

Client Side

Contractors' input crucial for London surfacing

Transport for London has achieved successful results by engaging with contractors and stakeholders early in planning a resurfacing project in Morden, writes Dave Brown of TfL's maintenance contractor Enterprise Mouchel.

Transport for London's Directorate of Road Network Management, its highways maintenance contractor for the south area of London, Enterprise Mouchel, and its supply chain partner Tarmac National Contracting (SE) recently completed a carriageway resurfacing scheme on the A24 London Road in Morden. The resurfacing was carried out close to a major bus depot that serves this part of the Transport for London Road Network (TLRN).

When carrying out resurfacing works on one of London's main arterial routes it is extremely important to consider the disruption the works may have on the travelling public during road closures and lane restrictions. A number of criteria is considered in the planning stages to keep this to a minimum. On the A24 London Road scheme, the works were phased and undertaken over a tight, seven night schedule to minimise any disruption.

The truncated nature of the phasing was essential to accommodate a staggered junction and a nearby bus depot. During the planning stage of the works primary concern was given to accommodating the bus services, as well as ensuring that an acceptable level of traffic flow was maintained during the evening peak period for the duration of the time on site.

Key to satisfactory delivery within the scheduled timeframe was Early Contractor Involvement (ECI) and early engagement with all key stakeholders. If a contractor is not involved at an early stage of a scheme the scope for their input is limited. Ensuring the early involvement of the contractor and supply chain allowed us to exploit their unique understanding of the construction process. This early involvement leads to better forward



The A24 London Road has been resurfaced with a high quality asphalt in Morden

planning, more scope for innovation, shorter on site work periods and reduced impacts during the works.

Engagement with key stakeholders is also essential to minimize impact on road users. The ECI and engagement involved TfL, Enterprise Mouchel, Tarmac, scheme designers, local residents and stakeholders, bus operators and the emergency services.

The designed scope of works included an average of 100mm plane and inlay repairs to the existing surface using Tarmac's 10mm Masterpave thin surface course and 20mm HDM binder course. This tried and tested combination has often been the material selection of choice on the TLRN.

TfL's choice of surfacing materials is guided by a number of best practice principles. These are to ensure that resurfacing schemes are completed on time and once completed, are durable and long lasting, offer value for money

and cause as little disruption to the travelling public as possible.

Masterpave is one of TfL's preferred materials as the mix of stone skeleton matrix bound with a heavy duty mortar and reinforced with a stabilising cellulose fibre has excellent resistance properties, which is important for the nature of the 580km TLRN, which carries over 30% of London's traffic. This material is quick to lay which means schemes can be completed quickly, minimising disruption caused by road closures and restrictions and its durability helps to keep maintenance costs and future works to a minimum.

The A24 London Road resurfacing was an excellent example of a scheme achieved through good prior planning and stakeholder involvement with minimal disruption and the right choice of surfacing materials.

email: info@modernasphalts.com