

Collaboration Reduces Road User Impacts at Gaydon

OSBORNE

With 5000 new jobs anticipated at Gaydon and Jaguar Land Rover, capacity on the road connecting to the M40 had to increase.

Collaborative engagement provided opportunities for two adjacent schemes to deliver value for money whilst maintaining safe and reliable journey times throughout construction

PROJECT

B4451/B4100 Gaydon Dual Carriageway

CUSTOMER

Warwickshire County Council

LOCATION

Gaydon/ M40 J12

CONTRACT

NEC 3 - Lump sum

VALUE

£8.6M

Issue

With Warwickshire County Council and Highways England set to undertake two parallel schemes: one to upgrade the M40 J12 slip road; and the other to dual 1400m of the B4451/B4100 and link to the industrial park, there was potential for disruption and adverse impacts to road users.

Solution

Of critical importance was a cohesive traffic management strategy to keep the travelling public safe and reduce junction congestion and M40 tailbacks.

A crucial early decision was taken to engage the same traffic management company for the two schemes. The aim was to improve communication and planning and avoid traffic management clashes. A protocol was established supported by regular joint planning meetings. The outcome for the highway authority was achievement of road user targets and improved traffic flow, particularly in peak times.

The scheduled M40 slip road closures had the potential to disrupt deliveries to the dualling

scheme and potentially impact on programme and quality. Collaborative planning meetings between the two sites secured an agreement for the surfacing and aggregate suppliers to pass safely through the M40 slip road works with full Chapter 8 compliance. This level of co-operation supported scheme delivery.

Collaborative relationships not only improved traffic management but also led to a significant saving both in terms of cost and environmental and stakeholder impact. Because the two schemes ran in parallel it was possible to reuse 2,500m³ of excavated clay from the M40 J12 slip road works in the dualling scheme. The result was a double win, with reduced waste to landfill and reduced emissions from transportation, as 600 lorry movements were shortened, totalling a saving of 7,500 road miles.

Significant customer change due to services and ecology occurred during the dualling scheme. The subsequent 30% increase to the scope of works added a further £2m and 6 months to the contract. By adhering to the spirit of the NEC 3 contract supported by CEMAR software the team maintained an honest and open relationship. The use of CEMAR brought rigour to change management and the process for TQ's, early warnings, risk reduction and agreement of

compensation events. This removed conflict and gave accurate visibility of the cost and time..

Outcome

Undertaking two improvement schemes in parallel could have significantly impacted on road users. By taking a collaborative approach a safe effective network was maintained and Gaydon is well placed for future development.

"It is vital that we allow areas and companies to achieve their potential, and ensuring that key infrastructure is in place to allow development is a key ingredient to making that happen."

Pete Richings, of the Coventry and Warwickshire Local Enterprise Partnership

