

asphalt now

AIA
ASPHALT
INDUSTRY
ALLIANCE

Reporting on the asphalt industry

Issue 39 | Autumn/Winter 2017



SHARING BEST PRACTICE

Future-proofing our local roads

MEASURING THE NATION'S ROADS

New approaches to data capture

NEW AIA CHAIRMAN

Rick Green takes the helm

EFFICIENCIES THROUGH INNOVATION



...but it remains a challenging time for our local roads.

The unrelenting pressures on local authority budgets, combined with a shift in the way funds are allocated from central government means we need to continue to 'up our game'.

Increasing professionalism, enhanced integration to achieve economies of scale, as well as an open approach to the efficiencies that innovation can provide, all have their part to play. These were among the topics covered at our recent Sharing Best Practice event – my first as the new Chairman of the AIA.

This free event has become an important platform for local authority highways engineers to share knowledge and ideas (see pages 8 and 9). What was apparent is the role that technology, along with collation of data, can offer in supporting efficient asset management and advances in techniques for assessing road condition (see page 6).

Looking ahead, there are a number of other moves that could have a profound impact on our roads and the funds available to maintain them. The winner of the Wolfson prize advocates charging road users on a mileage basis (page 4) while DfT's proposals to set up a Major Road Network (MRN), funded from 2021 by redirecting funds from Vehicle Excise Duty (this page), could lead to more money for what we used to call trunk roads at the expense of local routes.

As Government starts totting up the figures ahead of the next spending round, we'll continue to advocate the importance of local roads and the funds needed to maintain them properly. Our Annual Local Authority Road Maintenance (ALARM) survey helps to keep the issues firmly in the spotlight.

The information it provides shapes what is viewed as the authoritative study on local roads and we are very grateful to all those who responded for their time and effort.

Rick Green
Chairman, Asphalt Industry Alliance

NEW NETWORK PROPOSED TO UNLOCK GROWTH



■ **The UK government** has set out its plans to deliver high performing transport infrastructure to support its post Brexit industrial policies. The DfT's *Transport Investment Strategy* sets out how local roads will benefit as part of its approach to drive growth and create a more balanced economy.

The proposals include upgrades to the existing network to tackle congestion and bottlenecks, with £1 billion earmarked from pre-announced funding for improvements, including bypass schemes to improve the connectivity of towns and cities.

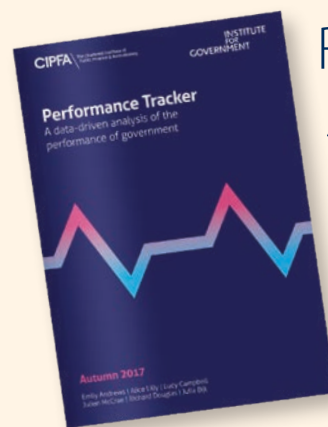
In addition, the establishment of a Major Road Network (MRN) is proposed, consisting of 3,800 miles of council-controlled A roads, to be funded from a reallocation of a share of Vehicle

Excise Duty (VED) from 2021. This move follows initial proposals put forward last year by the Rees Jeffreys Road Fund and could allow local authorities to improve or replace key A roads under their management.

Commenting on the MRN announcement Rick Green, Chairman of the Asphalt Industry Alliance, said: "The proposals could help to address the disparity of funding between the strategic road network and our local roads but it is not clear yet if it is additional money.

"The Government should take care that any focus on major A roads does not result in a disparate two-tier system for local authority controlled roads."

The proposals for a MRN will be the subject of a DfT consultation later this autumn.



REPORT HIGHLIGHTS SPENDING DECLINE ON ROAD UPKEEP

■ **A report** on the effectiveness of Government in running key public services has highlighted that revenue spending on road maintenance has fallen by 26 per cent since 2009/10.

Performance Tracker, published by the Institute for Government and the Chartered Institute of Public Finance and Accountancy (CIPFA), analyses data across nine key public services including hospitals, prisons and neighbourhood services. Its principal finding is that poor and reactionary spending decisions mean that problems are not tackled before they arise.

Its review of local neighbourhood services, which includes roads maintenance, found that spending has fallen sharply in the last seven years – but public satisfaction, despite being lower than other neighbourhood services, has broadly held up, suggesting real efficiencies are being achieved. The report also determines that, despite the cut in roads funding, a rise in capital spending means large scale maintenance activity has mainly been protected, with priority being given to major roads over less-used routes.

Local authority reserves are also under pressure, across the board, with 37 per cent planning to use reserves to support revenue budgets in the coming years. The report concludes there has been insufficient public debate about achieving a balance between funding and the quality of public services.

Commenting on the report, AIA Chairman Rick Green, said: "*Performance Tracker* reinforces the findings of our own ALARM survey when it comes to roads, especially the widening gap between the resilience of key routes and the rest of the local network.

"The report will make challenging reading ahead of the Budget and we urge the Chancellor to take note that he can't rely on further efficiencies being found."

We want to destigmatise mental health and improve wellbeing across construction.

