

Transcript for Rugby Western Relief Road Project Video

Brian Follett – Warwickshire County Council - Project Manager

“The construction of Rugby Western Relief Road has posed a number of problems. One of the most challenging is the movement of material from the southern end of the job to the north. Roughly 30,000 cubic metres of muck to be shifted. At planning stage, we anticipated moving the material by articulated wagon through the centre of Rugby. But once the construction started, Carillion, the contractors, looked at the problem in more detail and managed to engineer a route through the actual line of the relief road to avoid having to impact on the centre of Rugby.”

Mark Woodhouse – Carillion – Project Manager

“Extensively we both didn’t want to run the muck through the centre of the town, for a number of reasons, economic reasons, the impact on the town itself, and the impact on productivity. It may well have lengthened the project by another year. We were all motivated to get the muck shifted through the route of the job. It avoided 7,500 lorry movements through the town. The town which is already far too congested, it would have added to pollution, accidents and would have been completely unsustainable option.”

Brian Follett – Warwickshire County Council - Project Manager

“It would have been horrendous. But at the moment the gyratory system is already clogged up at peak hours. We would have just brought it to a standstill, and there are other construction works ongoing there as well. So it was essential to do something to take that number of lorry movements off the highway. We thought we couldn’t cross the River Sow, and Carillion put in a temporary bridge. They changed the program of the work to create a roundabout, or build the roundabout sooner, and engineered a route through the works. The lorries are now taking the line of the Rugby Western Relief Road and therefore it doesn’t have any impact on surrounding roads.”