



## NJUG CASE STUDY

### CASE STUDY 35: Promoters in Partnership - Successful Joint Occupation Schemes

The National Joint Utilities Group (NJUG) is the UK industry association representing utilities on street works issues. The thirty-eight companies<sup>1</sup> we represent work to deliver gas, electricity, water and telecommunications to both individual consumers and UK plc.

NJUG members need to continue to drive forward further improvements. We have therefore developed the NJUG Vision for Street Works, which revolves around six main principles:

1. Safety is the number one priority
2. Damage to underground assets is avoided
3. Utilities work together and in partnership with local authorities to minimise disruption
4. Utilities deliver consistent high quality
5. Utilities maximise the use of sustainable methods and materials
6. Street works in the UK are regarded as world class

This case study is an example of NJUG delivering on these principles and turning the Vision into a reality.

#### Overview:

Staffordshire County Council and National Grid have a strong history together of working in partnership. Through such a method, they have successfully proven on numerous occasions that unfortunate disruption caused by essential maintenance work to utility apparatus can be minimised through coordination. Three such examples include:

**A518 Newport Road, Stafford** – 13 organisations involved including the West Midlands Gas Alliance, who adapted and specifically scheduled their work programme to tie in with the third party scheme. This also required a deferment that was agreed to despite creating additional work internally.

**Dunsley Road, Kinver** – 12 organisations involved including National Grid who adapted their programme to fit in with a combined scheme and again deferred other works in the vicinity that would have caused conflict.

**A449 Wolverhampton Road, Stafford** – National Grid successfully worked with Staffordshire County Council 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). This last example is expanded in detail below.

**morgan=est**

**nationalgrid**

**Staffordshire**  
County Council

#### Case Study

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.

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<sup>1</sup> NJUG's current members are Energy Networks Association (representing electricity and gas), Water UK (representing all water and wastewater companies), National Grid, Openreach, and Virgin Media. Our associate members are Clancy Docwra, Skanska McNicholas, Balfour Beatty, Morrison Utility Services, Morgan Est, NACAP, PJ Keary, First Intervention, Carillion, Enterprise, Laing O'Rourke and AMEC. Including members through trade associations, NJUG represents thirty-seven utility companies and twelve utility contractors.

*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

*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 mgmt duration

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

**Additional benefits resulting from this joint occupation scheme:**

- 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.

