Chesterton/Abbey Foot and Cycle Bridge and Chisholm Trail

10 January 2018
Agenda

1. Scheme Background
2. Brief Outline of the Scheme
3. Chesterton Bridge
4. Jetty
5. Bridge and Jetty Construction
6. Newmarket Road Underpass
7. Environmental
8. Planning Conditions
9. Time-table
10. Questions
Brief outline of the scheme

- 1400m footpath / cycleway.
- 44m footbridge lifted over river Cam.
- New underpass under A1134 installed in weekend closure.
- Footpath ‘jetty’ in river under rail bridge.
- Service diversions.
- Culverts.
- Contractor design elements
Chesterton Bridge

River Cam –
Looking West

Looking south on line of new footbridge
Chesterton Bridge

River Cam Footbridge - 44m span circa 150 tonnes
Chesterton Bridge

Lift arrangement based on AIP drawings
Jetty
The high voltage overhead line equipment on the railway has a 9 foot safety zone that cannot be entered without Network Rail authority. A timber fence (non-conductive) will be erected 3m from the Network Rail boundary to form a safety working environment for the workforce.

The existing Goldham Brook which runs alongside the Network Rail lands clashes with the new abutment. The new culverts will be built and the brook diverted to release the abutment construction.

Laydown areas and piling platforms to the north launch area will be constructed and piling works commenced.

The existing Goldham Brook

A temporary jetty will be installed and the existing timber one dismantled using pontoon equipment.

Abutment construction

The ward boundary line divides the centre of the river. We will never block more than half the river.

If we dig the new ditch between the culverts at this stage there would be no room for working platforms and access so we will install a temporary pipe between the 2 culverts creating more working room.
Newmarket Road Underpass

A1134 Newmarket road – looking West

A1134 Newmarket road – looking East
Underpass Construction

An area for pre-casting will be created to the south of the A1134. The existing ground will be re-profiled with a gentle slope upwards towards the road.

To reduce the whole area to down to the underpass level would require excavation and storage of 27,000 tonnes of material.

After the underpass has been pre-cast we will build a ramp down to the correct level.

Approx 7m AOD

Approx 6m AOD

Approx 6m AOD

Surplus material will be used to form a bund next to the lake. This will aid an environmental screen to stop any materials from entering the lake.

The existing access ramp will be improved and surfaced to make it safe for site transport. This will also prevent loose stones being dragged onto the Newmarket Road.
Carillion as a company pride themselves on their knowledge and in house ability together with our supply chain to construct projects that offer the minimum disruption to the local resident and also to the environment as a whole. We achieve this by mitigation the following potential risk to the Environment.

- Noise
- Dust
- Vibration
- Light
- Working hours

Stage one:

**Fauna**
Ecological surveys will be carried out to identify the presence of protected animals and birds. Once the results of these are known, mitigation will be put in place to provide protection. With regard to birds, all trees will be felled / trimmed outside of the nesting season.

**Flora**
Survey will be carried out prior to works to identify any areas of protected grassland that can be translocated. Also, with the area being in a flood plain, a survey will be carried out to ensure that the levels of the newly created footpath will not affect the overall capacity of the flood plain.

**Waterways**
Coldhams Brook runs directly though the works and will need diverting where it flows into The River Cam, any works that are carried out on the waterway will be done with the utmost care to ensure that no pollution of the waterway happens.
Planning Conditions

During Phase 1 Carillion will assist Cambs Council in discharging numerous Planning Conditions, most of these conditions are put in place to ensure that the works are constructed so as not to disrupt the environment and those living and visiting the area during the works and to ensure that the final finished project is fit for the future.
## 8. Indicative time-table

<table>
<thead>
<tr>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>Oct</th>
<th>Sept</th>
<th>Nov</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enabling works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge delivery to site</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge lift</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Preparatory works for underpass</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Build underpass</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Install underpass</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
8. Contract Programme

Completion Date Stage 2 : Approx March 2019

Overall Construction Period : Approx 12 months
12. Questions

QUESTIONS?