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Reporting on the asphalt industry

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## **WELCOME BOOST FOR ROADS**

...but is Government's additional funding enough?

## **DRIVING EFFICIENCIES**

Sharing best practice at annual event

## **SEEING RED**

Coloured asphalt improves safety at crossroads

## DIALOGUE AT HIGHEST LEVELS



It has been a busy few months for local roads, with much needed additional funds announced in the Budget.

We have also seen publication of the findings of the Welsh Assembly's review into road conditions and the ongoing Transport Select Committee (TSC) inquiry. All of these recognise that more needs to be done to improve the condition of local roads.

While the additional £420 million announced in the Budget is welcome news for cash-strapped local authorities, it still remains significantly less than is needed to bring them up to target conditions so the AIA – and others, I am sure – will continue to keep the issue on the agenda.

Making the most of limited resources was also one of the topics covered at our recent Sharing Best Practice event, an annual, free-to-attend day which provides a platform for local authorities to get together, share knowledge and hear informative and thought-provoking speakers. You can read a round-up of the event on pages 8 and 9.

Since our last issue, the AIA has held meetings at the highest levels with politicians and was called to give evidence in the TSC's inquiry (page 11), using the data collated in our Annual Local Authority Road Maintenance (ALARM) survey to highlight the ongoing issues of local road funding and maintenance.

ALARM is just about to enter its 24th year and, I believe, is regarded by the sector as the benchmark of information for local roads – even the DfT references our data. We'll be sending out the questionnaire to local authorities soon and I can't stress strongly enough how important it is for you to take part in the survey: it allows us to develop robust and credible data, which enables us to maintain our dialogue – with credibility and authority – at the highest levels.

I'd like to think that our evidence added weight to calls to Treasury for additional funding for local roads and we'll go on banging the drum for a fair allocation to support the demands of society and the economy.

**Rick Green**  
Chairman, Asphalt Industry Alliance

## WINNERS AND LOSERS, BUT NO LONG-TERM FUNDING STRATEGY

■ **The Government** has announced a £28.8 billion funding package over five years to upgrade England's roads, covering both the strategic and local road networks.

Chancellor Phillip Hammond's Autumn Budget statement confirmed that the funds will pay for motorway improvements, upgrading key routes in local areas as well as major new roads. The fund, created by ringfencing Vehicle Excise Duty, comprises £25.5 billion for Highways England's second Roads Investment Strategy (RIS2) – a 40 per cent increase compared to £17.6 billion in the current RIS – and £3.5 billion for major local routes.

A further £420 million was released to local authorities (LAs) for highways maintenance, to be spent by the end of April 2019, with a further £150 million to address congestion hotspots.

LAs in England will receive £400 million of the additional monies. However, Councillor Julian Bell, Chair of London Councils' Transport and

London is not getting its fair share of funding for... journeys made in the capital every day."

**Julian Bell**  
London Councils' Transport & Environment Committee

Environment Committee, commented: "London is not getting its fair share of funding for [the] nearly 10 million journeys made in the capital every single day." While there are winners and losers in terms of funding allocation, overall the announcement has been welcomed as a step in the right direction, but many are keen for this short-term funding commitment to be extended.

"The additional funds will go some way towards tackling the shortfall local authorities had in their highways maintenance budgets last year, but remains significantly less than the £1.5 billion extra a year we believe is needed to bring local roads up to target conditions so that they can be maintained in a cost-effective way in the future," said Rick Green, Chairman, Asphalt Industry Alliance (AIA).

RAC Chief Engineer David Bizley described the announcement as "good news" as the Government is "delivering" on its promise to ringfence money to maintain and improve our roads, but added: "What is also needed is a similar long-term strategy and funding for the maintenance and improvement of all local roads so that we can eliminate the backlog in preventative maintenance that has led to so many potholes appearing during periods of adverse weather."

Councillor David Fothergill, Leader of Somerset County Council, which will receive a £9.98 million allocation from the Government's £420 million funding, said: "While one-off pots of money are always very gratefully received, we repeat our calls for a clearer, sustained model for highways funding which would allow us to plan our budgets more effectively in the long-term."

### LAs in England will receive approximately:

South East	£66 million
East Midlands	£46 million
West Midlands	£44 million
North West	£53 million
North East	£23 million
Yorkshire and Humber	£42 million
East England	£55 million
South West	£72 million
London's boroughs and TfL	£20 million

## MINISTER: "I WANT TO GO EVEN FURTHER..."

Speaking at Highways UK, Jesse Norman, who has recently been promoted to Minister of State at the Department for Transport (replacing Jo Johnson), said: "In the coming years, I want to go even further than the spending outlined in the Budget to move towards a transparent and strategic five-year settlement for local highways maintenance. The idea of a medium to long-term funding settlement like Highways England's Road Investment Strategy has been a long-held dream of the local highways sector and a regular ask in submissions to government. As part of this I have asked my officials to develop a business case to develop further funding."



