

Project Briefing 001 – November 2023
C2613 - Stamford Bridge and Footbridge

Introduction

The road bridge within Stamford Bridge was built in 1727 and carries the A166 over the River Derwent. It was strengthened in the 1960s and again in the early 2000s. It is a scheduled ancient monument listed grade 2* and within a Site of Specific Scientific Interest (SSSI).

The adjacent footbridge was installed in the 1960s and has previously had surface repairs.

The road is restricted to 30mph over the bridge with a single lane and is traffic light controlled.



Current Issues

Road Bridge Works

Following several traffic incidents, repair and maintenance work is required to restore the bridge parapets and to improve road safety for users.

- The top 3 - 4 rows of stone within the parapets on the northeast and west side of the structure require rebuilding and replacing the missing lime mortar pointing.
- Stainless-steel staples require installing into the rebuilt parapet to provide extra strength
- The pedestrian crossing on the north side of the bridge requires improvements.
- Vegetation needs removing from sections of the piers.



Footbridge Works

The concrete slabs below the surfacing are in a poor condition with cracks and exposed reinforcement that is rusting within the slab. The connections from these slabs to the main girders are also rusted and corroded with large sections of lost material.

Work is required to either replace individual structural elements or fully replace the bridge.



Procurement

ESH Construction Ltd have been procured using an Early Contractor Involvement arrangement to ensure best practice construction techniques are incorporated into the design early.

Scheme Design

At present detailed designs are ongoing. However, works that are scheduled to be completed include: -

- Works to the parapet which will involve installation of new stainless-steel staples to reinforce the rebuilt stonework. Approximately 25% of each parapet will be rebuilt and re-mortared using lime mortar.
- Work is ongoing with the highway design to create an alignment that reduces the risk of the parapets being struck in the future.
- A full 3D laser scan of structure is being carried out to help analyse any defects and assist with the design.
- The footbridge design will be completed following destructive testing of the concrete deck sections to understand their current design capacity.
- Protective works for steel girders on the footbridge, including blasting clean and painting.
- Temporary works to hold the existing gas main alongside the footbridge.

Programming

Footbridge Concrete Testing – December 2023 – Assisted crossing of footbridge during works

Drone scanning of Masonry Bridge – December 2023 – Short Closures of Bridge to allow for drone scan without distracting road users.

Main works start potentially April 2024. **To be confirmed. Option appraisal is still ongoing.**

