

HAUC(UK) CASE STUDY

CASE STUDY 1: Working in Partnership – The Kinver Project

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:

In the summer of 2008, a major collaboration between numerous promoters resulted in six individual sets of works taking place at the same time in order to reduce disruption to the local community.

The works took place in the village of Kinver, predominantly on Dunsley Road, (a C class road that acts as a vital corridor in and out of the village from the A449) but also incorporated works on the High Street (a critical route within the village) and also the A449 (a major arterial route running parallel to the village). The reduction of time to complete the works caused residents and road users minimum disruption and offered maximum customer service rewards.

This scheme, overseen by Staffordshire County Council, was a direct result of forward planning and the desire by all involved to work in partnership in order to reduce disruption.



The scope and influence of this case study:

The works and organisations involved in the project were as follows:

Types of works	Operators	Estimated duration time if work undertaken individually
Installation of HV electricity reinforcement	Central Networks (promoter) / Balfour Beatty Utility Solutions	7 weeks
Water main replacement	South Staffs Water (promoter) / May Gurney	4 weeks
Pedestrian access improvement scheme and 8 no. bus stop upgrades	Staffs Highways (promoter) / Enterprise	5 weeks
Localised gas main replacement	National Grid (promoter) / Enterprise	3 weeks
Street lighting replacement	EON Energy Services (promoter) / Energy Services	½ week
Private sewer connection	CC Contracting	1 week
Tree felling, requiring signanls	Adrian Hope Tree Services	1 day
Single supply of traffic management	Traffix	

As demonstrated in the above table, if undertaken individually and the works had not been co-ordinated, the resulting disruption would have lasted over twenty weeks.

Outcomes:

However the duration of the joint programme resulted in only **seven weeks** of co-ordinated works under joint publicity and traffic management with the majority carried out under a one-way closure.

Benefits:

Additional benefits resulting from this joint occupation scheme were as follows:

- Water and electricity works identified on the A449 (prior to Dunsley Road commencing) could not be carried out at the same time but traffic disruption on this incredibly sensitive road was a real concern. Discussions resulted in Balfour Beatty Utility Solutions laying both the electricity ducting AND the water main under single traffic management.
- Some minor works identified at short notice were incorporated into the works thanks to the contractors on site. These included tree felling and a private sewer connection on Dunsley Road, and Openreach works co-ordinated with water main replacement on the High Street.
- The HV cable installation was the last operation to be carried out, following the water main replacement south towards Kinver High Street. As a result, Balfour Beatty Utility Solutions carried out numerous reinstatements for both sets of works as well as the private sewer connection reinstatement incorporated at short notice. This led to a reduction in resource costs for both labour and materials.
- As well as the cost savings mentioned above, numerous promoters shared the cost of the traffic management.
- Some of the cost savings were directed into joint publicity which included attendance and involvement (South Staffs Water mobile media vehicle) at the annual Kinver Country Fayre, information added to the community website (Kinver Online), press article in the Kinver newsletter, a banner displayed in the local Spar supermarket and the publication of leaflets that were delivered to frontages. All of the publicity contained both the Highway Authority and Utility logos to strengthen the awareness that promoters are working together.

