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INDUSTRY
ALLIANCE

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Reporting on the asphalt industry

Issue 51 | Autumn/Winter 2023



SHARING BEST PRACTICE

Over 100 local authorities represented at online industry event

MATERIALS INNOVATION

Cost effective, lower carbon solutions

ROADS RESURFACING

Boost in Government funding

RECORD INVESTMENT COULD BE A GAME CHANGER



This year continues to be one for the AIA record books. In March we recorded the biggest response rate for our Annual Local Authority Road Maintenance (ALARM) survey, which reported the largest annual local authority budget shortfalls for carriageway maintenance in 28 years of surveys, along with an eye-watering one-time catch up of cost of more than £14 billion.

Against this funding gap backdrop, and the public's own experiences (see page 3), it's not surprising that there have been almost daily news reports on declining road conditions.

Our press team and AIA spokespeople have been kept busy, giving more media interviews to national and local media than ever before. And, when the Prime Minister was pictured pointing into a pothole and the Chancellor referred to 'a plague of potholes', there was finally a sense that policy makers were getting the message

Government commitment recognises the importance of funding surety and reporting transparency in local road maintenance

and recognising that 'enough is enough'.

The Government's subsequent announcement on its record investment in local road maintenance, with an additional £8.3 billion over 11 years (see page 8) has, we believe, the potential to be a real game changer. It's a positive move which recognises that improving our roads is about more than filling in potholes.

Surety of funding and greater transparency of reporting should allow local highway teams to take a longer-term view and implement a more cost-effective whole-life approach to maintaining the network. And, our recent Sharing Best Practice event (see page 10) featured some of the steps being made to improve carriageway resilience.

The correlation between longer-term funding horizons, direct budget allocation and more accountability, and being able to improve road conditions, was succinctly made in the AIA supported All Party Parliamentary Group for Better Roads report Working for Better Roads (see page 9). We were encouraged to see these fundamentals form part of the DfT's later announcements – a sentiment we were able to convey to the new Roads

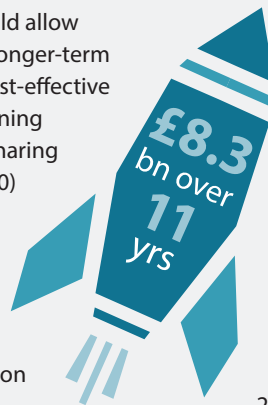
Minister in person when we met to discuss the APPG report (see page 9).

Specifying the most appropriate solutions in a timely, cost effective and low carbon way will be key to ensuring best value. Decades of ALARM reporting, though, have highlighted that with Government announcements the devil is very often in the detail. We are mindful too that a future change in Government may lead to funding priorities being revised. That's why, despite the record levels of pledged investment, tracking allocations to local roads maintenance – whoever is holding the purse strings – remains important in the years ahead.

We will soon be distributing the questionnaire for the 2024 ALARM survey and, while we appreciate compiling the information is a big ask, we call on the on-going support of local authority respondents so we can continue to promote the importance of local roads.

Rick Green

Chair, Asphalt Industry Alliance



RESHUFFLE SEES NEW ROADS MINISTER

■ **Guy Opperman**, MP for Hexham, has been appointed Minister for Roads and Local Transport at the Department for Transport (DfT) as part of Prime Minister Rishi Sunak's recent government reshuffle.

Among his responsibilities are roads maintenance and infrastructure delivery (including National Highways), local transport including buses, taxis and light rail, and active travel. He was previously Minister of State at the Department for Work and Pensions.

Guy Opperman is one of two new junior ministers confirmed at the DfT following Richard Holden's move to become Chair of the Conservative Party. The other is South Cambridgeshire MP Anthony Browne, who has been appointed Parliamentary Under Secretary of State replacing Baroness Vere who is now Parliamentary Secretary at HM Treasury. He has responsibility for aviation, transport decarbonisation and air quality.

Mark Harper remains as Transport Secretary.



Department
for Transport



Guy Opperman is the DfT's new Minister for Roads and Local Transport

REPORTS HIGHLIGHT DECLINING CONDITIONS

■ **Two reports** from the RAC demonstrate the continuing decline in the condition of our local roads.

In the organisation's annual *Report on Motoring 2023*, half of drivers (49%) listed the poor state of local roads as a top motoring concern, while its latest *Pothole Index* shows that pothole-related breakdowns are on the rise.

RAC Head of Policy Simon Williams said: "We have to bring the ongoing deterioration of our local roads to an end by giving councils the certainty of funding they need to be able to plan proper maintenance programmes which include resurfacing roads that have gone beyond the point where they can be patched up."

Significant problem

The *Report on Motoring* first started asking drivers for their views on the condition and maintenance of local roads in 2015.

The percentage of those surveyed saying that the poor state of local roads was their number one concern (49%) was the highest recorded, ahead of the cost of fuel (42%), and is a particularly significant problem for older drivers with 59% of those aged 65 and over saying it is their top concern.

