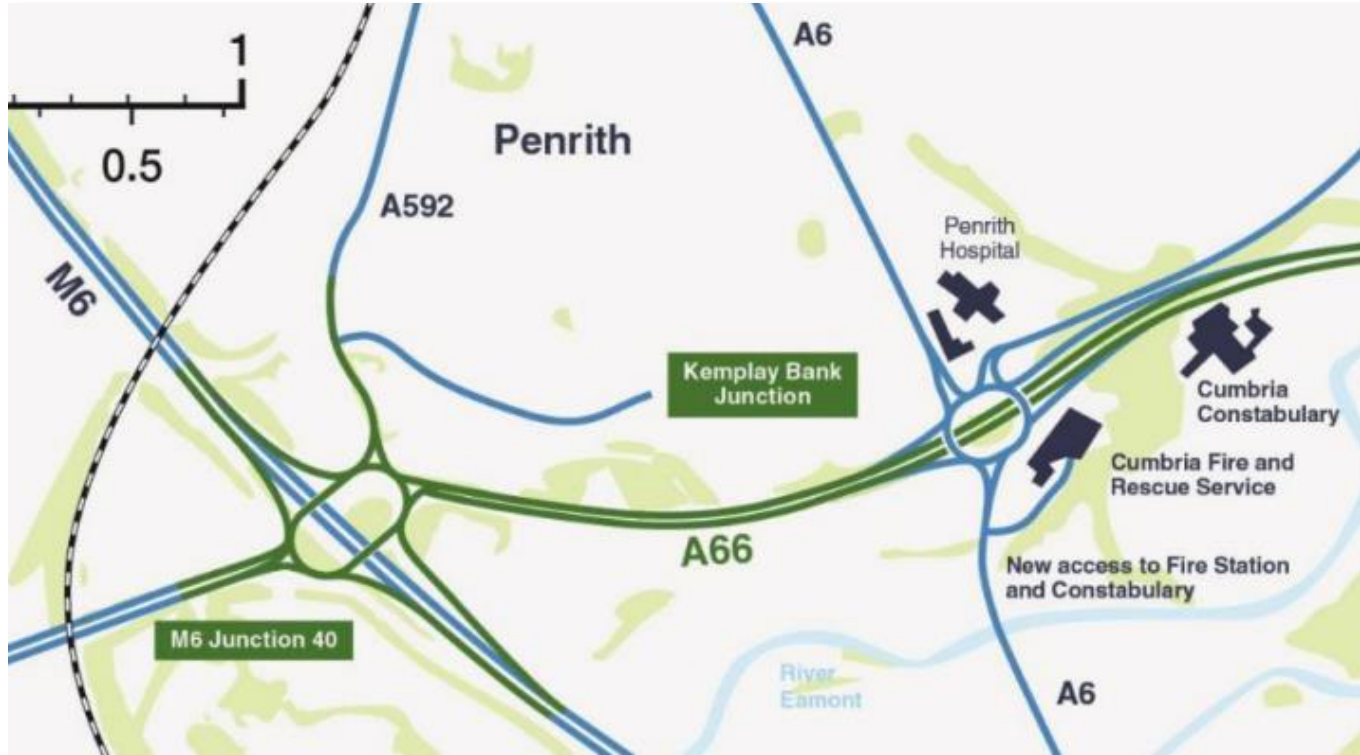


Mike Holmes – Project Director, A66 Trans–Pennine & RDP North





# Scheme Overview M6 J40 to Kemplay Bank



Kemplay Bank junction is an at-grade five-arm roundabout immediately south of Penrith. Two arms serve the A66 with 2-lane entries/exits towards the M6 at the west and Scotch Corner at the east. Two arms serve the A6 with single carriageway flared entries/exits towards Shap at the south and Penrith to the North. A fifth arm serves the A686 at the north-east quadrant of the junction. The roundabout operates under full signal control.

