EIA Quality Mark Case Study

M25 ROTTM Scheme – A circular economic approach

Purpose of the project:
In May 2009, the Highways Agency awarded Connect Plus Services a 30-year DBFO (design, build, finance and operate) contract to manage the M25 and its key arterial link roads. The Remotely Operated Temporary Traffic Management (ROTTM) sign infrastructure is one of the very many maintenance and improvements undertaken on this nationally strategic road network.

Description of the project:
Connect Plus Services have appointed Atkins to undertake proposed design improvements on the existing ROTTM infrastructure on the network to improve operational efficiency and compliance with the current road safety standards. As part of this work the following areas were prioritised to normalise the road signs present and improve the signage where necessary:
- A13 ROTTM project is spread along 3 miles which is either side of the M25 J30.
- M25 Section 2 ROTTM project is spread along approximately 10.5 miles which is between Junction 7 and Junction 5.
- M25 Section 5 (A and B) ROTTM project is spread along approximately 15.5 miles between Junctions 23 and 27. This project is split into 2 sections 5A and 5B.

Key Issues:
- M25 is one of the busiest roads in the UK
- The maintenance works must be done with minimal disruption to the road travelers and the local community
- Deliver efficiency and value for money
- Ensure the safety road standards are maintained to the highest standard

Lessons Learnt:
The preliminary design options have been developed in such a way that the use of existing road infrastructure is maximised. This was achieved by:
- Working closely with Connect Plus Services to bring efficiencies to its business;
- Bringing a circular economic approach into the development of the design by extending the lifespan of existing road assets;
- Contributing to achieve the objectives set out on Highways England Sustainable Development Strategy and the application of the principles outlined in the Road to Good Design;
- Identify and implement solutions which maximises the use of road assets which lead to carbon savings.

The current scheme has identified the need to install a total of 196 signs. However, currently 69 signs are going to be reusing the existing infrastructure. This solution avoided the use of 118 m³ of reinforced concrete which equates to emissions savings of 225,837 kgCO₂e.

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