

Annual Local Authority Road Maintenance Survey

2019

Publication embargo: 00.01 26 March 2019

About the ALARM survey

Each year the Asphalt Industry Alliance (AIA) commissions an independent survey of local authority highway departments in England and Wales.

The aim of the survey is to take a snapshot of the general condition of the local road network, based on information provided directly by those responsible for its maintenance. The data received from local authorities provides a means of tracking any improvement or deterioration and the qualitative feedback received from them provides context.

Questions in the survey relate predominantly to the maintenance of the carriageway itself – the road surface and structure – and only that part of the total highway maintenance budget which addresses the condition of the carriageway specifically. The total highway maintenance budget covers other significant areas of expenditure including structural work to bridges, street lighting, cyclical maintenance for example grasscutting, checking traffic signals and the replacement of street furniture, which are excluded from this survey.

ALARM 2019 is the AIA's 24th annual survey and 64% of authorities responsible for roads in England and Wales responded. This report summarises the key findings.

The survey was carried out during December 2018 and January and February 2019. Unless otherwise stated, the findings are based on the financial year 2018/19, ending 31 March 2019. Where these are unavailable, figures for the calendar year 2018 were requested.

There are four authorities in England, and one in London, which have Private Finance Initiative (PFI) contracts in place to fund and manage their highway maintenance programmes over a 25-year period. These are not included in the survey.

Contents

Chairman's introduction	2
Key facts	3
Highway maintenance budgets	4
Funding streams	4
Disparities in funding	5
Winners and losers	5
Carriageway maintenance	6
Unforeseen costs	6
Longer term funding	8
Budget shortfall	8
Maintenance backlog	9
Road condition	10
Road Condition Index (RCI)	10
Structural road condition	11
Potholes	12
Road surfacing frequency	13
Utility company road openings	13
Road user compensation claims	14
North/south divide	14
Key findings – ALARM survey 2019	16

The ALARM survey 2019 includes the findings of both quantitative and qualitative research. The data received from local authorities has been extrapolated to represent the 114 local authorities in England without a PFI, 22 in Wales and 32 in London. The results have been collated, analysed and verified by an independent researcher. ALARM survey reports from previous years can be accessed via our website www. asphaltuk.org. A broad range of other road-related statistics are collated on RoadFile: www.roadusers.org.uk

Acknowledging ALARM

The Asphalt Industry Alliance is happy for journalists, researchers, industry organisations, government departments and others to use and/or quote the findings of the ALARM survey 2019 and the infographics contained in this report. We do ask that it is acknowledged as your source – referencing it as the AIA's ALARM survey 2019 – both in main body copy and in any supplementary notes.

Please contact our press office on Tel: 020 7222 0136 or email: info@asphaltuk.org if you have any queries about this.

Quotations used in this report are from local authority highway officials.

Arrows indicate the direction of change from ALARM 2018.



Don't stop now

Introduction by Rick Green, Chairman, Asphalt Industry Alliance

ocal authorities have reported an increase in their overall highway maintenance budgets for the second successive year and there are some early signs that this is stemming further decline in local road conditions.

It is encouraging that those in control of the purse strings have acknowledged that long-term underfunding has taken its toll on the network, leading to a rising bill to put it right. More importantly, they have recognised the value that additional investment in roads can deliver.

Of course, it's a long journey from slowing decline to improving the overall condition and resilience of the network and this additional investment could go to waste if it is not continued. So, our message is: don't stop now.

Average overall highway maintenance budgets have increased by almost 20%, from £20.6 million reported in ALARM 2018, to £24.5 million. In England, there is a small indication of a brightening picture with slight improvements reported in road conditions: the percentage of the network in a good state of repair has gone up by 2%, the equivalent of an extra 3,500 miles of local roads reaching target condition.

Nevertheless, significant challenges still remain for many local authorities and, while

overall budgets are up, there is still a big discrepancy between the haves and have nots. Some local authorities in England received highway maintenance pots equivalent to over £90,000 per mile of their individual networks, while a third continue to struggle with reduced budgets, with several having less than £9,000 per mile to maintain their local roads.