**Be part of the action.
matesinmind.org**



NEW RESOURCES TO HELP TACKLE MENTAL HEALTH ISSUES

■ **Mates in Mind**, a charity which works with partners across the construction sector to break down the stigma associated with mental health issues, has launched a range of resources to help organisations provide support and guidance to their employees on mental health issues.

The information and training materials have been developed in partnership with the Health in Construction Leadership Group and British Safety Council, and are supported by the charities Mind, Mental Health First Aid England and the Samaritans. Mates in Mind aims to reach 75 per cent of those working across the construction sector by 2025 to

ensure that, whatever their role, people understand how and where to get support.

Joscelyne Shaw, Executive Director of Mates in Mind, said: "It is estimated that 55 per cent of construction workers have experienced mental health issues with 42 per cent living with these issues at their current place of work. Our aim is to break through the wall of silence currently associated with mental health and to promote cultures of wellbeing."

More information is available at www.matesinmind.org/awareness-and-education.html

IN BRIEF

□ **George Lee** has been appointed Chief Executive of the Highways Term Maintenance Association (HTMA). He takes over from Geoff Allister OBE, who has stepped down as HTMA Executive Director.

"The HTMA's positive focus on best practice and industry standards, its singular approach to engaging with stakeholders at all levels and its willingness to share knowledge across the sector are key attractions for me," said George, who has run the Road Safety Markings Association for the past 20 years. "It is these factors, along with its clear desire to continue the development of the organisation and the sector as a whole which made this too exciting an opportunity to turn down."

□ **The 2017 ADEPT** (Association of Directors of Environment, Economy, Planning & Transport) annual conference is taking place on November 23 at 24 at the Radisson Blu hotel at Manchester Airport.

First for Place, Fit For the Future is a mix of plenary and workshop sessions and provides the opportunity to celebrate successes in preparing for the future and to hear from challenging voices on the direction of travel.

Find out more at www.adeptnet.org.uk

NEW CHAIRMAN TAKES OVER AT AIA

■ **The AIA welcomes** its new Chairman, Rick Green, Managing Director of Hanson Contracting, succeeding Alan Mackenzie, who has stepped down after five years in the position.

Rick has over 25 years' operational and commercial experience in the highway construction and maintenance sector. His background is in civil engineering and he has held a number of senior positions within the asphalt industry.

"I am delighted to have taken over as Chairman of the AIA," said Rick. "It is recognised as an authoritative voice on industry issues and has played a significant role in promoting the benefits of asset management, planned, preventative maintenance and the need for long-term funding commitments for local roads from central government.

"I would like to thank Alan for his sterling work in raising awareness of the importance of these issues with key stakeholders. There is no doubt that the AIA's campaigning has made an impact and we support the security of funding that is now in place for local authorities, as well as the Government's suggested move to redirect funds from Vehicle Excise Duty into local road maintenance from 2021.

"We will continue to keep the pressure up, as there is still a long way to go when it comes to securing the funding for the road network needed to support vibrant communities and local economies."

ASSET MANAGEMENT AND SIGN DESIGN ADDED TO COURSE RANGE

■ **The Institute** of Highway Engineers (IHE) has extended its range of courses with the addition of asset management and traffic sign design programmes.

The asset management course provides service

managers and practitioners with a comprehensive understanding of how best to manage highway assets to achieve their maximum benefit in accordance with local and national priorities.

The course in traffic sign design is endorsed

by both the DfT and Highways England and reflects updated regulations.

Both courses are offered at Certificate and Diploma level. More information can be found at www.theihe.org/professional-certificates

GROUND-BREAKING PRIZE WINNER

■ **The winner** of the 2017 Wolfson Economics Prize, which focused on highways, advocates a distance-based road charge to help improve the condition of the road network.

Gergely Raccuja, a recent graduate from University College London, was awarded the £250,000 prize ahead of four other short-listed projects selected from more than 120 entries.

This year's competition posed the question 'How can we pay for better, safer, more reliable roads in a way that is fair to road users and good for the economy and the environment?'

Gergely's entry suggested Fuel Duty and Vehicle Excise Duty should be scrapped in favour of a simple and fair distance-based charge, that also takes road and environmental impacts into account.

Paying For Road Use Could Be Miles Better proposes that the lighter and cleaner the vehicle, the lower the charge per mile and pledged his entry could see a "pothole-free Britain" within five years.

Lord Wolfson, founder of the prize, said:



"The 2017 Wolfson Economics Prize sought a better way to pay for better roads as congestion, pollution and potholes remain a source of daily misery for millions of people: undermining our economy, environment and quality of life.

"Gergely's entry met that challenge and is ground-breaking, yet simple. Policymakers can learn much from this year's prize and I hope they will take forward solutions to solve one of the greatest infrastructure challenges of modern times."

CALL FOR GREATER DIVERSITY

■ **Aggregate Industries** (AI) is looking to attract more women into its workforce to help address the skills deficit.

Currently, AI's workforce is 84 per cent male and 16 per cent female. However, as part



Aggregate Industries is taking steps to change the gender balance of its workforce

of investment in its diversity and inclusion strategy, the company is committed to increasing the proportion of women to 20 per cent by 2020 and 30 per cent by 2030.