Keith Morris/Hay Photos/Alamy Stock Photo

# EXTRA FUNDING NEEDED TO MAKE LOCAL ROADS FIT FOR THE 21ST CENTURY

■ **The Asphalt Industry Alliance (AIA)** is calling for an additional £1.5 billion per year to be redirected from existing fuel duty and spent on local road maintenance.

The funds, which the AIA says will need to be made available for the next decade, would allow local authority highways teams to halt the ongoing decline of the network and bring it up to target conditions.

"Our local roads have been underfunded for many years and the result is that more than 24,000 miles of the network need to be repaired in the next 12 months," said Rick Green, Chairman of the AIA.

"There have been calls for an additional 2p per litre from existing fuel duty to be reinvested in local road maintenance, which would generate an additional £1 billion

per year, but we don't think this goes far enough.

"In order to tackle the scale of the problem we believe that 3p per litre from fuel duty needs to be redirected. This would allow the existing and ongoing shortfall in England and Wales – reported to be £555.7 million in the 2018 Annual Local Authority Road Maintenance (ALARM) survey – to be addressed AND provide nearly £1 billion to tackle the legacy of underfunding.

"Sustained over 10 years, this will allow the local road network to be brought back to a standard fit for the 21st century, where it can effectively support communities and drive economic growth; a condition which could then be effectively maintained going forward."

## IN BRIEF

□ **Eleven** Local Enterprise Partnerships (LEPs) in the North of England will speak with one voice on transport issues following the creation of the NP11.

The influential new body is part of the Government's ambitions for the Northern Powerhouse. It will work with, and advise, the Government on issues such as how to increase productivity, overcome regional disparities in economic growth and tackle the historic north-south divide.

Its task is to enrich the lives of all people in the North of England, which includes working with the Government to set out key investment priorities, including transport infrastructure and supporting or coordinating project delivery.



□ **Siobhan** McKelvey has been appointed Director General of Eurobitume, the European Association of Bitumen Producers.

She was previously Marketing Director for Nynas Bitumen – and the immediate past President of Eurobitume – and has taken over from Aimé Xhonneux, who led the organisation for six years.

"This is a dynamic time for the bitumen industry and I am committed to ensuring we refine Eurobitume's vision, plans and priorities in accordance with the evolving industry environment in which our members operate," said Siobhan.

Christophe Jacquet, Vice President for TOTAL Marketing and Services, has taken over as President of Eurobitume while Markus Spiegel from OMV has been appointed Vice-President and Keith Stone from Shell, Treasurer.

## MP SEES LINK BETWEEN MATERIALS RECYCLING AND EMISSIONS



■ **Bristol West** MP Thangam Debbonaire has visited an asphalt plant in the city to see first-hand how road construction materials can be recycled. She was shown around the Aggregate Industries' Express Asphalt facility in St Phillips by Area Manager Andy Newell (second left) and colleagues (from left) Charlie Gamble, Arthur Girling and Graham Rowland. "I was particularly interested to learn how a robust recycling strategy is essential for cutting carbon emissions from the construction materials sector, both on a national and local level," said Thangam Debbonaire.

# CALL TO PUT LOCAL ROADS' MAINTENANCE FIRST IN WALES

■ **Fixing the** roads in Wales should be a priority over building new ones, according to its Assembly's Economy, Infrastructure and Skills Committee.

The Committee made 14 recommendations following its 'State of the Roads' inquiry earlier this year – including calls for five-year funding programmes and priority for cost-effective long-term planned maintenance in order to reduce more costly short-term fixes.

The local road network in Wales covers 21,000 miles and has an estimated value of £13.5 billion, but according to the report, severe adverse weather in recent years has taken its toll and local authorities are battling

a huge backlog. "One of the sobering aspects of this inquiry has been how many of the issues raised in previous studies remain difficult. There is an overwhelming consensus that long-term funding for local government and trunk road agencies would lead to improvements – but we remain stuck in an annual cycle," said Russell George AM, Chair of the Economy, Infrastructure and Skills Committee.

"We need to act now, and this Committee believes that repairing and improving the network we have right now should be a clear priority over building new roads."



Welsh Assembly Government building, Cardiff

The report's recommendations also include setting up a stakeholder group similar to the Highways England Pavement Efficiency Group to advise on the most effective materials and processes.

The report is now being considered by the Welsh Government.

## LANE RENTAL SCHEMES BENEFIT BEST PRACTICE

■ **Guidance has** been issued by the Government on how local highway authorities in England can secure approval to operate lane rental schemes, following successful trials in London and Kent.

The Transport Secretary must approve such schemes, which allow authorities to charge utility companies up to £2,500 a day for carrying out street works. Schemes should

cover no more than five per cent of the authority's local network at any one time and a permit scheme – with evidence that it has operated effectively for at least a year – must be in place.