Targets out of reach

Consequently, the focus on primary routes continues and achieving target conditions on all categories of road still remains out of reach. To put this into context, if local authorities had enough funds to meet their own targets across all road types it would give us more than 20,000 miles of improved local roads.

The outlook for Wales is particularly concerning with a reduction in highway maintenance budgets and a big jump in the amount needed to bring roads up to a steady state. A reminder, if one was needed, of how important sustained funding is.

The allocation of the additional £420 million announced in the November Budget for local roads in England and London was gratefully received, particularly in the capital which is facing cuts to its funding from TfL and reported a decline in road conditions. But, the extra money coming as it did in the Autumn Budget and allocated for the remainder of the financial year, was out of kilter with best practice and effective highway asset management plans.

Yes, there's been more money, but it's clear from the 29% increase in the number of potholes filled in England and London that much of this has been used for patch and mend, which does not provide value for money or improve the underlying structure and resilience of our roads.

Last year we called for an additional £1.5 billion of funding for local roads each year for the next 10 years to allow them to be brought up to a condition from which they can be managed in a cost-effective way. We stand by this call. The findings from this year's ALARM survey support the need for this long-term approach to allow local authorities to maximise the effectiveness of their asset management plans and deliver enhanced mobility, connectivity and productivity.

Key facts 2018/19



Highway maintenance budgets

ocal highway authorities in England and Wales, including London, are responsible for over 204,300 miles of roads (source: DfT, 2017). This represents 97% cent of the total road network and has a reported asset value of approximately £395 billion.

Highway maintenance is just one area of local authority responsibility and feedback suggests the proportion of total expenditure allocated to this sector in 2018/19 has dropped in all areas to 5.6% in England (2017/18: 6.3%), 3.0% in London (2017/18: 10.5%) and 2.3% in Wales (2017/18: 3.5%).

The expenditure is funded by central government – through Transport for London (TfL) in the capital and the Welsh Assembly Government (WAG) in Wales – as well as local authority funding, including prudential borrowing, use of capital reserves and monies collected through parking fines and other fees.

In England (excluding London) the reported average local authority budget for highway maintenance in 2018/19 increased by 20% to £31.5 million (2017/18: £26.2m), 55% of which is funded by central government. This budget comes predominantly from the Department for Transport (DfT), but also includes other sources such as Environment Agency grants, regional enterprise and growth funding.

Funding streams

DfT funding is split into several pots: some is needs-based, which is not ring-fenced, while others are incentive-based or bid-for funds, which may be ring-fenced specifically for highway improvements. It also includes a share of the additional £100 million extra for the Pothole Action Fund for England announced in March 2018 as well as the £420 million additional highway maintenance pot announced in

Overall averageImage: Construction of the second secon

Up from £26.2m Up from £9.2m Down from £8.1m

Local authority and central government funding 2017/18 2018/19 KEY Local ENGLAND authority 45%/55% 45%/55% Central government 27%/73% 68%/32% LONDON WALES 29%/71% 34%/66%

the November 2018 Budget. Incentivebased funding was introduced in April 2016 in England. To secure this element local authorities must respond to an annual self-assessment questionnaire covering asset management, resilience, customer satisfaction, benchmarking and efficiency, and operational delivery.

The results determined which of three bands they were placed in – and therefore how much from the £151 million incentive funding available in 2018/19 they were allocated – with band 1 at the lowest end and band 3 at the highest.

The approach aims to promote efficiency improvements and reward success: local authorities still in band 1 in 2020/21 will receive no incentive funding at all.

Responses show there has been another improvement in the number of local authorities placing themselves in the highest band, which has increased from 84% last year to 87% this, and none report they are still in band 1.

In addition, English authorities have received monies through 'top-up' sources such as the Challenge Fund, National Productivity Investment Fund and Safer Roads Fund money for specific (capital) improvement schemes.

Significantly, as reported last year, around 45% of highway maintenance budgets in England come from local authorities' own sources.