The RAC study also revealed that two-thirds of drivers (67%) reported that the condition of the local roads they regularly drive on has deteriorated in the past 12 months, up from 60% in 2022.

Figures from its latest *Pothole Index* show that the organisation dealt with the highest number of pothole-related breakdowns it has seen in any third quarter since it began recording this data in 2006.

Its patrols went out to 5,978 drivers from July to September 2023 for damaged shock absorbers, broken suspension springs or distorted wheels – the call-outs most likely to be caused by wear and tear from defective



road surfaces. This was 580 more than the previous third-quarter high of 5,398 recorded in 2013 and 1,893 more than the same period in 2022.

The most recent data findings have also led to an increase in the RAC Pothole Index, which tracks the probability of drivers suffering a pothole-related breakdown.

The index has now increased to 1.7 which means motorists are nearly twice as likely to break down due to the repeated wear caused by potholes than they were 17 years ago.

Avoid puddles

The RAC's findings are supported by the AA's call for drivers to "avoid puddles" after the

motoring organisation reported a record month of pothole-related breakdowns.


In October 2023 it received 52,541 callouts for vehicles damaged by road defects, an average of more than 1,650 a day and the most for any October on record.

It brings the AA's total number of callouts for pothole-related breakdowns for the year so far to 511,000.

CIlr Darren Rodwell, transport spokesman for the Local Government Association, said: "Investing in cost-effective and resilient roads resurfacing, rather than retrospectively dealing with potholes, is a priority for councils.

"The recently announced extra £8.3 billion of funding (see page 8) will help with bringing more of our local road network up to scratch, including reinstating repairs for potholes that had been impacted by inflation.

"Longer-term, the Government should award council highways departments with five-yearly funding allocations to give more certainty, bringing councils on a par with National Highways so they can develop resurfacing programmes and other highways improvements, tackling the scourge of potholes."

 **We have to bring the ongoing deterioration of our local roads to an end by giving councils the certainty of funding they need..."**

Simon Williams, Head of Policy, RAC



HANSON REBRANDS TO ALIGN WITH PARENT COMPANY

■ **Asphalt producer** and contracting services provider Hanson UK has rebranded to Heidelberg Materials, aligning with its parent company. It demonstrates that the company is part of a global business which is committed to decarbonisation and growing the circular economy.



CROSS-BORDER COLLABORATION AIMS TO BENEFIT TRANSPORT ACROSS THE MARCHES

■ **The first** Anglo-Welsh alliance of local authorities has been formed to support closer working on shared regional interests including transport.

The Marches Forward Partnership has seen Shropshire and Herefordshire Councils, along with Powys and Monmouthshire County Councils, sign a Memorandum of Understanding to confirm the scope of the arrangement.


The four local authorities will retain their autonomy and continue to deliver services to their communities, which have a population of almost 750,000 and cover 80% of the English/Welsh borderland. They will work together as partners to apply for government funding on projects that are set to benefit the Marches region.

Transport is among the areas for potential collaboration as well as skills, housing, energy, climate change and digital connectivity.

Improved partnerships

Lezley Picton, Leader of Shropshire Council, said: "We are really enthusiastic about what we can achieve by working together. In our planning stages we are already benefiting from stronger links between authorities, as well as improved partnerships with both familiar and new organisations. People want to talk to us and that's a fantastic start.

"These are very early days but we've already agreed that each authority will

 ...we are already benefiting from stronger links between authorities, as well as improved partnerships..."

Cllr Lezley Picton,
Shropshire Council

lead on different themes and our asks to government will be evidence-led and community focused. It's so important that we focus on where we can make the biggest difference and we move at pace from turning ambitions into actions.

"As a partnership we have so much in common and I'm excited about what the future holds."

RECYCLING ACQUISITION

■ **Aggregate Industries** has acquired OCL Regeneration Limited, which focuses on recycling a selection of materials from highways maintenance projects including aggregate, asphalt and concrete. The materials are reprocessed and reused in new highway construction and maintenance projects, reducing carbon emissions and supporting the circular economy.



Groundbreaking cross-border partnership (from left): Powys Cllr James Gibson-Watt, Shropshire Council Cllr Lezley Picton, Monmouthshire Cllr Mary Ann Brocklesby and Herefordshire Cllr Jonathan Lester

PROJECT TO EXTEND LIFE OF ROADS

■ A project is underway to explore the use of geothermal energy to extend the life of roads by keeping the surface at a controlled temperature.

Research conducted at the University of Surrey found that building thermo-active roads could help prevent deterioration caused by freezing and thawing.

Heat pumps

The researchers are now working with National Highways to prove this theory by introducing ground source heat pumps to keep roads cool when temperatures rise and warm them when temperatures drop.

The project, led by Surrey's Dr Benyi Cao, has been awarded a £625,000 research fellowship from the Royal Academy of Engineering and supports National Highways' net zero plan, which aims to make road construction and maintenance net-zero by 2040.