Lane rental should only apply to the most congested roads at the busiest times and, before charges are made, authorities need to trial schemes. Any surplus revenue must be used for innovation to improve highway authority maintenance work and reduce the impact of street works.

### Lane rental in Kent

The Kent Lane Rental Scheme, for example, gives companies that need to close a road or lane to complete highway works a financial incentive to make sure it is carried out in a less disruptive way.

A daily rate is charged to companies working on specific roads and if it is during busy periods such as rush hour. Unlike the county's permit scheme, its lane rental scheme only applies to selected roads.

The scheme seeks to:

- reduce the length of time that sites are unoccupied, which should reduce the time taken to complete the work
- improve planning, coordination and working methods to maximise efficiency
- see more work completed outside of peak periods
- enable work to be completed as quickly as possible
- ensure work is completed to the required standard the first time.

David Latham, Roadworks & Enforcement Manager at Kent County Council, said: "Lane rental has been established as an effective tool to incentivise those who work on the highway to think differently about how they can carry out the necessary work while minimising disruption for road users.

"In Kent, lane rental has resulted in much more thought into how – and when – work has been carried out. This guidance enables other highways teams to consider whether such a scheme can benefit how they manage and incentivise best practices in road and street works in their area."

### IN BRIEF

□ **Eurobitume** has added to the portfolio of health and safety and technical guidance it produces with the publication of a number of new documents.

An enhanced *Loading Compatibility Matrix* has been developed to aid the safe transportation of bitumen throughout Europe by road, rail and ship.

Eurobitume has also produced the first four in a series of technical information sheets about various test methods for bitumen and bituminous binders, drawing on the experience and expertise of its members.

All documents are available to download at [www.eurobitume.eu](http://www.eurobitume.eu)



# INNOVATIVE SOLUTIONS SHOWCASED AT INDUSTRY EVENT

■ **Delegates were** invited to put their ideas forward to the new Material Innovation Hub (MIH) challenge at this year's Highways UK.

Sponsored by the Mineral Products Association (MPA), the competition aimed to identify innovative solutions in the materials, components and processes used in road construction and maintenance, with the best pitches showcased live in the MIH.

"Innovation is paramount if we are to achieve tangible solutions to meet both current and future highways challenges," said MPA Director of Asphalt Malcolm Simms, who curated the event with Annette Pass, Head of Innovation at Highways England.

"We were looking for novel yet achievable approaches that would meet a clearly identified need, while delivering demonstrable economic, environmental and social benefits, and are delighted with the number and variety of entries received."

Category-winning entries were judged in a final *Dragon's Den* style pitch by a panel of industry experts: Stephen Child, Chair



**KITESTEP's Murray Godden, centre, receives the overall winner's trophy from Annette Pass, Head of Innovation at Highways England, and Stephen Child, Chair of the MIH steering committee**

of ADEPT's Soils and Materials Design and Specification Group; George Lee, Chief Executive, Highways Term Maintenance Association (HTMA); Arash Khojinian, Pavement Materials Team Leader at Highways England and Howard Robinson, Chief Executive, Road Surface Treatment Association (RSTA).



## MATERIALS INNOVATION HUB 2018

in association with



**mpa**

essential materials  
sustainable solutions

Jobbing Purser's Armaphalt – a bagged, site mix hot asphalt – took the top spot in the *Efficiency of Pavement Materials* category. Developed for reinstatement teams to achieve longer-lasting and permanent repairs, the asphalt can be added directly into a low volume mobile batcher, allowing small quantities of asphalt to be produced on site when, and where, required.

Armaphalt allows maintenance crews to go straight to site with no queuing at the asphalt plant, resulting in improved productivity and faster reactive maintenance. Waste is also reduced as the bagged product allows crews to mix only the quantity of material they require on site, resulting in fewer vehicle movements and an improved carbon footprint.

Scooping the *Infrastructure and Structures Around the Pavement* category award was DELTA BLOC for its '2 in 1' DB 80E precast concrete barrier for use in the central reserve. It is used in both initial temporary and final permanent applications, providing huge cost savings.

Aggregate Industries' Charcon Hard Landscaping was the *On the Pavement* category winner for its cost-efficient Cycle Kerb concept. This one-piece unit offers a simpler and safer solution than previous 'kerb and block' approaches to constructing segregated cycle lanes and has been used on Transport for London's (TfL's) Cycle Superhighway 2.

KITESTEP, a lightweight modular solution for embankment access from KITE Projects, received first place in the *Safety* category and was also crowned overall winner.

Designed to minimise risk in both its installation and use, this permanent galvanised steel system provides safe access for those working on road and rail embankments, and requires no maintenance. Its surfaces are free-draining to reduce slip, trip and fall hazards and it is produced offsite to enable faster on-site installation, as well as reduced exposure for those working beside carriageways.