Disparities in funding

Respondents in London have reported a 15% increase in their overall highway maintenance budget to an average of £10.6 million, up from £9.2 million a year ago. Despite benefiting from some additional funding in the November Budget, London authorities are feeling the effects of the Government's decision to withdraw funding to TfL. Only 32% of funding is now reported as originating from central government sources, down from 73% last year, with a huge increase in the use of council reserves and borrowing.

Budgets reported by Welsh authorities have seen a slight decrease (4%) to £7.8 million in 2018/19 (2017/18: £8.1m).

> Our needs-based funding isn't enough to maintain a steady state. We are having to dip into reserves each year, which clearly isn't sustainable in the long run.

Our asset stock continues to grow yet our revenue budget has more than halved in the last 10 years. We are doing things more efficiently but we can never cover that cut.

Winners and losers

As reported in ALARM 2018, all of the average totals hide a wide disparity between those seeing increased highway maintenance funding and those local authorities who have experienced a cut, with funds diverted to other areas of council expenditure, notably education and social care. In England more than a quarter of local authorities reported a cut in last year's budgets, while in Wales and in London

We've managed to maintain our highway maintenance budget this year through borrowing but we need more money from TfL – and quickly – if the roads in the capital are to have any chance of remaining fit for purpose.

Highway maintenance budget range

per mile of local road



Highway maintenance budgets continued

around a half of authorities reported a year-on-year reduction. This disparity is particularly apparent when considering highway maintenance budgets per mile of local road, which varies from less than £9,000 per mile to more than £90,000 per mile.

Overall, the reported total highway maintenance budget across England and Wales has increased by around 20% for the second successive year to £4.1 billion (2017/18: £3.46 billion). Figures from a decade ago reported this annual figure as £3.1 billion, highlighting that, after some years of below-inflationary rises, budgets are now rising more in line with inflation.

Carriageway maintenance

The percentage of the highway maintenance budget spent on the carriageway itself (the carriageway maintenance budget) is in line with last year at an average of 55% across ALARM respondents (2017/18: 56%).

Consequently, total carriageway maintenance expenditure across England and Wales in 2018/19 was calculated at £2.23 billion, up again on last year (£2.04 billion) and the highest figure reported in the ALARM survey to date.

The majority of local authorities (84% of responses) spent all of this with almost a third (32%) reporting an overspend due to a wide range of factors including the effects of adverse weather conditions, schemes carried over from the previous financial year and the scope of projects changing at the point of delivery.

The average proportion of the carriageway maintenance budget spent on reactive maintenance (that not planned for at the beginning of the year) was 19% in England, 25% in London and 17% in Wales.

These figures acknowledge that unforeseen circumstances can create



Proportion of overall budget spent on

Up from £14.7m Up from £4.5m Down from £5.1m

14/15 15/16 16/17 17/18 18/19 14/15 15/16 16/17 17/18 18/19 14/15 15/16 16/17 17/18 18/19

an immediate need for maintenance to keep the roads safe and serviceable. It is extremely difficult for councils to predict the percentage of budget required for this kind of work but, it is generally agreed that around 16% could be considered the ideal.

Unforeseen costs

Adverse weather conditions, particularly wetter winters with more intense

downpours and hotter drier summers, coupled with increased volume and weight of traffic and the age of the network can result in accelerated deterioration and unpredicted failures.

The impact is particularly acute on poorly maintained, less resilient roads, where water can penetrate existing cracks or defects, leading to the formation of potholes and, in time, undermine the entire structure of the road.

Highway/carriageway maintenance trends

Total highway maintenance budget in England and Wales

(£bn)



One-time catch-up costs

Estimate per authority (£m)



Carriageway maintenance budget needed

Annual average per authority (£m)



Potholes

Number of potholes filled (with cost £m)



Highway maintenance budgets continued

There has been a marked increase in the number of respondents who had to cope with unforeseen costs over the last year in England and London, primarily as the effects of the Beast from the East have been realised. In England the number has increased from 28% last year to 55% this, while in London it is 64% (2017/18: 54%).

