

A452 Europa Way - Queensway to Princes Drive Signalisation scheme: Progress Update

January

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Overview

The scheme has progressed on schedule throughout January with further progress made on Phases F and H along with Phases D and B now nearing completion.

The gabion retaining wall in Phase F has now been completed and works have begun to widen the carriageway above. Completion of this phase will be achieved once the new drainage, lighting and Vehicle Restraint System is installed following surfacing the new widened carriageway lane.

Excavation of the rain attenuation basin in Phase H was started and will be completed by mid-February. Following this, the new widened carriageway alignment will be started including drainage works and service diversions.

Phase B has progressed well throughout the month, with several activities being completed. The new widened footpath has been prepared and edge kerbed ready for surfacing layers. The new traffic signal controller base was also installed and the area will be topsoiled in early February bringing this phase to a close.

Similarly, Phase D is nearing completion, with the new widened footway now ready for the final surfacing layers before being handed back to pedestrians.

To ensure the flow of traffic throughout the scheme is not adversely impacted, active traffic management will only take place during off peak times between 9.30am-3.30pm.

We continue to thank all residents, businesses, and visitors to the area for their co-operation and patience as we work to deliver these improvements.

Works are progressing on time and completion of the scheme is still on track for summer 2025.

On behalf of WCC and CR Reynolds, we apologise for any inconvenience/delays you may encounter due to the temporary traffic management.

Author: Keir C

Progress to Date

Phase F – Queensway - Europa Way North Gabion Retaining Wall

Phase F has progressed on track throughout January. Gabion backfilling works including slope profile shaping were completed in mid-January, therefore enabling a series of new activities which rely on the structural integrity of the widened embankment to begin. The new widened embankment can now withstand the heavy plant required to undertake excavation for the new widened carriageway.

Essential drainage pipework was started first, two new gulleys were installed as part of the new carriageway drainage system. Along with installing new the drainage, several utility ducts were exposed, see Figure 1, and relocated to the rear of the new kerb line in order to minimise compromising the integrity of the new carriageway.

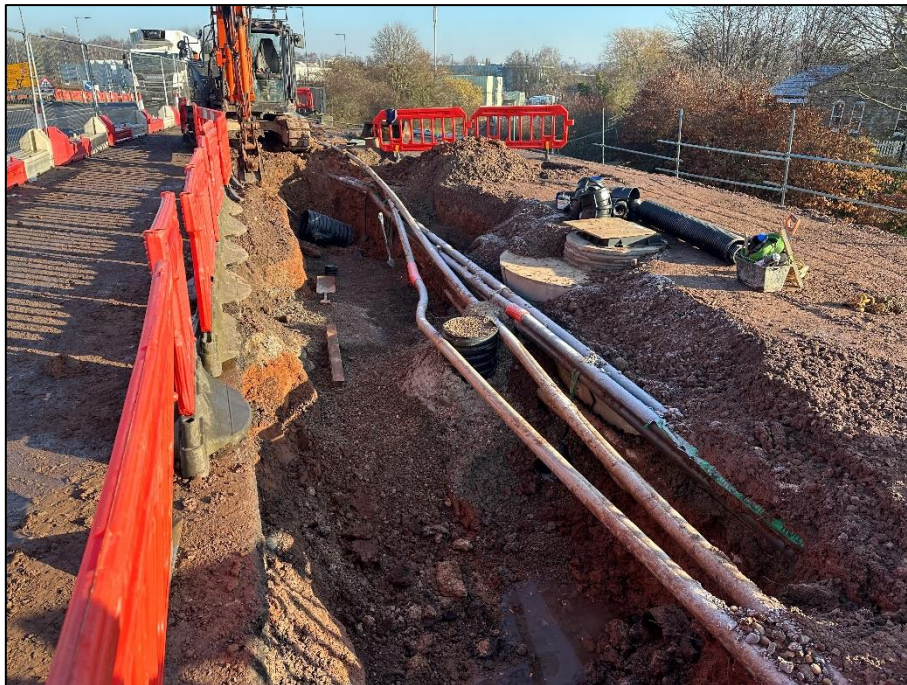


Figure 1 Phase F – Utility Diversions and Drainage Works

Additionally, two new and improved efficiency street lighting columns were installed at the top of embankment. The installation required the excavation of several long trenches to install and link the low voltage cabling require to power the lighting columns safely, see Figure 2.



Figure 2 Phase F - Street Lighting Trench and Ducting Installation

In February, planned works to Phase F include, excavation works to the new widened lower footway, road box construction for new carriageway lane, kerbing installation and Vehicle Restraint System installation.

Phase D – Tachbrook Park Drive South Widening

Phase D has continued throughout January to near completion. New streeting lighting columns were installed and tested, while the old columns were removed off site and recycled.

The new widened footway edge kerbing was laid, and the final surface was then trimmed up to the correct level using structural stone fill. The footway now awaits the final two surfacing layers before being reopened to the public, see Figure 3. The surfacing works required to finish this phase are scheduled for mid-February.



Figure 3 Phase D - New Footpath Construction

Phase H - Myton Road South Widening

Phase H has continued to progress with several key activities taking place throughout January. Excavation of the highway drainage attenuation garden was started and is already nearing completion, see Figure 4. The excavation was a large task and involved over 40 tonnes of soil, once excavated the basin was lined with permeable geotextile and filled with gravel for permeability. Once at the correct level the basin was then covered with fine topsoil.



Figure 4 Phase H - Highway Drainage Attenuation Basin

The infiltration basin's purpose is to act as a natural vegetated filter to ensure carriageway runoff and pollutants are captured, the flow rate is slowed, and water is stored. This additional storage capacity will alleviate the stress on the existing highway drainage system further along the road network during high storm events.

The proposed works for February include road widening activities such as excavation of the new road box, laying the new carriageway structural layers and new kerb line installation.

Phase B – Tachbrook Drive/Queensway Widening

Great progress was made in January on Phase B. The excavation and installation for the new complex traffic controller system was completed. This activity involved routing over 10 new traffic signal ducts into the base of the new controller cabinet. Once all ducting was in place, works began on the installation of the controller bases. After installation of the bases, the area around was edge kerbed and topsoiled to provide a tidy border around the base for future maintenance works, see Figure 5.



Figure 5 Phase B - Traffic Signal Maintenance Bay Construction

Works began on the new widened footway, firstly the existing footpath was excavated. The new edge kerbs were laid, see Figure 6. The footpath was then filled with a structural stone layer bringing the surface up to level, ready for surfacing to be carried out in mid-February



Figure 6 Phase B – Widened Footway Works