Malcolm added: "All of our winners demonstrated excellence in materials innovation, both evolutionary and revolutionary, and we hope the MIH will continue its success in being a focal point for suppliers, contractors, specifiers and clients involved in the material aspects of our roads at the event."

## DIARY DATES

### Some dates for your diary:

11 Dec	Asphalt Day 2018 (Asfaltdag 2018), a VBV and Eurobitume event, Amersfoort, The Netherlands <a href="http://www.eurobitume.eu/events/upcoming">www.eurobitume.eu/events/upcoming</a>
7 March	'How the transport sector can become more productive and how it can help improve the UK's productivity' – CIHT's sixth national conference, Park Plaza, Victoria, London <a href="http://www.ciht.org.uk/en/events">www.ciht.org.uk/en/events</a>
2-4 April	Traffex 2019 – Transport Network's annual exhibition, The NEC, Birmingham <a href="http://www.traffex.com">www.traffex.com</a>
5-6 June	53rd Annual IAT National Conference: 'Confidence through quality', the Dalmahoy, Kirknewton, Edinburgh <a href="http://www.iatconference.co.uk">www.iatconference.co.uk</a>
25-26 June	National Infrastructure Forum, now at The Public Sector Solutions Expo 2019, ExCel, London <a href="https://pssexpo.co.uk">https://pssexpo.co.uk</a>
6-7 Nov	Highways UK 2019, The NEC, Birmingham <a href="http://www.highways-uk.com/huk">www.highways-uk.com/huk</a>

Hanson Airfields has been used for the first time at Carlisle Lake District Airport

# INNOVATIVE ASPHALT A RUNWAY SUCCESS

A SPECIALIST durable asphalt mix design, produced entirely off-site, has been used to resurface the runway at Carlisle Lake District Airport.

It was the first time Hanson UK has supplied the hard-wearing material, which can be used in both the binder and surface courses and has been designed to meet the requirements of current BAA and Defence Estates Airfield Specifications for runways, aprons and taxi ways.

Unlike most traditional methods used for UK runways, the 15,000 tonnes of Hanson Airfields was produced at two off-site plants, saving the time and costs associated with having to establish an on-site asphalt plant, helping to meet the project's tight delivery programme.

## Design mixes

Hanson worked with bitumen supplier Shell on testing and approving two versions of the surface and binder course design mixes for the contract, which also included supplying 8,000 tonnes of standard heavy-duty binder course to main contractor John Hopkins Contractors. "Hanson Airfields was laid with

...a durable alternative for airfield surfacing with the benefits of being produced off-site."

**Jon Sharp**

Hanson Technical Services Manager

conventional equipment by the contractor," said Hanson Technical Services Manager Jon Sharp.

"Tight technical controls at our asphalt plants and on site ensured all material was supplied and laid in line with airfield specification requirements.

"The result is a durable alternative for airfield surfacing with the benefits of being produced off-site. The project has been quite an achievement and led to us breaking our own production record by supplying more than 900 tonnes of material on three consecutive days out of our Keepersfield plant in Northumberland."

The success of the Hanson Airfields contract, also supplied by the company's Shap asphalt plant in Cumbria, has resulted in further tenders for similar surfacing work in north Wales and London.

## 'SELF-HEALING' ASPHALT

# LIVE TRIAL OF NEW

THE INNOVATIVE use of steel fibres in asphalt to allow small cracks to be 'healed' in situ is being trialled for the first time in the UK on a heavily trafficked roundabout on the Oakham Bypass in Rutland.

The technology, pioneered in Holland, seeks to improve the life of asphalt surface courses and is laid by conventional paving equipment.

"The asphalt includes a small percentage of short, fine, steel fibres, which are a maximum of 1mm long," explains David Markham, Senior Manager Asphalt Technology at Tarmac. "The steel fibres lie dormant until a strong magnetic field from an induction loop is applied at the surface of a road, working in a similar way to induction hobs in a kitchen.

"This heats the bitumen around the fibres and 'heals' the cracks in the asphalt before they develop further." The Transport Engineering

## SAFETY SOLUTION

## COLOURED CROSSROADS

A STRIKING coloured asphalt has been used to highlight a hazardous crossroads on a new housing estate in South Yorkshire.

Aggregate Industries supplied its SuperColour red asphalt to Doncaster Council for use at crossroads along the single main road running through the 1,800-home estate. The 180 tonnes supplied replaced block paving which had deteriorated in just eight weeks and its success in achieving the safety, colour and durability requirements has seen its use extended across the town.

## Functionality and durability

"Typically when people think of asphalt, they think of the standard black variety," said Victoria Smith, General Manager for Express Asphalt at Aggregate Industries.