The figure for Wales is slightly lower than reported last year, when the region had been hit by the worst flooding for 50 years, but is still very high at 57% (2017/18: 75%).

The severity of the weather experienced is reflected in the average additional cost incurred, which in England has increased to £2,572,500 (2017/18: £938,600) and in London to £464,300 (2017/18: £191,200). The average additional cost in Wales has dropped slightly to £353,300 (2017/18: £373,300).

Longer term funding

All respondents agreed that guaranteed, longer term funding helps increase efficiency and provide a more durable road network with the majority indicating that 5 years is the optimum term.

Security of funding helps authorities plan with more confidence and drive greater efficiencies. Previous research carried out by the AIA demonstrated that planned preventative maintenance is 20 times less expensive per square metre than reactive work, such as patching and filling potholes.

Advocates of a more holistic approach to highway maintenance expenditure, in which revenue budgets (mostly from a local authority's own sources) could be combined with capital funding (mostly from central government) and allocated where most needed, believe a TotEx (combined total expenditure) approach would help drive further efficiencies and improve conditions. Around 57% of respondents would be supportive of such a move with others citing causes for caution.



Longer term funding Reported ideal term of funding

England and Wales



TotEx would provide greater flexibility to deal with changing circumstances such as adverse weather and prioritising outcomes, allowing us to manage our resources better. I don't support a move to TotEx. I think it is important to demonstrate the need for increased funding by showing how much pressure there is on revenue budget.

Budget shortfall

The shortfall is measured as the difference between the annual budget that highways departments calculate they require to keep the carriageway in reasonable order and the actual budget they receive.

The shortfall in annual carriageway maintenance budget reported this year is £657 million, the equivalent of an average funding gap of £3.9 million per authority. In England the shortfall has widened by 21% from £3.4 million per authority last year to £4.1 million this, while in London the figure has increased by a third from £3.0 million 2017/18 to £4.0 million in 2018/19.

In Wales, the average shortfall reported declined by 11% from £3.1 million last year to £2.8 million this.

One again, the real extent of the shortfall could be being masked by the fact that 40% of English and Welsh authorities report transferring capital funds, intended for highways improvements, to supplement traditional revenue budgets for maintenance work. Of course, carrying out road maintenance as part of capital works, still leads to efficient highway improvements, regardless of funding stream.

Addressing the shortfall

Each year the ALARM survey asks highway departments to estimate how much it would cost to bring their road networks up to scratch (assuming they had the resources in place to make it practical to do so as a one-off project). This would be the condition from which longer term and cost-effective, planned preventative maintenance programmes could be put into place, reducing the future cost of more extensive repairs or replacement.

The estimate for this one-time "catch-up" cost has grown by approximately 5% to £9.79 billion from £9.31 billion reported last year. This is an average of £69.9 million per authority in England; £31.9 million in London and £36.3 million in Wales.

Maintenance backlog

Highway departments reported that it would now take 10 years to get local roads back into a reasonable steady state, if adequate funding and resources were in place, down on the 14 years reported in ALARM 2018.

Budget shortfall

Average annual carriageway maintenance budget received and average shortfall, £m (2017/18 in brackets)



Addressing the shortfall

Average one-off investment required to clear carriageway maintenance backlog per authority, £m (2017/18 in brackets)



Maintenance backlog

Average number of years needed to clear maintenance backlog

10 years (2017/18: 14)

Road condition

Well-managed highways

The majority of local authorities (England: 81%, London: 90%, Wales: 66%) are now compliant with the Well-Managed Highway Infrastructure Code, which came into force in October 2018. The Code aims to support a maturing approach to highway infrastructure asset management based on the establishment of local levels of service through riskbased assessment. It enables authorities to develop their own levels of service in line with local needs, priorities and affordability.

Road condition index

The RCI index features three condition

categories – GREEN, AMBER and RED – across three road classes – principal, classified (non-principal) and unclassified – and compares current road conditions against these targets.