Jo Hankinson, HR business partner, explains: "The image of our industry as a male-centred one isn't sustainable: if we are to plug the skills shortage then we can't afford to dismiss half of the working population.

"There is a lot of work to be done as an industry if we are to achieve this but the good news is that the wheels of change are in motion – our research shows that more female students are taking up trade topics and we are seeing more female graduates every year.

"In addition to improved corporate social responsibility, research shows that having a more diverse and inclusive workforce can help achieve a higher return on equity and better financial performance. This is because it can strengthen an organisation's intellectual capacity, breeding the ability to innovate and adapt in our fast-changing environment.

"Therefore, as we look to the future of the construction industry, it isn't just about attracting more women, but more diversity all round."

IN BRIEF

□ **FM Conway** has started to produce its own polymer modified bitumen (PMB) for use in asphalt.

It is part of the company's self-delivery approach – manufacturing, supplying and laying its own materials to drive cost and time efficiencies for clients.

The new products are being manufactured at a new facility at its Gravesend bitumen terminal in Kent and support FM Conway's growing asphalt manufacturing and contracting divisions, which supply across southern England.

FM Conway's director of aggregates and asphalt, Tim Metcalf, said: "The production of our own PMB allows us to continue producing high-quality, durable materials that meet the needs of clients and roads users now and in the future."

□ **Hampshire** County Council is testing a new warm mix asphalt in five areas across the county. The material offers considerable environmental benefits over conventional asphalt as it contains more recycled content and uses less energy in the manufacturing process.

MORE SCHEMES FUNDED FROM CHALLENGE POT

WORK HAS begun to implement 19 road improvement schemes across England, which received additional Government funding through the second tranche of the local highways maintenance Challenge Fund.

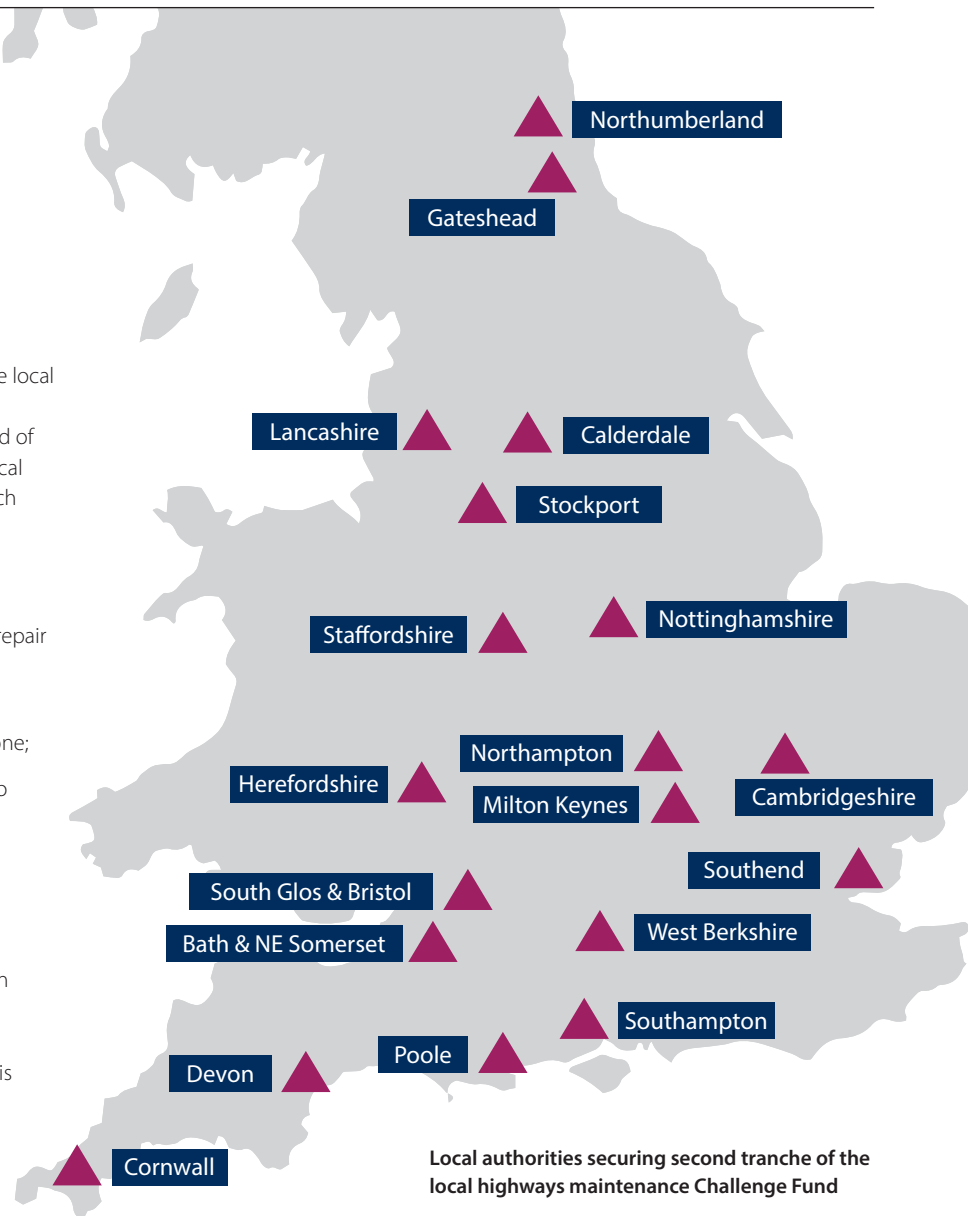
Nine of the successful bids received the highest award of £5 million from the £75 million pot, set aside to allow local authorities to bring forward maintenance schemes which could make a real difference to road users.