"But, as modern construction practices and building design has evolved, so has the choice of asphalt, with today's market offering an explosion of colours to suit almost any application. Coloured asphalts combine functionality, durability and aesthetic appeal as most mixes can incorporate pigment with no effect on performance."

In playgrounds and on sports pitches, for example, where an overriding objective is water permeability, porous asphalt mixes can be used in bold primary colours to create a striking

result that offers longevity.

And, in bus lanes and cycleways, where safety is paramount, coloured asphalt enhances safety and traffic management through the creation of colour-coded demarcation areas. It can also be used to give a more natural finish that helps

the hard surface blend with its surroundings.

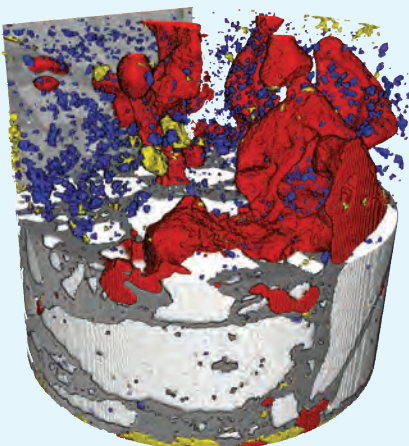
"Colour is now increasingly playing an important role in the design of our most valued public spaces," added Victoria Smith.

"Whether it's parks and green spaces, or roads and football pitches, black asphalt is no longer the only option to meet the requirements of modern culture."

## Coloured asphalt used to enhance safety at a Doncaster crossroads



## NEW TECHNOLOGY



Asphalt analysis: good distribution of steel fibres (shown in blue)

Centre at Nottingham University (NTEC) has carried out significant research into steel fibre asphalt, but the Oakham Bypass is the

first opportunity to monitor the results of a live trial. In discussion with Rutland County Council, Tarmac laid an SMA (stone mastic asphalt) material with and without steel fibres on the inner and outer edges of the roundabout to ensure a control section was in place for effective evaluation.

"The addition of steel fibres does add to the cost of the asphalt so its potential use is likely to be on highly stressed sites that are difficult to maintain without disrupting the network," added David Markham. "In these cases the extra cost can be justified by the increased durability and reduction in intervention. Prior to the Rutland trial we carried out an assessment of the steel fibres in an SMA type mixture at our in-house laboratory, including verification that the extra weight of the steel fibres in the binder-rich mastic didn't introduce a drainage risk. Once this was established, plant batch trials followed, including taking small samples of the mixed asphalt and sending them away for hi-tech scanning, using equipment

normally reserved for the aerospace industry, so we could obtain a view from inside the asphalt to see how effectively the fibres were distributed."

It is two years since the trial began and the site is being regularly monitored for the first

...the extra cost can be justified by the increased durability and reduction in intervention."

**David Markham**

Tarmac Senior Manager Asphalt Technology

signs of surface distress but, to date, both materials show no signs of damage.

In the future it is anticipated that the steel fibre asphalt will provide the ability to quickly heal any cracks where a pothole could start to form and treat joints, should they start to open, increasing the whole life service performance of the carriageway.



## BEST PRACTICE EVENT SPARKS LIVELY DEBATE

Delegates from across the country attended this year's **Sharing Best Practice** event, organised by the Asphalt Industry Alliance (AIA), which was again held at the National Motorcycle Museum near Birmingham.

THE THEME for the day was *Evolving Strategies to Drive Efficiency* and the sessions included a range of thought-provoking speakers, as well as the opportunity to share knowledge and experience with like-minded colleagues.



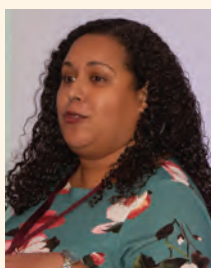
**Gordon Anderson**



**Peter Clay**



**Rick Green**



**Nicole Barton**

Representatives from local authority highways teams enjoyed a busy line-up and took part in lively Q&A sessions that tackled topics such as innovations in asphalt materials, how well-maintained roads can be a driver for social change and next steps for the Major Road Network.

Conference facilitator **David Weeks** welcomed delegates and introduced the first session of the day under the heading of *Funding*.

AIA Chairman **Rick Green** was first to the stage with an overview of the Alliance's work to highlight local road maintenance and funding issues, which have resulted in meetings with Government departments and senior politicians.

"We have taken our call for more funding to be made available for local roads to the highest level," said Rick.

"Using credible data generated over more than 20 years by our substantive Annual Local Authority Road Maintenance (ALARM) survey, our headline-grabbing media campaigns helped us to raise awareness of the issues faced by local authority highways teams.

"Based on this, we are now calling for an

additional £1.5 billion a year to be made available – diverted from existing Vehicle Excise Duty (VED) revenue – to help bring our local roads up to a safe and reliable condition." (see page 3).