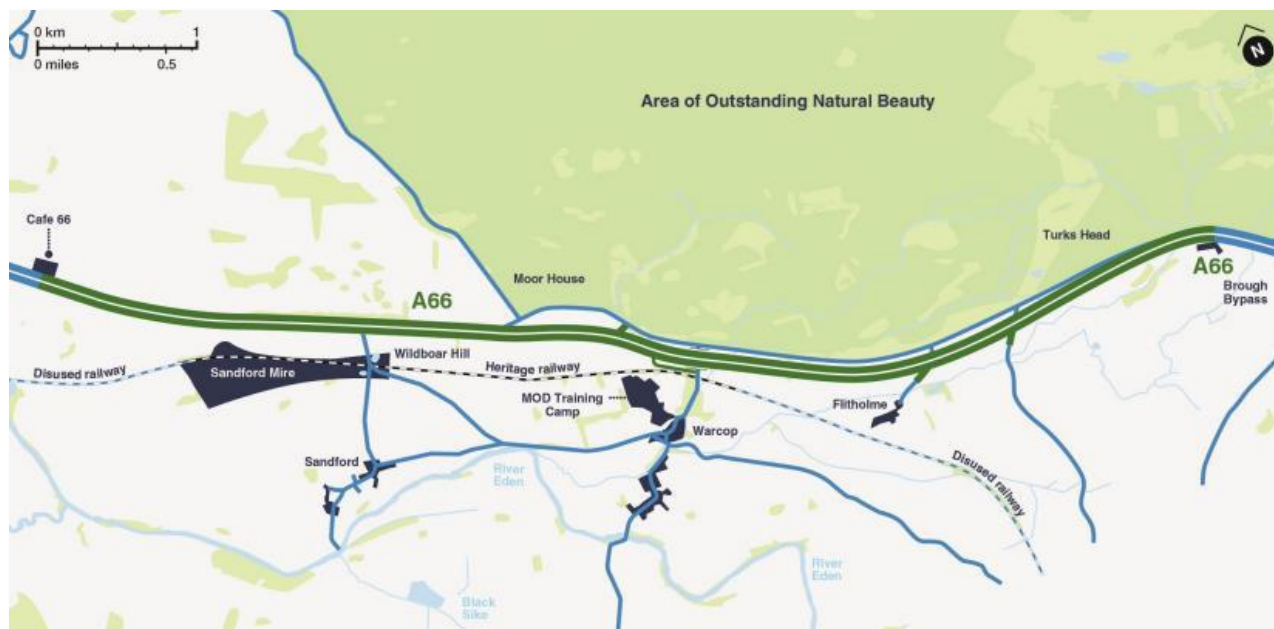
# Scheme Overview M6 J40 to Kemplay Bank



Scheme proposals include:

- Grade separation of the A66 east to west movement under the existing roundabout;
- On and off-slip roads to/from the A66;
- Three lanes in each direction on the A66 to the west between Junction 40 and the start of the Kemplay Bank junction slip roads;
- Modified alignment of the A686 approach arm;
- Extending Carleton Underpass to the north, maintaining the existing access to the Cumbria Fire and Rescue Service and Cumbria Constabulary from the A686.

# Scheme Overview Appleby to Brough (Warcop)

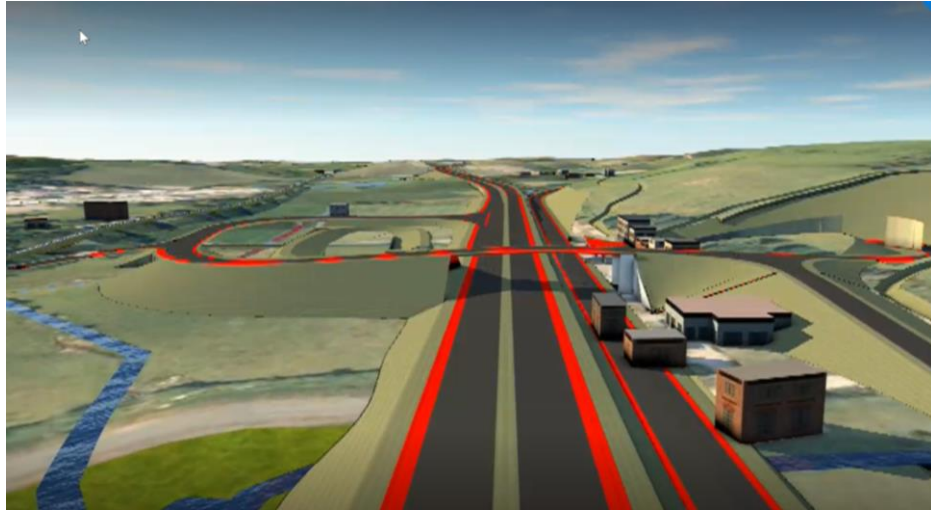


The current carriageway between Café 66 and Wildboar Hill will be widened and utilised as the eastbound carriageway and a new westbound carriageway will be constructed directly to the south of the current A66.

Between Wildboar Hill and the Brough Bypass a completely new dual carriageway will be constructed directly to the south of the current A66. The existing road will then be used for local access and pedestrians, walkers, cyclists and horse riders. New viaducts will be constructed to take the road over Moor Beck and Lowgill Beck. A new junction and bridge will provide access from the new road to Warcop.



# Scheme Overview Appleby to Brough (Warcop)



Access to the proposed route from local roads is to be limited to junctions at Flitholme, Landrigg, Sandford and Warcop which will make this section much less accident-prone. The existing A66 between Moor House and Turks Head will become part of the county road network for safer local access to nearby villages, especially for pedestrians, walkers, cyclists and equestrians.