Local authorities can adjust the precise definitions of the categories to reflect the individual nature of their networks. However, in general, GREEN defines lengths where the carriageway is in a good state of repair; AMBER is for lengths where some deterioration is apparent which should be investigated to determine the optimum time for planned maintenance and RED for lengths of carriageway in poor overall condition, likely to require planned maintenance within a year or so.

English councils' performance against targets improved over the last year, with levels being reached or exceeded in more categories, despite some targets being raised. Across all classes of road England showed a slight improvement in conditions over last year, with a small reduction in the percentage of the network classed as AMBER and RED and a 2% increase in the number of roads classed as GREEN.

In Wales there was an improvement in the number of roads classed as GREEN,

Road Condition Index

by road category (%)

KEY: GREEN: carriageway in a good state of repair

AMBER: carriageway where some deterioration is apparent

RED: carriageway in poor overall condition – likely to require maintenance in the next 12 months

		PRINCIPAL		NON-PRINCIPAL		UNCLASSIFIED	
		TARGET	ACTUAL	TARGET	ACTUAL	TARGET	ACTUAL
GREEN	England	≥75	74 👚	≥73	70 🏠	≥64	55 🕹
	London	≥65	65 🖖	≥63	64 🕹	≥59	54 🕹
	Wales	≥74	71 1	≥71	67 🏠	≥58	40 🕹
AMBER	England	≤23	23 🖨	≤22	24 🕹	≤24	29 🏠
	London	≤24	25 🕥	≤27	24 🏠	≤27	25 🏠
	Wales	≤22	25 🕹	≤22	27 🕹	≤30	34 🗕
RED	England	≤3	3 🔱	≤5	6 🕹	≤14	15 🖨
	London	≤10	9 个	≤7	11 🕹	≤22	21 🏠
	Wales	≤4	4 1	≤7	6 😑	≤13	14 🏠

🕥 Up from ALARM survey 2018 🛛 🕙 Down from ALARM survey 2018 🛛 🔵 Same as ALARM survey 2018

mirrored by a reduction in those classed as AMBER and RED.

In contrast, the figures reported for London indicate a decline in the condition of the network with 55% marked as GREEN compared to 62% last year. London also has the highest percentage of principal roads marked as RED, with 9% in this category compared to 3% in England and 4% in Wales.

This road report card underlines that there is continued prioritisation on principal roads. The real impact of this on the resilience of the overall local network becomes more apparent when the RCI figures reported are overlaid onto road lengths. For example, English authorities' target of 75% of principal roads to be classed as GREEN, equates to just 11% of England's local road network in mileage terms.

Extrapolating the condition numbers over the whole of the local road network across England, Wales and London, highlights that there has been little movement on the overall condition of the network and there are still more than 22,600 miles classed as requiring maintenance within the next year or so, compared to the 24,000 reported last year.

Structural road condition

Structural maintenance is required when the road condition has deteriorated beyond a level which addressing surface issues only can remedy.

The picture is mixed, with improvements in some areas and further decline in others. Overall, around 55% of the local road network in England and Wales is reported to be in good structural condition (with 15 or more years of life remaining), equivalent to 112,079 miles. A quarter (50,705 miles) is reported to be in adequate condition (5-15 years of life remaining) and 20% – 41,575



Road condition continued

miles - in poor condition and having less than five years of life remaining.

Potholes

Potholes are symptomatic of poorly maintained roads and can point to underlying structural issues.

After four years of decline, the total number of potholes filled in the last year jumped by 24%, from 1.5 million in 2018, to more than 1.86 million this year, the equivalent of one pothole being repaired every 17 seconds in England and Wales.

The biggest increase was reported by London authorities, with the average number of potholes filled climbing from

1,878 per authority in 2017/18 to 2,711 in 2018/19 - a 44% increase year-on-year.

Around 90% per cent of authorities responding to the ALARM survey stated that their definition of a pothole's diameter and depth remains the same, with over three quarters using the guideline depth of 40mm (or less) to define a pothole. As the effect of a pothole can vary dramatically depending on its location and the nature of the traffic on the road, depth definition is not always the only means of prioritising repairs.