Winning bids include:

- £5 million to Cornwall County Council for targeted repair works on 53 sites on the local road network;
- £5 million to Herefordshire County Council for maintenance of routes to the county's enterprise zone;
- £3.5 million to Cambridgeshire and Peterborough to repair 65.6 km of drought-damaged fen roads;
- £2.9 million to Poole Borough Council for a route management scheme connecting residential, commercial and regeneration sites.

This is the second time the Challenge Fund has been distributed, with over 60 per cent of the £575 million fund pledged by DfT between 2015/16 and 2020/21 now allocated. A further tranche is expected during this parliament.

A full map of winners can be found at <http://maps.dft.gov.uk/challenge-fund/>



NORTHUMBERLAND COUNCIL GETS BACK-TO-BACK FUNDING

Among the successful bids for the second tranche of the Challenge Fund was a submission from Northumberland County Council for funding to repair and strengthen a number of key roads that underpin the rural and regional economy.

The scheme, which will cost £6.5 million, received the maximum Challenge Fund allocation of £5 million. The council will provide the remaining £1.5 million funding needed to improve approximately 24 km of roads in poor condition along three key routes in the more rural parts of the county.

The roads are vital for the timber and quarrying industries as well as tourism and local residents. The money will be spent in the 2017/18 financial year to fund a wide range of improvements, including strengthening the roads, drainage work and resurfacing.

Glen Sanderson, the County Council's Cabinet member for Environment and Local Services, said: "We're delighted to have secured this level of funding. The bid had widespread support from a range of partners as well as local MPs and is a further demonstration of this administration's commitment to making long term improvements and investment on our county's roads."

"We're also pleased to be the only local authority in the region to have secured successive back-to-back awards from the national Highway Maintenance Challenge Fund. It is testament to all the hard work put in by our highways team to have submitted such a persuasive and comprehensive bid."

NORTHUMBERLAND

Northumberland County Council



AIA BRIEFS ROADS SECTOR ON CHALLENGES FACING LOCAL AUTHORITIES

■ **Tarmac's National Technical Director**, Brian Kent, represented the AIA at the JCB 2017 Highways Management Day held at its world headquarters in Staffordshire.

His presentation *Mind the gap – what ALARM 2017 tells us about local road conditions and maintenance funding* highlighted the challenges faced by local authorities in England and Wales to try and keep the network in reasonable condition.

The day's programme also included speakers from Keir and Highways England as well as roundtable discussions, live JCB product demonstrations and exhibitions from a number of industry suppliers.

AIA representatives have also been involved in two further recent conferences. David Weeks opened Public Policy Exchange's event on Potholes and Road Maintenance, joining speakers from TfL, ADEPT and IHE to consider ways to tackle road maintenance despite the ongoing shortfall in funding.

The effect of road conditions on the economy, as well as on public wellbeing, was also explored at Cephass Public Policy Communication's Moving Britain Ahead: Tackling Potholes and Improving Road Maintenance conference, at which Malcolm Simms joined speakers from the DfT and RAC Foundation.



The AIA's Brian Kent speaking at JCB's world headquarters

VIDEO SURVEY CAPTURES NATIONAL ROAD CONDITION

■ **Gaist** has produced a National Carriageway Condition Survey by collecting high definition images of 150,000 km of England's classified roads.

The video footage has been developed into

a highly detailed map of the make-up of the carriageway showing its surface condition, defects, material type, highway markings and street furniture. This provides the highways sector with data that will help make the case for

more funding to halt the decline of the local road network.

