

The City of Edinburgh Council - Roads Maintenance Contract 2005-2006

Contract Value	£18,500,000
Contract Period	April 2005 – September 2006
Contract Form	NEC Option A
Client	The City of Edinburgh Council
Architect	Atkins Limited
Management Contractor	Atkins Limited

In April 2005, The City of Edinburgh Council embarked upon an extensive £12 million programme to upgrade footways and carriageways and introduce traffic calming measures within 20 mph zones across the city. Land Engineering was appointed as principal contractor to deliver the works programme on behalf of the Council over a 12-month period.

Activities

- The works incorporated over 200 projects issued as individual project orders under an NEC Option A contract, and involved extensive project management in promoting temporary traffic regulation orders and managing the public utility interface. The nature of the works also demanded significant liaison with both local residents and business community.
 - Footways were resurfaced and reconstructed.
 - We undertook carriageway overlay and full depth reconstruction.
 - Traffic calming measures including setted and bituminous speed cushions, entrance features and 20 mph zone signing.
 - Traffic signing and road markings were also resolved.
-



A word on safety for road users

Works were carried out within areas of high pedestrian footfalls and vehicular traffic volumes, requiring the implementation of robust and effective traffic management regimes complying with the requirements of the Approved Code of Practice and Chapter 8 of the Traffic Signs Manual.

Works were programmed to reflect road use, flow characteristics and access requirements. Traffic management proposals were subject to Stage II Safety Audits. Press advertisements were placed to give road users sufficient notification prior to commencement. Advance signing advised road users on approach routes at a city-wide or local level. Notification was given to all statutory consultees including public transport providers.

As for pedestrian safety, temporary safety barriers and appropriate signage were needed to delineate routing arrangements and secure the safe movement of pedestrian traffic. Pedestrian management schemes were designed in consultation with the local disability forum. Footways were maintained to DBM level as a minimum standard and all ironwork lowered or ramped to avoid trip hazards.

Our operatives were tasked to give assistance to less able members of the public as required. Digital photographic images were taken as a record of continuing site conditions and audit reports submitted to the Health and Safety Committee. Materials were delivered to site in manageable quantities, 'just in time' to minimise safety risks. Not least, all plant operated under the strict control of a qualified banksman and displayed appropriate warning beacons.

Outcome

We ensured that this complicated programme was delivered as projected, to the satisfaction of the Council.