He believes outcomes from the project could improve how major roads across the UK are maintained and upgraded, even as climate change increases the challenge of keeping them fit for purpose.



■ **Breedon Ireland**, a leading importer and distributor of bitumen binders, has become a member of Eurobitume.

The industry association continues to educate and promote the efficient, economic, effective, safe and sustainable use of refined bitumen in road, industrial and building applications in Europe.

■ **Continental Bitumen UK**, part of the Colas Group, will begin supplies of bitumen to the UK market in January 2024.

The company is currently commissioning its new bitumen storage and blending facility at Avonmouth and has also invested in two new 'flex fuel' 20,000 tonnes ships; the *Atlantic Narval* and *Baltic Narval*, to transport bitumen to its network of terminals throughout Europe.

EVENT THEMES: RESILIENCE, SUSTAINABILITY, INNOVATION

Preparations are well underway for the 8th *E&E Congress*, which provides a platform for those in the asphalt and bitumen sectors, as well as other stakeholders, to demonstrate and learn from new innovations and technologies.

The event is taking place in Budapest, Hungary, from 19 to

21 June 2024 and is being jointly organised by EAPA (European Asphalt Pavement Association) and Eurobitume.

The theme for the three-day programme, which includes a combination of presentations, workshops and poster sessions, is based on three key words: resilience, sustainability and

innovation. "These issues will be embraced within the overall programme and present a great base for active discussions at the Congress," said Siobhan McKelvey, General Manager at Eurobitume.

"The event offers a great opportunity for participants to engage, exchange ideas and

network and aims to stimulate conversation and debate that will help steer a common approach to positively manage the challenges of the future."

More information, as well as access to early bird registration rates – before 29 February 2024 – can be found at:

www.eecongress2024.org

REGISTER NOW
EARLY BIRD RATES UNTIL
29 FEBRUARY 2024

8TH E&E CONGRESS
EURASPHALT & EUROBITUME
19 – 21 JUNE 2024
BUDAPEST
HUNGARY

WWW.EECONGRESS2024.ORG
eecongress2024@guarant.cz

COLD MIX ASPHALT BRINGS COST EFFECTIVE LOWER CARBON SOLUTION

INTEREST IN cold mix asphalt is growing in response to increasing demand for cost-effective, lower carbon road construction and maintenance solutions.

In addition to helping reduce energy consumption and associated emissions, cold mixes also allow the amount of recycled content to be optimised.

In central East Sussex, highways construction company Roadways laid 3,000 tonnes of cold asphalt binder course that was produced using 100% recycled aggregates and a special emulsion *Nymuls CP 50*, produced by Nynas.

It was used over eight kilometres of single carriageway saving 54 tonnes of CO₂ as well as negating the need for primary aggregates.

Challenging live environments

"We have been working with Roadways for the last six years to look at the use of emulsions with recycled aggregates and recycled asphalt," said Dennis Day, UK Technical Support Manager at Nynas. "The project in East Sussex is the culmination of our joint collaboration."

Nymuls CP 50 has a proven track record,



COLD CASE: 3,000 tonnes of cold asphalt binder course was laid in East Sussex

having been used in numerous cold recycling projects nationally. Mixtures including it have been easy to produce and lay and have performed well in lab testing and in challenging live environments.

James Bailey, Chief Executive of Roadways,

added: "The 40% reduction offered by cold lay cannot be ignored. Many clients are making warm mix asphalt the default for the surface layer. Now is the right moment for cold mix to become the default choice for the base and binder layers."



MINI TRACK'S LOW CARBON FOOTPRINT

A CHILDREN'S learn-to-ride cycling facility has been developed in Liverpool as part of the regeneration of the city's Everton Park.

The new community cycling facility has been funded by Liverpool City Council and British Cycling and was delivered by highways contractor Dowhigh in partnership with Cemex and Shell Construction and Road. The half-kilometre 'mini roads' track has been designed to imitate a realistic road layout, including junctions and crossings.

The asphalt supplied by Cemex includes Shell Bitumen *CarbonSink*, which contains biogenic material that absorbs CO₂ during its growth phase. Its use is claimed to reduce the carbon footprint of a project by up to 250kgCO₂e per tonne of bitumen and the asphalt can still be recycled at end of life.

MAJOR RESURFACING AT DERBYSHIRE RACE CIRCUIT

EXTENSIVE RESURFACING work has been carried out at Donington Park race circuit in Derbyshire, which hosts both World Superbike and British Superbike events as well as the British Touring Car Championship.

The project, completed over 22 days, included the removal and replacement of more than 6,500 tonnes of asphalt and is the most significant improvement work at the venue in almost 20 years.

Jointless surface

Aggregate Industries supplied over 5,000 tonnes of a high-grip asphalt designed specifically for high-performance motor racing circuits as well as 846 tonnes of binder course and 740 tonnes of its stress-absorbing membrane interlayer, to increase durability.