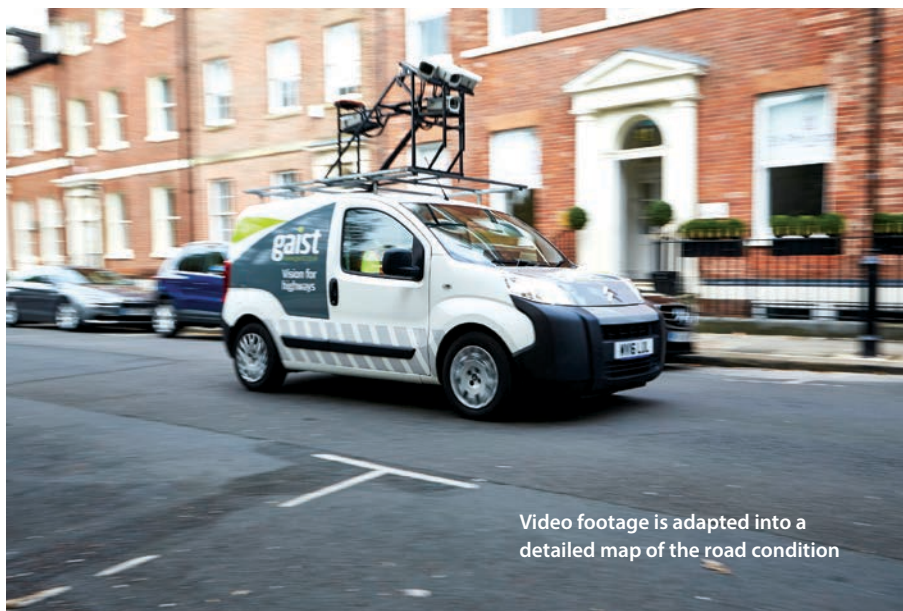
Steve Birdsall, pictured, Gaist's Managing Director, explains: "We have now recorded baseline condition data for all the classified roads in England and we plan to complete the data for Wales within the next few months. We will repeat the survey annually to be able to chart the rate of deterioration.

"We will also be able to determine what materials perform best in which environments, as well as charting the effects of extreme weather to help predict how the change in the global climate will affect our infrastructure in the long term.

"This will allow us to calculate the level of funding we need to maintain our roads in a good condition for generations to come.

"We hope that by making a new market for highways data we can reduce the cost to local councils by helping them make savings over their current methods of condition data."

Find out more by visiting <https://www.gaist.co.uk/national-condition-survey>



Video footage is adapted into a detailed map of the road condition

...by making a new market for highways data we can reduce the cost to local councils..." **Steve Birdsall**



MOBILE PLANT OFFERS SPEED AND FLEXIBILITY

RECENT DEVELOPMENTS in both mobile asphalt heaters and materials have enabled the mixing of small quantities of asphalt at the point of use for minor highways defects and utility reinstatements.

This history of small hot asphalt mixers dates back to 1999, when Leicestershire County Council first approached RSL Fabrications to manufacture a machine that could be used to reheat pavement breakout material for re-use as a base layer on a housing estate. The innovation was a success and led to the development of larger static machines for this purpose.

Latterly there has been increasing interest from Tier 1 contractors to develop smaller mobile machines. Amey, for example, recognised the value of this technology to overcome the practical and commercial issues relating to completing small volume one-time hot permanent repairs for minor highway defects and utility reinstatements.

Exact volume

Traditionally this involves collecting small volumes of asphalt from permanently located asphalt plants, often far from the site, leading to significant costs and material wastage.

The use of mobile asphalt heaters provides the ability to manufacture the exact volume of fresh, highly workable asphalt required 24/7 and at the point of use, overcoming out-of-hours issues and reducing costs and wastage.

In late 2015, Amey introduced the first prototype machine into its utility business in the North West. The asphalt heater provided



On-site asphalt production for minor repairs can prove to be cost effective and less wasteful

a 250kg batch cycle capacity and was fed with pre-packed asphalt. Having proved the concept, Amey then worked closely with the manufacturer to improve the design and capability of the machines. During 2016 additional 250kg machines were added to the fleet, along with larger 500kg and 1,000kg versions.

David Ogden, Business Director at Amey, said: "This is exciting new technology, which we have developed with RSL Fabrications, and which we are now using on many of our highways accounts.

"Because we are no longer relying on asphalt plants to be open to get our supply of material, we are also now able to work during anti-social hours, which is good news for our customers as it means less disruption during the working day."

While Amey optimised mixer performance,

it also realised the importance of optimising the asphalt mix behaviour and availability of suitable product for its expanding fleet of asphalt heaters.

At this stage Tarmac became involved and, using its in-house R&D facilities and expertise, began to formulate a material that was equivalent to bulk-delivered asphalt, compliant with the same specifications and overcame concerns with regard to any potential detrimental impact on the bitumen during on-site reheating of the bagged asphalt.

Network trials

Tarmac embraced the initiative and the R&D process moved swiftly from concept and laboratory trials to full plant manufacturing at its Mancetter asphalt plant in Warwickshire, in conjunction with the Amey mixers, in a matter of a few weeks. Having demonstrated that the asphalt met all the required criteria, both as a bulk asphalt and in 20kg bags, network trials began in early 2017.

"In spring 2017, we launched the pre-packed Ultipatch Sitemix range, which includes asphalt concrete mixes, SMA and HRA Surface Course," said Brian Kent, National Technical Director at Tarmac.

"The asphalts are now in use on highway repair and utilities contracts, in conjunction with RSL and Roadmender mobile heaters and we have completed network trials with Roadtech's low volume mixer as well.

"The introduction of this innovative approach to asphalt supply has opened up a new way of working in the sector and has demonstrated the value of supplier/contractor collaboration in terms of tackling an issue effectively and quickly."





SHARING BEST PRACTICE

Session one panel (from left): Richard Fenwick, Shaun Taylor and Mark King, with AIA Chairman Rick Green and event facilitator Geoff Allister

This year's AIA Sharing Best Practice event saw delegates from local authorities across England and Wales come together again to discuss the challenges and possible solutions that face the local roads sector.