Qualitative feedback reported that intense rainfall last winter, followed by a hot, dry summer, contributed to the

number of potholes formed across the network. With the additional funding awarded by DfT in the November Budget needing to be allocated by the end of the financial year, some local authorities were only able to spend much of the additional sums received on filling in potholes despite this flying in the face of asset management principles.

The number of potholes filled by Welsh councils, which did not benefit from the additional funding allocated by DfT during the year, fell by more than half on the previous year's figures from an average of 5,976 per authority reported in ALARM 2018 to 2,531.

GOOD: 15 years' or more life remaining

ADEQUATE: 5-15 years' life remaining

KEY:

Â

Structural road condition

Percentage of roads in good, adequate and poor condition



The disparity in cost between filling potholes as part of a planned programme of carriageway repairs and as a reactive repair is again apparent. Taking an average cost for filling a pothole across each region, the total amount spent in England and Wales last year is estimated at £97.8 million up from £94.9 million reported in ALARM 2018, despite the cost of filling a pothole reducing.

Road surfacing frequency

Replacing the surface layer of roads at regular intervals maintains an appropriate level of grip, vital for road safety, and guards against water ingress and freeze-thaw effects by maintaining a weatherproof seal on the road's surface.

Taking into account the lifespan of particular materials, the type of road and the level and nature of its traffic, the recommended frequency of road resurfacing is between 10 and 20 years – an ideal only achieved on principal roads in London.

All councils have seen an improvement in road surfacing frequency reported, on average, for all classes of road. In England it has gone from once every 92 years, to once every 79 years. In London the improvement is from once every 31 years to once every 28, while in Wales the figure has dropped to once every 59 years from once every 71 reported last year.

Utility company road openings

The number of utility openings increased by nearly 10% over the last year to more than 2 million in England and Wales.

Opening a road to create a trench can reduce its structural life by up to 30% and the continuing high level of utility openings in England and Wales can have a detrimental effect. Even though the majority (89% based on responses



Road surfacing frequency



Average frequency (years) of surfacing by road category with change from 2017/18



received) are completed in accordance with legislative requirements, local authorities are spending an average of 8% of their carriageway maintenance budget addressing premature works associated with utilities openings. This amounts to an average of £1.1 million per authority or £181.4 million in England and Wales.

Road user compensation claims

Road user compensation claims

Overall, the amount of time and money spent settling claims has declined on last year. However, the picture in England differs with local authorities reporting an increase in the total cost of claims due to rising staff costs – despite the amount paid out falling by 9% from £6.7 million last year to £6.2 million this.

The figures indicate that almost 89% of claims relate specifically to pothole damage, up from 80% last year.

North/South divide

Local authorities in the North have responsibility for almost half (45%) of the local road network in England and Wales, but receive, on average, a third less overall highway maintenance budget than their southern counterparts. In other words, for every £3 allocated to highway maintenance in the South, £2 was allocated in the North.

North/South divide



The North/South divide split is based on a University of Sheffield definition, 2007



Number of utility openings in past year (average per authority)



Road user compensation claims

Number of claims in past year (average per authority) plus cost (£) of dealing with claims



We were, of course, very grateful for the extra money we received in the November Budget but the time pressure that came with it flies in the face of asset management. We ended up using it to deliver patching, which does not provide good value for money in the long term.

The worse the condition of our roads, the more claims we receive. These then take time and money to resolve, diverting our resources from where they are needed most. We have managed to maintain a steady state on our roads but we just won't be able to continue to do so indefinitely without more funding.

We are approaching a tipping point fairly soon and more fullscale reconstruction will need to be carried out.