The company supplied the asphalt continuously from two plants to enable the team to lay the product in echelon at a consistent speed, achieving a jointless



The track at Donington Park has seen its first significant resurfacing in almost 20 years



surface on the two-and-a-half-mile track. Former Formula One racing driver Jonathan Palmer, who is Chief Executive of MotorSport Vision (MSV), which operates Donington Park, said: "Motor racing circuit resurfacing is a challenging engineering operation where a lot can go wrong. However, I congratulate Aggregate Industries

on doing an outstanding job, on budget, on time."

The work was completed ahead of the Bennetts British Superbike Championship, improving the circuit's performance and grip and resulting in the fastest lap times set to date.

PATHWAY THAT GLOWS IN THE DARK

ASPHALT CONTAINING bioluminescent chippings that glow in the dark is helping increase the public's use of a footpath, as part of Durham County Council's ambition to encourage walking and cycling in rural areas.

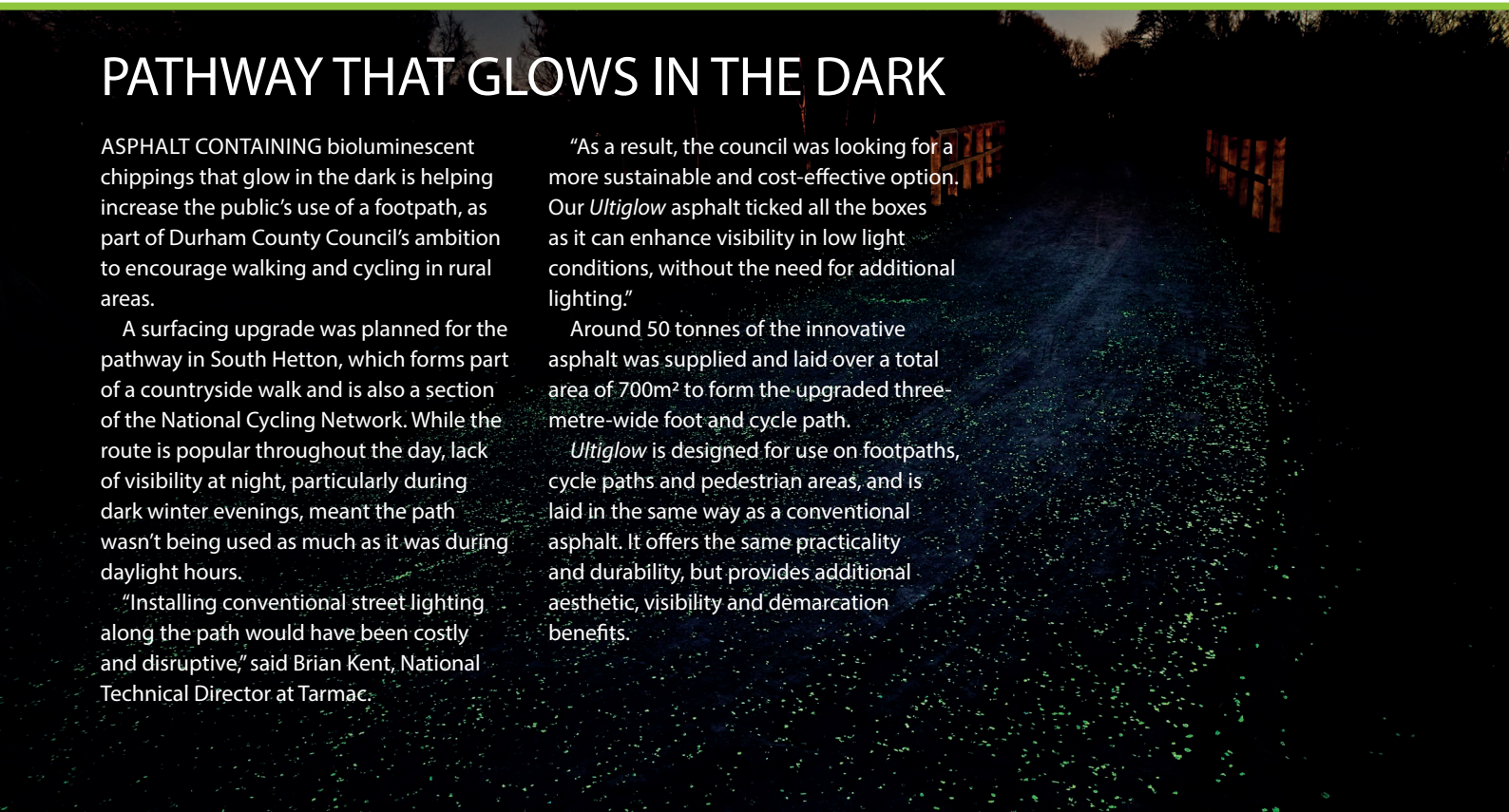
A surfacing upgrade was planned for the pathway in South Hetton, which forms part of a countryside walk and is also a section of the National Cycling Network. While the route is popular throughout the day, lack of visibility at night, particularly during dark winter evenings, meant the path wasn't being used as much as it was during daylight hours.