IT WAS the seventh time the AIA has organised the event, which was held at the National Motorcycle Museum near Birmingham. The theme for the day was *Future-proofing our local*

roads and included a busy line-up of thought-provoking speakers and topics to stimulate discussion and encourage collaboration.

Facilitator Geoff Allister began the day by welcoming Rick Green as the new Chairman of the AIA (see page 3) before introducing the first session speakers under the heading of Partnership Working – Benefits in Practice. First to take to the stage was Mark King, Head of Street Care at South Gloucestershire Council, who described the benefits and success of the South West Highways Alliance. Shaun Taylor from Bristol City Council then went on to explain how partnership

working with neighbouring authorities has helped secure success for his council in both tranches of the Challenge Fund as well as the additional benefits this success has created.

Richard Fenwick from Lincolnshire County Council, representing Midlands Service Improvement Group, was the last speaker in the session and presented the benefits of collaboration on incentivised funding and policy development.

Pothole spotter

The second session, Risk Management in an Asset Management World, began with an overview of the DfT-funded pothole spotter trial, delivered by Bill Manby, Commercial Business & Delivery Manager, City of York Council, and David Greenfield, Managing Director of SOENECS. A series of presentations on the new Well Managed Highways approach and its application followed.

IHE's Stuart Smith, Chair of its Highway Inspectors Board, provided an overview of how the new code can support local authorities to better determine local levels of service based on needs, priorities and affordability, before delegates heard about the practical approaches used by Devon and Derby City Councils in implementing the code at a local level.

The afternoon line-up, under the heading Focus on the Future, included contributions from the DfT and Highways England as well as an insightful look at local road maintenance issues from a politician's viewpoint.

In addition to the presentations, the event featured a poster session as another way of



Event facilitator Geoff Allister

encouraging sharing of ideas and best practice. The theme for the posters was materials innovation in response to feedback for more information on the topic from previous events.

Rick Green commented: "One of the things that really stood out for me is what can be achieved through collaboration – whether internally, across local authorities on a regional basis or – as the posters have demonstrated – with the supply chain, to deliver innovation and efficiencies.

"It was fantastic to see such a full house and the popularity of the event is clear from the overwhelmingly positive feedback we have received through the delegate survey. It is really gratifying that 100 per cent of respondents found the day useful or very useful and 100 per cent would attend a similar event again and would recommend it to a colleague."

All presentations and posters are available to view or download at www.asphaltuk.org



A very useful event. Great networking opportunity and good format to share best practice.

I really enjoyed the day; a well put together agenda.

The event highlighted for discussion areas of current concern within the industry, which were informative and thought-provoking.



Derby unlocks code benefits

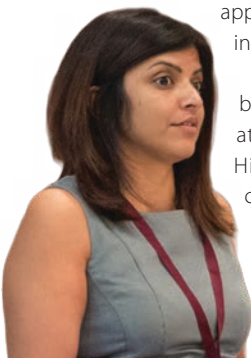
Fulfilling road users' expectations is at the heart of Derby City's approach to unlocking the benefits of the new *Well-managed Highway Infrastructure code*.

Kully Boden, the council's Highway Asset Team Leader, set out how securing the buy-in of highway inspectors is helping deliver what matters most to Derby's road users. "Derby has completed a significant amount of work to understand our baseline position, with a LEAN review, peer review and a full annual engineers inspection of the network," said Kully.

"These tools have helped us to communicate to members where our priorities should be and to get the optimum performance from the network, by focusing on treating the right assets at the right time. This approach also endorses the valued work of highway inspectors.

"To fully prepare them for delivering the new risk based approach, it was important they be involved at the outset. Workshops on our new Maintenance Hierarchies and Risk Matrices really helped provide context for the team.

"If they can understand why and how these had been developed as they had, they would be able to confidently defend challenges to our policy and provide a sound defence for the authority. This, to me, is fundamental in developing their competency."



Politician urges collaboration

Lincolnshire's Executive Councillor for Highways and Transport, **Richard Davies**, provided an insightful talk covering how improvements in the county's road conditions have been implemented against a backdrop of severe budgetary constraints.

Describing himself as Lincolnshire's 'Pothole Tsar', Richard challenged those working within local authority highways teams to be more responsive to elected members' needs. Transforming the performance of highways services and the perceptions of the communities which they serve can be realised by marrying political priorities with strategic objectives.

His presentation, entitled, *Why can't you just fix the damn roads? Making a Highways Department Work for Politicians* highlighted how £13.4 million of monetary savings had been identified over five years by implementing a new commissioning framework for the county's Highways Services.

A further tranche of benefits will also be delivered along with a corresponding improvement in many service areas.



JOINT VENTURE DELIVERS SEAMLESS SERVICE IN ITS FIRST YEAR

■ In its first year of operation, Via East Midlands carried out more than 35,000 road and pothole repairs in Nottinghamshire.

The company, a partnership between Nottinghamshire County Council and CORSERV (owned by Cornwall County Council), was established to provide highways and fleet management service in the county.

