

# CASE STUDY CS11

Project: Site Road Repairs Project

Location: Titchfield



## Fast Facts

**Project Client:** Eaton Corp (UK)

**Project Manager:** Forward Projects

**Principal Designer:** n/a

**Principal Contractor:** ID Corcoran

**Project Value:** £74.4k

**Project Duration:** 9 weeks

## Project Mandate

To remove the existing potted road surface construction and replace with new tarmac surface to provide a service life of 5 years.

## Background

The Eaton Titchfield Site is a large industrial site comprising factories and office buildings. It is tied together by a network of roads whose surfacing has become damaged and rutted from heavy industrial vehicle use.

Two areas of roadway had been identified for repairs due to their especially high level of rutting, and the risk of damage to vehicles.

## Solution

The technical solution was obtained by inviting a tarmac specialist company on site to prepare an outline specification of the repairs and advise on suitable subcontractors to carry out the works. This information was then used to prepare the Client Brief.

Although only one main contractor was approached to price for the whole works, he was

instructed to investigate three subcontract quotes for the tarmacking subcontract.

Phase 2 of the project was to award the contract and manage the safe and compliant installation of the road repair solution.

## Scope of Services

We were tasked with preparing the Client Brief, administering the tender process and preparing a tender evaluation report for Client agreement. Upon contract award, we were then required to administer the contract, and act as the client construction manager to ensure the works were carried out in a safe and compliant manner, reviewing RAMS and working practices.

## Risk Assessment

Amongst others, the key risks involved the management of Eaton personnel during the use of heavy machinery, and flying debris from the road strip process.

We sought to ensure the client brief included those risks best managed by the contractor and it was a requirement of the tender submissions that a risks register was submitted addressing those identified risks with appropriate mitigation.

## Added Value

Although a relatively simple task, the key value added service was to prepare a clearly defined client brief that defined exactly the sole of the works, including defining the white lining requirements after the new tarmac had been laid. This allowed a firm fixed price to be achieved as most subcontractors had shown an unwillingness to fix their prices before the job.

## CDM, Health and Safety

Our client was not familiar with CDM 2015, and under our duty of care, we advised the client of their responsibilities and on their behalf, managed all subcontract interfaces.

The selected contractor was also appointed the 'Principal Contractor' under CDM. It was their responsibility to provide all barriers, protection sheeting and signage to control the work area and avoid unauthorised access to the work area.

However, all aspects of the project were governed by our construction manager who ensured a Construction Phase Plan was prepared, reviewed all risk assessments and method statements prior to commencing the

works, and ensured the Health and Safety Plan was issued on contract completion.

## Contract Management

We administered all aspects of the contract and programme during the works.

## Quality of Workmanship

As part of the works, the Principal Contractor engaged with the material supplier who endorsed the quality of the tarmacking subcontractor's workmanship. A guarantee was provided for the works for 5 years.

## Conclusion

The client judged the project to be a success, delivered to the agreed quality, budget and on schedule.



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