"Installing conventional street lighting along the path would have been costly and disruptive," said Brian Kent, National Technical Director at Tarmac.

"As a result, the council was looking for a more sustainable and cost-effective option. Our *Ultiglow* asphalt ticked all the boxes as it can enhance visibility in low light conditions, without the need for additional lighting."

Around 50 tonnes of the innovative asphalt was supplied and laid over a total area of 700m² to form the upgraded three-metre-wide foot and cycle path.

Ultiglow is designed for use on footpaths, cycle paths and pedestrian areas, and is laid in the same way as a conventional asphalt. It offers the same practicality and durability, but provides additional aesthetic, visibility and demarcation benefits.




The 'biggest road resurfacing programme to improve local roads' has been announced by the Government and largely welcomed by highway industry representatives who see it as a measure that will enhance conditions for road users.

THE GOVERNMENT has announced an £8 billion funding boost in what it is referring to as the biggest road resurfacing programme to improve local roads.



Transport Secretary Mark Harper, above, has set out the allocations of an £8.3 billion long-term plan, which he says is enough to resurface over 5,000 miles of road across the country over the next 11 years. The funding is divided as:

GOVERNMENT ANNOUNCES BOOST IN FUNDING FOR LOCAL ROADS

 **We have long been calling for surety of funding over the long-term."** Rick Green, AIA Chair

- £3.3 billion for local authorities in the North West, North East and Yorkshire & Humber;
- £2.2 billion in the West Midlands and East Midlands;
- £2.8 billion in the East of England, South East, South West and, for the first time in 8 years, London.

Long-term certainty

Across England, local highway authorities will receive £150 million this financial year, followed by a further £150 million for 2024/2025, with the rest of the funding allocated through to 2034. They can use their share to identify what local roads are in most need of repair and deliver immediate improvements for communities and residents.

The £8.3 billion boost extends until 2034, providing long-term certainty to local authorities, and is in addition to the £5.5

billion confirmed up until 2024/25, which includes the £200 million announced by the Chancellor at the Budget in March. The funding is also on top of the local transport, road and rail budgets allocated at the last Spending Review and in addition to what local authorities were already expecting for the next decade.

To increase transparency and ensure the £8.3 billion leads to an increase in the number of roads being resurfaced, local authorities will be required to publish information on their websites on a quarterly basis explaining how they are spending the funding in their area.

The measure is a key part of the Government's Network North plan, with the Department for Transport (DfT) stating that it will see money redirected from HS2 going instead "to improve the daily transport connections that matter most to people".


A considerable difference

Edmund King OBE, AA president, said: "The £8.3 billion plan can make a considerable difference in bringing our roads back to the standards which road users expect, especially if councils use the cash efficiently to resurface our streets. As well as safer roads, eliminating potholes gives confidence to people wanting to cycle and instils pride of place within local communities."

Rick Green, Chair of the Asphalt Industry Alliance, added: "We have long been calling for surety of funding over the long-term and the fact that the DfT has committed to this money being available over the next 11 years should allow highways teams to implement more efficient works to improve local road conditions and enhance the resilience of the network once they have details of their allocation."



It is hoped local highway authorities will be able to deliver immediate improvements for communities and residents

 **As well as safer roads, eliminating potholes gives confidence to people wanting to cycle and instils pride of place within local communities."**

Edmund King OBE, AA president



MEETING WITH MINISTER FOLLOWS APPG REPORT

REPRESENTATIVES FROM the Asphalt Industry Alliance (AIA) and Institute of Highway Engineers (IHE), who have jointly supported the All Party Parliamentary Group for Better Roads, met with new Roads Minister Guy Opperman in the Houses of Parliament.

The meeting took place just days after the recent cabinet reshuffle, though it had been arranged earlier with previous incumbent Richard Holden, to discuss the APPG for Better Roads report (see below).

Sir Christopher Chope MP OBE, who hosted the meeting, thanked the Minister for attending and set out support for the Government's recent announcement (see page 8). He highlighted that it features key aspects that the APPG report had been calling for, including a longer-term funding commitment with greater conditionality and transparency.



A discussion followed on how best to drive best practice and whether local road conditions vary subject to regional authority structures. Those attending from the AIA and IHE stressed that there are many different performance indicators that could impact on how to assess the 'best bang for buck approach', including ensuring road-users



ENGAGEMENT: (back) IHE Senior Vice President Katharine Kelly; (front, from left) Technical Lead and UK General Manager for Eurobitume Ian Lancaster, AIA Chair Rick Green and MPA Asphalt Chairman Brian Kent at the Houses of Parliament

and roadworkers' safety, maintaining or improving current conditions, enhancing structural resilience, and reducing carbon emissions.

Plan with confidence

Recognising that these various aspects of road maintenance have very different challenges, it was stressed that certainty of funding over a long period of time is fundamental as it enables local authorities

to plan with confidence and to implement more efficient, structural works to protect and enhance the local road network rather than only reactive work, such as filling in potholes.