It is the first highways joint venture of its kind in the UK and combines a public sector service ethos with a strong commercial focus. Via seeks to generate additional income by offering competitive services to both the private and public sectors in the region.

Great relationship

Via provides a range of highways and engineering services including design consultancy, construction, environmental management and fleet services under a 10-year contract to Nottinghamshire County Council, which is extendable for a further five years.



Via Managing Director Doug Coultts said: "The transition of services from Nottinghamshire County Council has been seamless and, as our main client, we are delighted to have continued

Managing Director Doug Coultts celebrating Via East Midlands' first year of operation

our great relationship with officers, members, residents and road users."

PARTNERSHIP OFFERS BESPOKE ASSET MANAGEMENT

■ Tarmac has entered into a strategic partnership with highways data specialist Gaist and Metis, a civil engineering consultancy,

to offer local authorities a bespoke asset management service.

Working together, the companies offer an

'end-to-end' package from data collection and analysis through to securing funding and scheme delivery.

Peter Hyde, Tarmac Highways Services Director, said: "Highways networks are often local authorities' biggest asset, yet many councils are struggling with maintenance, trapped in a cycle of inadequate funding and inefficient reactive repairs.

"This new asset management offer will empower local authorities to build a data-led and financially sound highways investment and works programme. These will ultimately provide socio-economic benefits that cut maintenance backlogs while delivering long-term savings."

Simon Jones, Director at Metis, added: "Robust data is key to the sound asset management plans which are vital to unlock funding both internally and externally. We have the capability to assist with evidence based business cases and securing Band 3 status through the DfT's Incentive Fund."

Tarmac and Gaist previously collaborated successfully on a four-year programme of highway maintenance work with Blackpool Council which dramatically improved public opinion and, through the adoption of a whole-life investment and treatment strategy, is anticipated to save £100 million over the next 25 years.



MANCHESTER CYCLISTS SEE THE LIGHT

■ A bike light sensor unit made by cycling technology developer See.Sense, is being trialed across Manchester to record the condition of road surfaces. Nearly 200 cyclists are using the light, which will transmit data on near misses and the condition of road and cycle paths in real-time to help identify the most hazardous parts of the city's routes. The data will be analysed by CityVerve, Manchester's Internet of Things (IoT) smart city consortium. Members include the Ordnance Survey and Manchester City Council.

GOVERNMENT FUNDING PACKAGE TO BUILD AND UPGRADE LOCAL ROADS

■ **The government** has announced a £345.3 million funding package to improve local roads and public transport to address pinch points, ease congestion and support the development of new housing.

A total of 76 projects from across the country have been awarded funds totalling £244 million while an additional £101.3 million will pay for two new major roads in Middlewich, Cheshire, and Worcester in the Midlands.

"This government is taking the big decisions for Britain's future and investing a record £23 billion on our roads to increase capacity and improve journeys," said Transport Secretary Chris Grayling. "These schemes will provide much needed upgrades to essential local roads up and down the country, cutting congestion, improving safety and shortening journey times for drivers.

"They will also help boost regional economic growth by unlocking jobs and supporting vital new housing development."

Schemes include creating a new link for buses in Plymouth, providing direct access to Derriford hospital, and improvements on the A66 in Darlington, which will help unlock 2,600 houses and 4,300 jobs by improving travel conditions.

Funding for all these capital schemes is being provided from the National Productivity Investment Fund and the Large Local Mayors' fund and are separate to maintenance revenue funding.

A map showing all of the successful projects can be viewed at <http://maps.dft.gov.uk/large-local-road-schemes-2017/index.html>



APPG WILL RESPOND TO DFT'S PLANS



The All Party Parliamentary Group (APPG) for Highways was re-formed following the General Election earlier this year with the on-going aim of fostering understanding of the importance of a well-funded local road network to economic growth, regional prosperity and connectivity.

The group's AGM and mid-year meeting took place soon after the DfT's Transport Investment Strategy was published and a separate debate on roads infrastructure had taken place in Westminster Hall.

AIA's Director, Malcolm Simms outlined the potential implications of the DfT's proposals on the local road network, including plans to redirect funds raised from Vehicle Excise Duty (VED) from 2021.

APPG members agreed that the group would respond formally to the DfT's forthcoming consultation on its plans, with particular reference to the creation of a Major Roads Network (see page 2).

Other topics raised at the meeting included the future impact that electric cars may have on funds raised by VED, the possible constraints of the existing planning regime on proposed new bypass schemes and the effects of Brexit on HGV traffic and associated regulation.

The group next meets in late November.