Key findings

	TOTAL*	England**	London	Wales
Percentage of authorities responding	1 64%	12%	1 50%	15%
Highway maintenance budgets	1			
Average highway maintenance budget per authority	1 £24.5m	1 £31.5m	10.6m £10.6m	↓ £7.8m
Percentage of highway maintenance budget spent on carriageway	J 55%	J 54%	157%	5 8%
Average carriageway maintenance budget	13.5m £13.5m	17.0m £17.0m	1 £6.0m	● £4.6m
Shortfall				
Shortfall in annual carriageway maintenance budget	1 £657.0m	1 £467.4m	128.0m £128.0m	↓ £61.6m
Average annual carriageway maintenance budget shortfall per authority	1 £3.9m	1 £4.1m	1 £4.0m	● £2.8m
Estimated time to clear carriageway maintenance backlog	10 years	10 years	😑 9 years	8 years
Estimated one-time catch-up cost	19.79bn	↓ £7.97bn	1.02bn	1 £797.5m
Estimated one-time catch-up cost per authority	1 £58.2m	↓ £69.9m	1 £31.9m	1 £36.3m
Road condition				
Frequency of road surfacing (all road classes)	\rm 67 years	🕔 79 years	J 28 years	59 years
Number of potholes filled over past year	1,860,072	1,717,638	1 86,752	52,682
Average number of potholes filled per authority last year	11,072	15,067	1,711	• 2,531
Average cost to fill one pothole – planned	↓ £39.80	↓ £40.70	↓ £42.10	€31.50
Average cost to fill one pothole – reactive	€65.10	↓ £64.70	€63.60	1 £69.60
Total spent filling potholes in past year	1 £97.8m	1 £90.5m	1 £4.6m	● £2.7m
Compensation claims				
Amount paid in road user compensation claims	↓ £6.9m	↓ £6.2m	4 44k	1 £251k
Staff costs spent on claims (per year)	↓ £19.8m	16.3m €16.3m	↓ £3.2m	

* England, London and Wales

** excludes London

Up from ALARM survey 2018
Down from ALARM survey 2018
Same as ALARM survey 2018

About the AIA



Asphalt Industry Alliance

The Asphalt Industry Alliance (AIA) is a partnership of the two principal bodies which represent the suppliers of raw materials used to produce asphalt, as well as asphalt producers and laying contractors: the Mineral Products Association (MPA) and Eurobitume UK. It draws on the knowledge and resources of each association and its members.

The AIA was established in 2000 to increase awareness of the asphalt industry and its activities, and the uses and benefits of asphalt. Asphalt is the generic term used to refer to the range of bitumen coated materials available in the UK that are used in road construction and surfacing. Asphalt also has other, non-road applications such as airport runways, sports arenas and parking areas.

Mineral Products Association

MPA Asphalt is part of the Mineral Products Association (MPA) – the trade association for the aggregates, asphalt, cement, concrete, dimension stone, lime, mortar, and silica sand industries. It continues to have a growing membership since its formation and is the sectoral voice for mineral products.

MPA Asphalt represents the interests of its asphalt producer and contractor members through representation and liaison with national and European clients, specifiers, regulators, researchers and standards bodies as well as with trade associations from other countries and related industry sectors. It also funds research into asphalt and its uses and operates the Asphalt Information Service which provides general guidance and information on the use of asphalts in the wide range of their applications.

Eurobitume UK

Eurobitume UK is the trade association of the UK bitumen supply industry and its members produce most of the UK's bitumen. Almost all of this is used in the construction and maintenance of bituminous, or asphalt roads, which account for over 95 per cent of all UK roads.

Eurobitume UK is a consultative body formed to promote the technical benefits of bitumen to the construction industry; to provide the industry with information and advice; and to fund research into bituminous products. It also works with contractors and authorities on issues relating to the use and recycling of bituminous materials.

It is involved in the development of industry policy on quality assurance and standards relating to issues such as safety, storage and the handling of bitumen as well as the development of specifications and test methods for bitumen.







AIA Press & Information Office Park House, 10 Park Street Bristol BS1 5HX

☐ +44 (0)20 7222 0136 ⊠ info@asphaltuk.org ♥ @AIA_Asphalt ∰ asphaltuk.org