"It was great that the new Minister took the time to meet with us so soon after his appointment," said AIA Chair Rick Green. "His commitment to the local road network and effective asset management was reassuring, as is his drive to improve performance."

REPORT CALLS FOR LONGER-TERM FUNDING HORIZON FOR LOCAL ROADS

AHEAD OF the Department for Transport's funding announcement, the All-Party Parliamentary Group for Better Roads issued a report calling for central government to re-instate long-term, targeted and accountable support for local road maintenance.

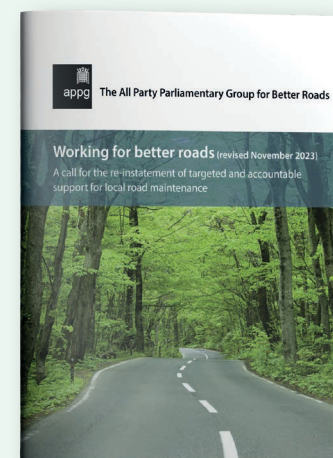
The *Working for better roads* report draws on a review of the Pothole Action Fund (2015/16-2020/21), demonstrating that it was successful in contributing to improvements in the structural conditions of the local road network but, since its replacement, gains made have been lost.

The Pothole Action Fund formed part of a six-year commitment to English local authority highway teams who were able to use the secure funding for preventative

maintenance and resurfacing works as well as pothole repairs.

Analysis for the APPG for Better Roads, informed by the Asphalt Industry Alliance's ALARM survey reports, indicates that this funding was allocated directly for highway maintenance and led to a marked improvement in the proportion of the local network classed as being in 'good' condition.

Almost 12,400 miles – or 7% – of the English local road network, moved into this category during the life of the Fund, indicating they had 15 years or more life remaining. But, since 2021, when the Pothole Action Fund was incorporated into local authorities' general block highway funding, the number of roads classed as



'good' has dropped by 5% (8,800 miles).

The full report *Working for better roads: A call for the re-instatement of targeted and accountable support for local road maintenance* is available to download at www.appg-betterroads.org



This year's **Sharing Best Practice (SBP)** online conference, organised by the Asphalt Industry Alliance (AIA), focused on embracing innovation to enhance resilience and deliver decarbonised roads.

EVENT HIGHLIGHTS VALUE OF COLLABORATION

Carol Valentine summarised Kent County Council's Live Labs 1 project

THE ANNUAL SBP event was first taken online in 2020 due to Covid-19 but has since gone from strength to strength and this year more than 220 delegates from over 100 local authorities across England, Wales and Scotland, as well as industry representatives, registered to take part.

AIA Chair **Rick Green** opened the conference, confirming that the aim of Sharing Best Practice is for it to be a peer-to-peer information-sharing event.

"We hope you will all be able to learn things today that you can look to implement within your own teams tomorrow," he told delegates.

"The high level of interest in attending our event, underscores the value our sector places on this type of collaboration and the benefits associated with finding out how colleagues are dealing with the challenges we all face."

Rick then introduced keynote speaker **Matthew Eglinton**, right, from the Department of Transport (DfT), who talked about the department's focus for local roads and the projects it is working on, before taking questions from delegates. As to be expected, these were largely linked to the upcoming funding announcement as a result of the reallocation of funds intended for the second phase of HS2 (see page 8). Among the



projects Matt mentioned in his presentation is the investment the DfT is continuing to make in the Live Labs programme, and this formed the first part of the first session, which was chaired by Director of MPA Asphalt **Malcolm Simms**.

Carol Valentine, Business Innovation and Technology Manager at Kent County Council, programme managed the local authority's Live Labs 1 project, which supported the use of digital technology in highways and transportation and developed a wide range of innovation trials in highways service delivery.

She gave a summary of the initiatives that

The Live Lab programme



- **£1.975m** ADEPT funding+ over **£600k** leveraged internally and across the Kent Lane Rental Fund, with investment ongoing
- Over **15** partners, including **3** universities and **10** start-ups
- Over **16** individual projects in delivery, ranging from **£15k** to **£400k**
- Projects ranged from **data-science**, through to **intelligent materials** and **remote highway defect detection**
- Live-labs provided an innovation catalyst, drawing in other parts of the Kent business to align strategy and delivery of technology and innovation