**Gordon Anderson**, Head of Highways & Engineering at Unity Partnership, then talked about Oldham Council's success in securing political buy-in for more funding before Gaist Solutions Chief Executive **Steve Birdsall** took to the floor to discuss the role that robust condition data can play in securing long-term funding.

In the second session, titled *Intelligent Asset Management*, **Peter Clay** from Cumbria County Council shared its experience of dealing with the aftermath of severe flooding.

Independent Consultant **Martin Holland**, former Head of Highways Services at Islington Council, and **Prof. Christine Pasquire** from Nottingham Trent University then looked at the importance of roads in driving social and economic mobility.

The afternoon session, *Future Delivery Methods*, began with **Dave Tebbett**, Head of Operations at Via East Midlands, talking about why and how Via was created and what it has learned and achieved over the past two years. He outlined how investment in people and talent has helped contribute to the organisations' profitability, with significant returns already being reinvested into the

region's road maintenance.

Next up was Department for Transport (DfT) Policy Manager **Nicole Barton** accompanied by Head of Major Road Network Policy Laura Hales, who outlined the thinking behind DfT proposals for a Major Roads Network (MRN) and how it will contribute to a coherent road network beyond 2020.

#### Efficient customer delivery

Final speaker **James Burdall**, Associate Director at AECOM, which facilitates the Highways England Pavement Efficiency Group (PEG), explained how, by working with the supply chain, a range of 'levers' had been identified to provide efficiencies.

James explained that PEG was formed to identify, enable and capture pavement savings of £350 million within the first Road Investment Strategy (RIS 1 2015-2020), by enhancing the end-to-end process from design, to procurement, through to build and asset management. Its goals dovetail with Highways England's overarching aims of achieving higher levels of collaboration across the sector and creating a more capable organisation for RIS 2 and beyond.

The 36 levers identified by PEG, to date, include savings secured via the use of cold in-situ recycling compared with conventional asphalt paving and productivity gains of 20 per cent using warm mix asphalt.

More information on the levers, including revisions to specifications, can be downloaded – along with all of the presentations from the day – from the AIA website at **www.asphaltuk.org**

There followed a lively debate with delegates

#### SHARING BEST PRACTICE PRESENTATION:

### Well maintained roads as a driver for social change

Consultant Martin Holland provided an insightful look into some of the ways in which highways teams can help to deliver the aims of other local authority services to create better places.

He suggested that the highways sector needs to be seen to be working with, and not just competing against, the education, health, housing, public protection and social sectors in order to secure a share of the limited public funding available, which is needed to maintain the roads.

"Well maintained highways are an essential component in creating a 'Better Place to Live' and the social change that comes with it," he said.

"As society changes, we must be prepared to adapt our highways for the communities' benefit and, in addition to well-thought-out asset management strategies, highways teams need to be seen to demonstrate that they can help to deliver the goals of other industry drivers and reach out to these services, to develop opportunities and attract funding."

Using knowledge to align the aims of local authorities' highways services with the expectations of the communities that use them and adapting communication techniques to show that roads can benefit all, played a key part in Martin's approach.

Suggestions ranged from preventative health care strategies – designated streets as 'fitness routes' with simple markings set out for runners and walkers – through to safe routes to schools, improved street lighting to discourage night time crime and aid CCTV, as well as working with housing developers from an early stage to programme approach works to suit a particular development and increase the quality of the works.



querying the DfT representatives on the impact of a MRN on the rest of the local network and questioning how Highways England measures in-delivery efficiencies.

Reviewing the event, Rick Green

commented: "This is the eighth time we have organised this event and from the feedback we can see that it continues to resonate with our audience, with 100% of delegates saying they would attend again."



## ROADS INFORMATION HUB UPGRADED WITH LATEST DATA

ROADFILE, a hub of information for road-related statistics, has been updated to include some of the latest available data collated from UK and EU sources.

The research is presented in an easy-to-use format and is delivered by the Asphalt Industry Alliance (AIA). It covers a broad range of topic areas including:

- road network: information on UK and EU road networks, traffic and congestion;
- road usage: how many passenger, business and goods miles are travelled by different modes of transport;
- traffic volume: licensed vehicle travel in GB;
- environment: information on the environmental impact of road travel;
- funding: highways and road infrastructure funding;
- safety: across GB and EU networks by road class and severity.

To view RoadFile, or find out more, visit:

**www.roadusers.org.uk** or email: **info@roadusers.org.uk**

■ As an industry body which campaigns for sustainable funding to improve the resilience of local roads, the AIA is active in highlighting conditions to policy makers and letting them know the level of investment needed to provide a local road network that can support communities and drive economic growth.