This option minimises the impact on the area of outstanding natural beauty (AONB) to the north of the current A66 and provides continued access for local communities during construction.

The new dual carriageway will connect back into the existing A66 at Brough bypass.



# How to Get Involved

- Complete this [form](#) or use QR code



- Contact Supply Chain Manager – [Richard.Murray@kier.co.uk](mailto:Richard.Murray@kier.co.uk)

# Keltbray Jacobs



Tim Barber – Project Director A66 Trans–Pennine,



# Scheme 3a - Scope of Works



- 2500m online widening
- Interface with BBA Scheme 3b
- 2nr retaining walls
- 1nr culvert extension
- 2xHP Gas Diversion; 33KV<sub>a</sub> Diversion

# How to Get Involved

- [https://forms.office.com/Pages/ResponsePage.aspx?id=cDwF0WhZVE6i\\_UaTsjr1UJynT0qisGxKq44LrC0HZFRUMkQ1VjBBNU05RVpZUEYyMUU2OEZZQk5ETS4u](https://forms.office.com/Pages/ResponsePage.aspx?id=cDwF0WhZVE6i_UaTsjr1UJynT0qisGxKq44LrC0HZFRUMkQ1VjBBNU05RVpZUEYyMUU2OEZZQk5ETS4u)
- Contact Supply Chain Manager – [gemma.clarkson@keltbray.com](mailto:gemma.clarkson@keltbray.com)

# Balfour Beatty Atkins



Chris Till – Project Director, A66 Trans–Pennine & RDP North



# Scheme 3b

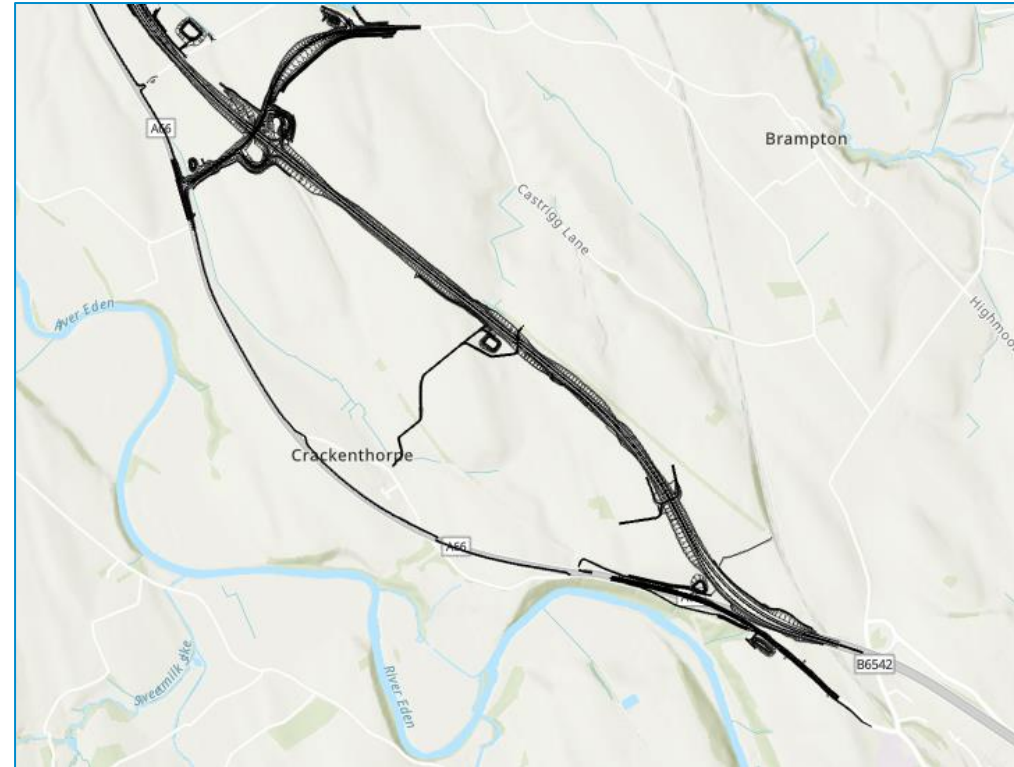


- 2.5km online widening to D2AP standard
- Grade Separated Junction to Centre Parks (subject of potential VE opportunity)
- Interface with Keltbray

# Scheme 4/5



- Longest intervention within A66 project
- 8.6 km of offline Construction
- 2 Grade-Separated Junctions
- 1 River Bridge, 5 Bridges and 5 minor underpasses
- VE opportunity being considered on 400m long River Bridge



# How to get involved

- How to get involved <https://forms.office.com/r/GvZqcRLpFK>
- Contact supply chain manager – Tim Jordan [tim.jordan@balfourbeatty.com](mailto:tim.jordan@balfourbeatty.com)