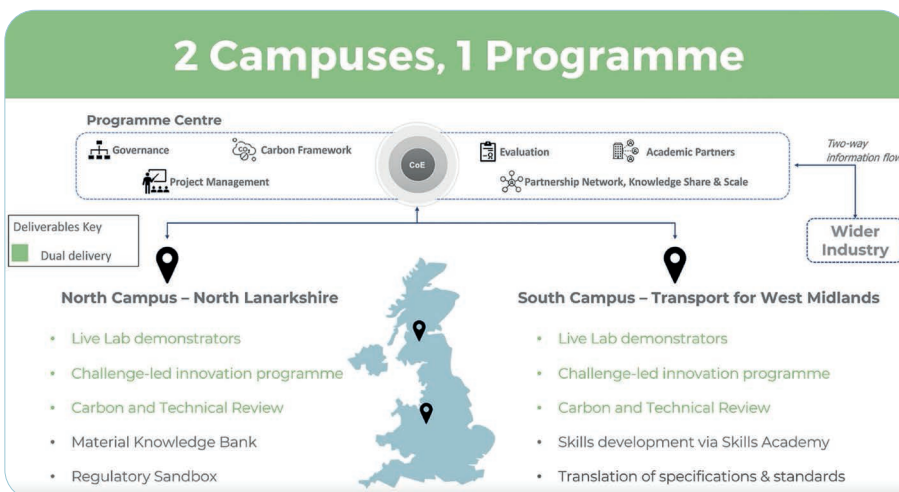


were trialled, with an overview of what worked well and not so well, before **Joe Kimberley** of Colas presented the ambition of the Centre of Excellence for Decarbonising Roads (CEDR), one of the projects being progressed in the second round of Live Labs.

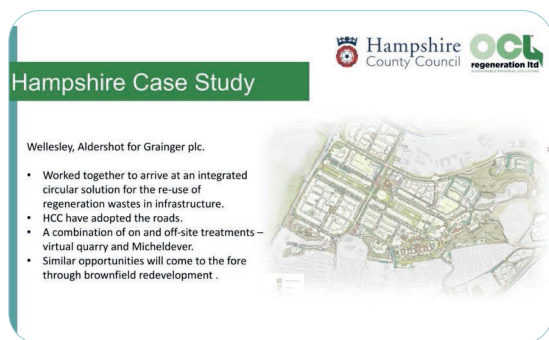
Joe presented on behalf of Transport for West Midlands and is project manager for CEDR, which is a Live Labs 2 hub for research and innovation into lower carbon road materials. He encouraged local authorities and industry to get involved with CEDR's materials testing and valuation platform to share data on product trials.

Both of the Live Labs projects demonstrate the importance of collaboration, which was explored further in a discussion between Highways Asset Manager **Thomas Clarkson-Williams** from Birmingham City Council and some of its key supply chain partners, Tarmac, Shell and Arcadis.

Thomas discussed the local authority's approach to innovation and sustainability, particularly in terms of material specification, and how working with its supply chain is key



Colas's Joe Kimberley talked about the Centre of Excellence for Decarbonising Roads, a Live Labs 2 research and innovation hub



Hampshire Case Study

Wellesley, Aldershot for Grainger plc.

- Worked together to arrive at an integrated circular solution for the re-use of regeneration wastes in infrastructure.
- HCC have adopted the roads.
- A combination of on and off-site treatments – virtual quarry and Micheldever.
- Similar opportunities will come to the fore through brownfield redevelopment.

Hampshire County Council OCL regeneration ltd

Above: Mark Batchelor presented case studies highlighting Hampshire Highways' journey to reducing carbon emissions and costs; right: Wim Van den Burgh explained that IT can lead to improved asphalt quality



• Smart compaction

For important – high risk roads: IR-line scanner and Smart compaction are mandatory

University of Antwerp
SOFAR | Sustainable Pavements and Road Research

to driving innovation and helping it meet its carbon reduction targets.

The morning's second session, chaired by **Ian Lancaster**, Technical Lead and UK General Manager for Eurobitume, built on approaches that can support the journey towards lower carbon roads – helping to set goals and developing strategies to make them a reality.

Mark Batchelor from Hampshire Highways talked about the steps the local authority has taken to increase its recycling capacity and the plans already in place to increase the permitted levels of reclaimed asphalt (RA) within asphalt before the end of the year.

The council has invested in a purpose-built recycling centre to process and recycle the county's road materials for reuse in maintenance schemes, reducing carbon emissions and costs.

The Micheldever facility in Hampshire is run by OCL Regeneration and also facilitates the recycling of tar bound material into cold

Session 2 ended with a 'fireside chat' focusing on Birmingham City Council's trial of lower carbon materials

lay materials and which would otherwise require specialist and expensive disposal.

Mark's presentation was followed by **Dr Wim Van den Burgh**, an expert in sustainable pavement engineering at the University of Antwerp in Belgium. He spoke about data resilience and how IT can be harnessed to improve the quality of asphalt.

Rick Green returned to close the event and encouraged local authorities to continue supporting the AIA's Annual Local Authority Road Maintenance (ALARM) survey.

"ALARM has become the go-to report for those looking for local road maintenance and funding data and our ongoing efforts to promote the importance of adequate funding for the local road network continues to gain momentum," he said. "Matt also mentioned how he and his colleagues within the DfT use the ALARM survey as a useful source of data – highlighting the importance it has even at the highest level."

Feedback received from delegates continues to be extremely positive with one respondent commenting: "I found all subject matters being discussed very useful and informative."