## DIALOGUE HIGHLIGHTS LOCAL ROADS' CONCERNS

THE IMPORTANCE of local roads was top of the agenda when Andy McDonald MP, Shadow Transport Secretary met AIA representatives at an asphalt plant in his Middlesbrough constituency.

During the productive discussions, held at CEMEX's Billingham facility, Andy McDonald set out the Opposition's approach to transport, including Labour's priorities for an integrated public transport system and better maintaining the existing network to support the economy, jobs and training opportunities.

The AIA team presented the findings of its latest Annual Local Authority Road



Shadow Transport Secretary Andy McDonald, left, with AIA Chairman Rick Green (centre) and AIA Director David Giles. Right: Andy McDonald and Rick Green tour the asphalt plant

Maintenance (ALARM) survey and outlined its thinking on the funding needed for local roads in the next spending round in order to bring the network up to acceptable condition levels (see page 3).

Rick Green, Chairman of the AIA said: "We valued the opportunity for dialogue with the Shadow Transport Secretary about how best to achieve a local road network that's fit for purpose. Our tour of the Billingham plant also allowed us to share information about the operations of an asphalt plant and the



challenges facing materials suppliers."

Andy McDonald commented: "We had a helpful and informative discussion on the critical state of local roads across the country and the disastrous consequences of neglect. Starving councils of the necessary funds to tackle the cumulative backlog of repairs is massively damaging."

## POTHOLES AND ROAD MAINTENANCE TAKE CENTRE STAGE IN WESTMINSTER DEBATE



YASMIN QURESHI MP referred to some of the key facts from the 2018 ALARM survey in remarks made at a Westminster Hall debate she secured on Potholes and Road Maintenance earlier this year.

Referencing that an estimated 24,000 miles of road could fail if they are not fixed in the next year, the Bolton South East MP, stated: "Those issues are not being dealt with anywhere near fast enough, culminating in an extraordinary backlog of work that needs to be done. It is estimated that a one-time catch-up on that backlog would take 14 years to complete and cost £9.31 billion.

That figure is alarming, but it will, of course, only get bigger if action is not taken right now."

...issues are not being dealt with anywhere near fast enough, culminating in an extraordinary backlog of work that needs to be done."

**Yasmin Qureshi MP**

In response to the calls for central Government to increase funding to local authorities, Jesse Norman MP, then the Parliamentary Under-Secretary of State for Transport, said: "I absolutely recognise... that there is a case for a more long-term, strategic approach to local roads."

■ Full details of the debate can be found at: <https://bit.ly/2R3w05B>

# LOUD AND CLEAR: TSC INFORMED ON THE SCALE OF LOCAL ROADS' FUNDING PROBLEM

THE LINK between insufficient funds for maintenance and declining road conditions was emphasised at the first oral evidence session of the Transport Select Committee's (TSC) local roads funding and governance inquiry in November.

Following an earlier written submission to the inquiry, AIA Chairman **Rick Green** joined four other witnesses representing highways-related organisations and user groups to help the committee of MPs understand the scale of the problem, its impact on users and the economy and what needs to improve.

The panel's other witnesses included:

**Roger Geffen**, Policy Director, Cycling UK;

**Matthew Lugg**, President, Chartered Institution of Highways & Transportation;

**Darren Shirley**, Chief Executive, Campaign for Better Transport (CBT);

**Mark Stevens**, Chair of the Engineering Board, Association of Directors of Environment, Economy, Planning and Transport (ADEPT).

The panel provided information on the effectiveness of different road assessment techniques, how local authorities prioritise maintenance activity as part of their risk-based



Transport Select Committee in session

asset management plans and the potential impacts on local road maintenance budgets if the proposals to develop a Major Road Network (MRN) go ahead.

MPs also questioned the panel about the discrepancy in funding between the strategic road network (SRN) and local roads, with most witnesses supporting the view that the funds invested in the SRN are important

and necessary, but local roads are being left behind. The need for longer term funding to provide local authorities with the ability to plan ahead for more cost-effective preventative maintenance was also covered.

In thanking the witnesses for their input, Select Committee Chair, Lilian Greenwood MP, commented: "We got the message, loud and clear, funding is the biggest issue."



## ISSUES RAISED AT 'USEFUL AND PRODUCTIVE' APPG MEETING

THE SUMMER All Party Parliamentary Group (APPG) on Highways meeting welcomed Jesse Norman MP, (then) Parliamentary Under Secretary of State for Transport\*, and saw AIA Chairman Rick Green and IHE President Jonathan Pearson lead discussions on the maintenance and funding of local roads and the issues associated with the Apprenticeship Levy.

The dialogue focused on the long-term underfunding of local roads, evidenced by the 2018 ALARM survey report, acknowledging that although funding had increased overall in 2017, the reported condition of local roads had still declined.