DIARY DATES

Some dates for your diary:

- | | |
|-----------|--|
| 21 Nov | ICE Transport Asset Management Conference 2017, One Great George Street, Westminster, London www.ice-tam.com/2411 |
| 23-24 Nov | ADEPT Annual Conference 2017: 'First for Place, Fit for the Future', Radisson Blu hotel, Manchester Airport, Manchester www.aldercross.com/events.php?event_id=111 |
| 5 Dec | 'Delivering Successful Local Communities' – Transport Network's day conference, The Council House, Victoria Square, Birmingham https://communities.tn-events.co.uk/ |

2018

- | | |
|------------|---|
| 8 March | 'Highways: Change, Innovation and the Future' – CIHT's fifth national conference, Park Plaza, Victoria, London www.ciht.org.uk/en/events |
| 12 June | National Infrastructure Expo, ExCel, London www.infrastructure.co.uk |
| 13-14 June | 52nd IAT National Conference, the North East and Cumbria branch, Slaley Hall, Hexham www.instituteofasphalt.org/index.php?id=conference |
| 14-15 June | 1st Eurasphalt & Eurobitume (E&E) Event: 'Preparing the asphalt industry for the future', the Andels hotel, Berlin, Germany www.eeevent2018.org/ |
| 27-28 June | Traffex Seeing is believing event, Bruntingthorpe, Leicestershire www.sib.uk.net |
| 2-7 Sept | 45th Annual Residential Course in Asphalt Materials and Pavements, Newcastle www.ncl.ac.uk/cegs.cpd/cpd/asphalt.php#aboutthecourse |

PERFORMANCE PROVES PFI CONTRACT'S SUCCESS



PFI schemes are not well supported as Government policy, but at one London Borough the approach is delivering a measurable step change in the highways environment. Five years in to a 25-year scheme, the network will be in a steady state by the end of the year:

HOUNSLOW HIGHWAYS, as part of the London Borough of Hounslow's 25-year PFI contract, manages and maintains 432km of carriageways and 762km of footways with responsibility for service provision and most risks.


The project, which started in 2013, covers a fully-inclusive, fence-to-fence package of all Hounslow-owned highways assets. It targets removal of the maintenance backlog, providing an enhanced level of service including the street cleansing function. The scope includes carriageways, footways, cycle tracks, drainage and watercourses, lighting, bridges and structures, verges and trees.

Asset management plan

To ensure a best practice approach, Hounslow Highways started by developing a robust asset management plan, supported by a comprehensive asset inventory and full network condition data, which is annually updated. Clear performance standards were defined for all highway assets, placing specific requirements on their condition at any time and when returned to the council. This allows for scheme

prioritisation to be based on the condition of the asset, the hierarchy and the whole life needs. Safety defects and reactive maintenance data were also overlaid to minimise interventions and disruption. This allowed for long term programmes to be developed and, through early contractor involvement, efficiencies identified by the programming of adjacent schemes.

"Our ISO 55001 accredited asset management systems mean that we have an up-to-date asset inventory and 100 per cent of condition data available at all times," said Satbir

 Our accredited systems mean that we have an up-to-date asset inventory and 100% of condition data available at all times."

Satbir Gill,
Network Manager, Hounslow Highways

Gill, Network Manager, Hounslow Highways.

"This helps us to formulate the programme in line with the needs of the asset, considering interactions between the initial investment, lifecycle and reactive maintenance works.

"Our schemes are prioritised based on an asset management strategy, investigating different treatment scenarios and specifying right first-time treatment to achieve contract targets and determine whole life costs."

Successful outcomes

Hounslow Highways now has real evidence of creating value through use of whole life asset management principles. This includes a significant drop in the proportion of the principal network where maintenance should be considered (National Indicator 130-01), down from 9 per cent in 2011/12 to 3 per cent in 2014/15.

Similarly, the proportion of the non-principal network where maintenance should be considered (National Indicator 130-02), has been reduced from 11 per cent in 2011/12 to 4 per cent in 2014/15.

The number of maintenance defects has also been reduced from 1,250 in 2013 to 382 in 2016 and the number of insurance claims received has also come down from 358 in 2014 to 229 in 2016 due to the implementation of the capital programme. In addition, the network performance gap is down from 4.57 (December 2012) to 0.7650 (June 2017) and the number of penalty charge notice cancellations has reduced significantly due to installation of compliant signs and lines.

"With the core investment phase due for completion, we can confidentially say that all aspects of service levels are considerably higher," said Satbir.

"This is reflected in improved customer satisfaction, matched by a reduction in the authority's revenue budgets in the region of 30 per cent for the next 20 years. Furthermore, a £29.1 million reduction in annual accumulated depreciation has been achieved by upgrading the condition of the assets, and energy savings will be around 40 per cent from 2015 until 2037."

Best practice delivering results for Hounslow Highways



1,405,000m² of **carriageway resurfaced**



564,500m² of **footway reconstructed**



14,572 **LED lights installed**



91.61 overall **Bridge Condition Index achieved**



37,000m² of **anti-skid treatment completed**

Asphalt Now is published by the AIA, a partnership between the Mineral Products Association and Eurobitume UK. The generic term 'asphalt' used in this magazine refers to the range of asphalts and coated macadam available in the UK. Views expressed in **Asphalt Now** are not necessarily those of the Mineral Products Association or Eurobitume UK.

Media and general enquiries:

AIA Press & Information Office
WestPoint, 78 Queens Road, Bristol BS8 1QU
020 7222 0136 info@asphaltuk.org
[@AIA_Aspalt](https://twitter.com/AIA_Aspalt) www.asphaltuk.org