DIARY DATES 2024

Some planned dates for your diary:

9 May 2024:

IAT Annual Conference,
The Belfry Hotel, Sutton Coldfield
www.iatconference.co.uk

22-23 May 2024:

Traffex Parkex 2024,
CBS Arena, Coventry www.traffex.com

19-21 June 2024:

8th E&E Congress,
Budapest, Hungary.
www.eecongress2024.org

25-27 June 2024:

Hillhead 2024,
Hillhead Quarry, Buxton
www.hillhead.com

1-3 July 2024:

LCRIG Innovation Festival,
NAEC Stoneleigh, Warwickshire
www.innovationfestival.lcrig.org.uk

1-6 September 2024:

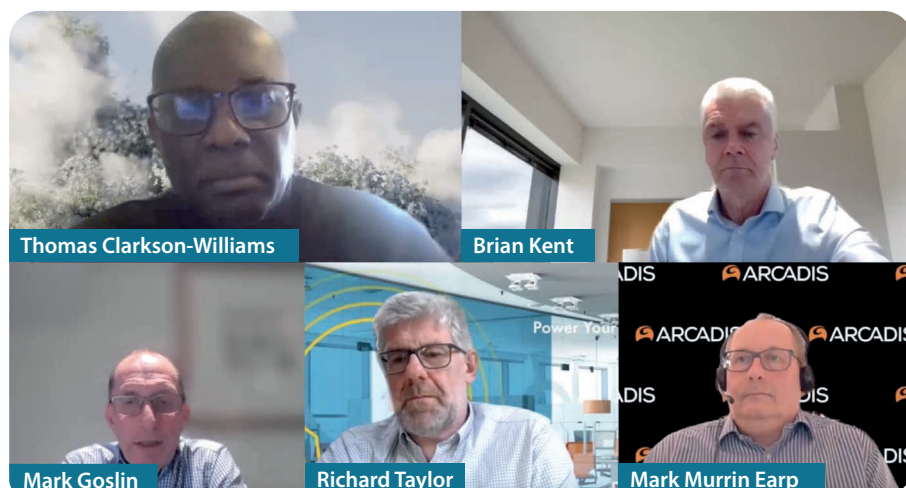
50th Annual Residential Course in Asphalt Materials and Pavements,
Newcastle University, Newcastle
www.ncl.ac.uk/study/cpd/asphalt-materials

1-3 October 2024:

LCRIG Strictly Highways,
Winter Gardens, Blackpool
www.strictlyhighways.lcrig.org.uk

16-17 October 2024:

Highways UK,
Hall 5, NEC, Birmingham
www.terrapinn.com/exhibition/highways-uk



PROJECTS DELIVER LOWER CARBON RESURFACING

TWO LOCAL authorities in the North East of England are leading the way in low carbon highway resurfacing, setting a new benchmark for how roads can be maintained.

Hartlepool Borough Council and Stockton-on-Tees Borough Council have reduced the carbon emissions of three road schemes by up to 80% compared with traditional methods, through collaboration with their supply chain. The projects are understood to result in the lowest CO₂ emissions for road resurfacing in the UK without using carbon offsetting.

Reducing the carbon impact

The project team combined a range of low-carbon materials, techniques and plant equipment for the first time to resurface a section of the A689 in Wynyard, near Hartlepool, and two residential roads in Stockton-on-Tees Borough, reducing the carbon impact of every element of project delivery.

Tarmac supplied Warm Mix Asphalt (WMA) – also containing Shell's bio-component binder – from its plant at Coxhoe, Durham, which is part-powered by biofuel. The binder uses biogenic materials to create a "technical carbon sink" in the road.

The lower layer of the roads also used 30% reclaimed asphalt (RA), while the surface course contained 20% RA, reducing



**Stockton-on-Tees
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the need for primary materials. In addition, a number of electric plant vehicles and prototypes were used, including electric and hybrid road rollers and an electric bond coat sprayer, with other plant vehicles powered by hydrotreated vegetable oil (HVO) as an alternative to diesel.

Councillor Mike Young, Leader of Hartlepool Borough Council, said: "The Tees Valley is an area renowned for innovation, and I'm delighted and proud that we are leading the way nationally with these low-carbon road resurfacing schemes.

Lowest carbon emission roads


"Schemes such as this reflect the Council's determination to reduce its carbon footprint to help tackle the causes of climate change. We are committed to becoming a 'Net Zero' emissions authority by working in partnership with a range of stakeholders. To help us achieve this, we are currently



developing a strategy and action plan."

Councillor Clare Gamble, Stockton-on-Tees Borough Council's cabinet member for Environment and Transport, added: "We're so pleased to be the first area in the country to have the lowest carbon emission roads as schemes like this are a big part of our commitment to achieve a Net Zero future.

"The Council is always looking for ways to reduce our carbon footprint and do all we can to help fight climate change, including things like more environmentally sustainable road networks."

 I'm... proud that we are leading the way nationally with these low-carbon road resurfacing schemes."

Cllr Mike Young,
Leader, Hartlepool
Borough Council



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