Rick Green explained that local authority submissions to ALARM highlighted that an estimated 24,000 miles of local roads in England and Wales are likely to require maintenance in the next 12 months and that an additional £556 million per year is needed just to prevent the network from further deterioration. He also proposed a solution: to redirect the equivalent

of 3p per litre of the funds raised via Vehicle Excise Duty to provide the required £1.5 billion per year over the next 10 years to get the network back into a decent state (see page 3).

Jonathan Pearson expressed concern about the apparent failure of the Apprenticeship Levy to encourage apprenticeship schemes appropriate to the road building and maintenance industries.

"The main problem is that roads are wrapped up within construction, and there are no higher-level courses available for the sector, so the companies involved are paying into the Levy scheme, but not reaping the benefit," explained Jonathan.

"Uncertainty about medium- and long-term funding in the sector is having an effect on recruitment and this, in turn, is not encouraging potential apprentices into the industry."

Rick Green added: "It was an extremely useful and productive meeting. The Minister acknowledged the importance of the local roads network and asked that we keep in close



At the Houses of Parliament: AIA Chairman **Rick Green (centre)** with AIA Directors **Malcolm Simms (left)** and **David Giles**

touch with DfT officials on the issues raised."

Full minutes from the meeting are available on the APPG on Highways' website: [www.highwaysmaintenance.org](http://www.highwaysmaintenance.org)

\*Since the APPG meeting, Jesse Norman has been appointed Minister of State for the Department of Transport (see page 2), but is still engaged with roads issues.

A Single Asset Management System (SAMS) and a centralised Highways Hub is paying dividends for **Derbyshire County Council** which, this year, has again been ranked as the top county council for resident satisfaction for highways and transport services.

## NEW PROCESS DELIVERS AN ENHANCED SERVICE



Commission Air/Alamy Stock Photo

### Local roads in Chesterfield, Derbyshire

DERBYSHIRE COUNTY Council, which manages around 3,500 miles of roads and footways, wanted to coordinate its road and street works better to provide an improved customer experience.

To do so, it has moved away from a paper system, switching to SAMS, which provides an end-to-end electronic process to deal with works, and it has consolidated the coordination of all highways operations and communications into a dedicated hub.

The Hub, which went live in April 2017, oversees and controls all reactive operations on the county's highways network and ensures that all planned and reactive works are effectively coordinated and managed.

For example, when a resident reports the need for a road repair, it can immediately be logged and then allocated to one of the county's 12 road maintenance gangs via a mobile device. Workers then take photos,

record their progress and sign off jobs in real time. An email is also generated so that the person reporting the fault receives confirmation that it has been repaired.

The Hub, comprised of both technical highways and business support staff, has resulted in customer enquiries being handled more efficiently, saving time and money, and has led to closer collaboration between schedulers, inspectors and road maintenance managers.

### Making the most of resources

This more customer-focused model of delivery has been crucial in helping the council fix more than 60,000 potholes since the beginning of the year. And in the 2018 National Highways and Transport Network residents' satisfaction survey it was ranked first out of the 28 county councils that took part.

Councillor Simon Spencer, Derbyshire County Council Cabinet Member for Highways, Transport and Infrastructure, said: "We introduced a smarter back office system and adopted this more collaborative way of working to get and keep the roads in the best condition possible within our available resources.

"Better quality, more accurate information is helping to inform and schedule our maintenance and repair work and we are making the most of our resources through closer working between different teams, who are now working together to share information to enhance our highways service."

Councillor Spencer added: "We have also invested an extra £6 million so we can take a more planned approach to looking after our roads and footpaths and we're refocusing our emphasis on 'prevention rather than cure' to keep roads to a standard where they are safe and reliable for all road users."

...we're refocusing our emphasis on 'prevention rather than cure' to keep roads to a standard where they are safe and reliable..."

**Councillor Simon Spencer,**  
Derbyshire County Council



## THE MOST DANGEROUS ROADS SET TO IMPROVE

THE 50 most dangerous stretches of local authority run 'A' roads are set to be improved through the Department for Transport's Safer Roads Fund.

A list of successful schemes has been released and work has begun on some of the projects, with all set for completion by 2021.

Among the biggest winners was North Yorkshire County Council with four successful bids totalling £11.5 million, including more than £7 million for improvements to the A684 from Leeming Bar to junction 37 of the M6.

North Yorkshire County Councillor Don Mackenzie, Executive Member for Highways, said: "This is a significant amount of money, which will be important in terms of improvements to our highways infrastructure and particularly for road safety."

Other big winners were Hampshire County Council with six schemes totalling £3.3 million and Lancashire County Council with five schemes totalling £7.9 million. The DfT is investing a total of £100 million, which fully funds all of the bids from successful local authorities. Together, the schemes are estimated to prevent almost 1,450 fatal and serious injuries over the next 20 years.

■ More information, including a full list of successful local authorities and projects, can be found at: <https://bit.ly/2QmtJW6>

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