

HAUC(UK) CASE STUDY

CASE STUDY 2: Promoters in Partnership – Successful Joint Occupation Schemes

HAUC(UK) was established in 1986 and is made up of two organisations, the Joint Authorities Group (representing local authorities from across the UK) and the National Joint Utilities Group (representing UK utilities and their contractors). The Committee's purpose is to assist the Secretary of State for Transport and his colleagues with matters relating to road (local authority) and street (utility) works, and associated legislation. The main aims of HAUC(UK) are:

- To advise the Secretary of State on issues relating to street works legislation;
- To provide guidance to practitioners;
- To provide a forum for matters of mutual interest in relation to road and street works.

HAUC(UK)'s role is "*To act as one voice delivering excellence in road and street works*", with the following vision:

- To be a united UK-wide organisation promoting trust and fostering honest dialogue across the industry;
- To be a partner with governments in leading the transformation of the roads and street works industry to consistently improve performance.

This case study is an example of HAUC(UK) delivering on this vision.

Summary:

National Grid and Staffordshire County council worked successfully together coordinating their works to deliver a massive asset investment on a major arterial route. Substantial resources were committed to not only the numerous planning meetings but also the on site works with a phenomenal push in resources on site (long hours, seven days a week resulting in a groundbreaking saving in construction time).

morgan=est

Staffordshire
County Council

nationalgrid

Scope and influence of this case study:

National Grid and Staffordshire County Council sought to minimise the unfortunate disruption caused by essential maintenance work to utility apparatus through coordination on the A449 Wolverhampton Road in Stafford.

The A449 is the critical arterial route into Stafford Town Centre and provides access to and from the M6 Junction 13, the A518 and the A34. National Grid identified a replacement scheme (part of a £3m programme in this area), which was combined with a £2m highway reconstruction scheme.

The works and organisations involved:

3km of carriageway surfacing and 2 IT sites
3.74km of gas main replacement

Staffs Highways (promoter) and Wrekin
National Grid (promoter) and Morgan Est

Outcomes:

Estimated traffic disruption:

Surfacing, patching, crossing installations

13 weeks (if allowed same traffic management as joint scheme, if not much higher)

Gas mains replacement

12/13 weeks (signals)

Individual estimated duration

25 weeks minimum

Combined traffic management duration

12 weeks (6 weeks of a one-way closure, 6 weeks of signals - 3 of which for night working)

Benefits:

- Large portions of the joint works were carried out under a one-way closure due to the location and nature of the undertaking. This closure would have been necessary for the surfacing without additional works but by establishing a joint programme, this space was maximised to allow both operations to be undertaken in the same working area. National Grid were also able to increase their working length and occupy a much greater length allowing multiple operations which involved seven suction excavators, five gas replacement gangs and one reinstatement gang.
- All gas reinstatements carried out under the one-way closure were reinstated with foam concrete and protected by barriers until surfacing was carried out. This action reduced the amount of materials required on site that would later be removed during the surfacing operation. This saving in resources also meant that the gas mains replacement work was completed ahead of target increasing available highway space for surfacing preparation.
- Other savings as well as those above include the sharing of traffic management costs.
- Some of the cost savings were directed into joint publicity which included banners in strategic locations, the publication of leaflets that were delivered to frontages as well as provided on bus services and press updates in local papers. All of the publicity contained both the Highway Authority and Utility logos to strengthen the awareness that promoters were working together.