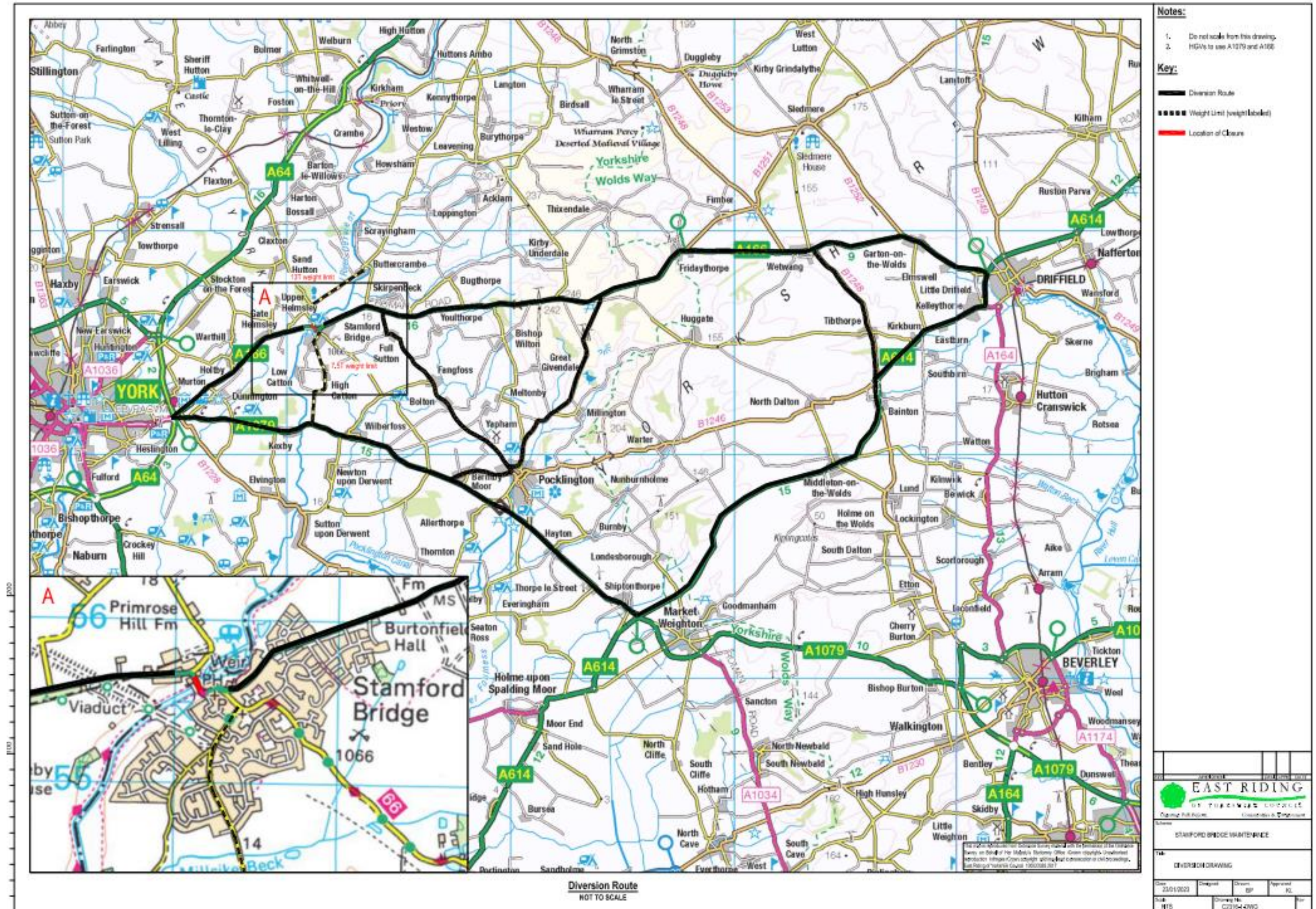
Option A:- Road bridge closure for 8 - 10 weeks. The footbridge repairs and closure for 10 weeks. We are considering a temporary bus/car to take pedestrians over the road bridge.

Option B:- Road bridge closure for 8 - 10 weeks. Full footbridge replacement with closure for 5 weeks. We are considering a temporary bus/car to take pedestrians over the road bridge.

- The construction works are to be undertaken during normal working hours between 08:00 – 16:00.
- Weekend works are not planned. However, to reduce the closure period the awarded contractor may request or be requested to complete these during delivery of the project.
- Once the construction programme is provided and accepted further updates will be provided with timeframes.
- Detail design is expected to be complete end of December 2023.
- Works to the bridges will be programmed as such to allow one bridge to remain open whilst the other is being closed.

Temporary Traffic Management

- Main works are to take place under a full road closure and diversion route (attached).
- Consideration will be given to placing temporary traffic lights at Long Lane A1079, A166 Buttercrambe Road and Buttercrambe Bridge to manage traffic flows for users that do not use the official diversion.
- We are considering installing temporary Variable Message Signs which would be placed at Grimston Bar and Driffeld Roundabouts, to increase the impact at these locations and detour traffic well in advance of the closure at Stamford Bridge.
- We are considering the hire of a temporary bus to shuttle people around Stamford Bridge and allow members of the public to access the the footbridge to link up with services to York and beyond whilst the road bridge is closed.
- We are considering the hire of a temporary bus/car to provide a shuttle for pedestrians over the road bridge whilst the footbridge is closed so that the road bridge can remain operational for road users.
- Temporary speed restrictions will be considered on local roads and additional warning signs that roads are unsuitable for heavy loads will be put in place.



Stakeholder/Media Plan

- Inform Parish Councils - December 2023,
- ERYC communications team /Website / Facebook / Newsletter – December 2023.
- Road space booking for closure – November 2023
- Advanced warning signs / variable message signs to be provided for road users at Grimston Bar and Driffield – 8 weeks before start date.

Contact details

If you have any comments or require any further information regarding this scheme, please contact:

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