BRITPAVE NEWS

ISSUE 50 - WINTER 2025

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The British Cementitious Paving Association

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Britpave, the British Cementitious Paving Association, promotes the better and greater use of cementitious and concrete infrastructure solutions. Members include major contractors, specialist equipment and material suppliers, consulting engineers and interested trade associations. Together, Britpave provides a single industry voice for the in-situ cementitious and concrete infrastructure sector.

For further information visit: **www.britpave.org.uk**

WELCOME FROM THE NEW CHAIR OF BRITPAVE

New Britpave Chair:
Al McDermid

"It is a real honour to be the new Chair of Britpave. However, before I say anything else, I want to say a big thank you to Joe Quirke. Joe has led this association with real dedication and steady guidance for the past ten years, and he has done a fantastic job of strengthening Britpave's reputation and influence.

I have been involved with Britpave for quite a while myself — in fact, I have been part of the Stabilisation Task Group since it began back in 2004. So, I have seen first-hand how the association has developed over the years, how it has adapted to change, and how it has kept pushing for higher standards and better practice across our industry.

Looking back over Britpave's 30 plus years of work, there is a lot to be proud of. The association has become a respected voice for concrete and cementitious infrastructure — promoting best practice in pavements, soil stabilisation, and sustainable construction. Britpave's technical guidance and research have shaped how we build roads, railways, and airfields — proving that durable, well-engineered infrastructure is also the most sustainable.

That message — that building things to last is the most responsible thing we can do — feels more important than ever. Because as we all know, the construction industry is facing some real challenges. Rising material and energy costs, tighter budgets, changing regulations, and the urgent drive towards net-zero carbon — all of these are reshaping how we work. Add to that the need to attract and train the next generation of engineers and construction professionals, and it's clear that we have got plenty to do.

Outgoing Chair Joe Quirke being presented with a thank you gift at the recent Britpave conference by the new Chair, Al McDermid

So, as I take on this role, my focus is on building on Britpave's strong technical foundation while helping the association evolve to meet these new demands. That means continuing to champion the benefits of concrete, cementitious and stabilised solutions, but also making sure Britpave has a strong, credible voice in the sustainability debate — showing that our technologies can play a big part in achieving low-carbon, long-life infrastructure.

It also means working closely with our members, with government, and with the wider industry — sharing knowledge, promoting innovation, and supporting the people who make this sector what it is.

Britpave has always been about collaboration and professionalism — about people who care deeply about doing things properly. I want to keep that spirit going and make sure we stay relevant, forward-looking, and influential for the next generation.

So, thank you all for your support, your expertise, and your continued commitment to Britpave. The work that we do matters — it does help to underpin the economy, connect communities, and create infrastructure that stands the test of time."

Al McDermid
Britpave Chair

CALL FOR NEW RADICAL APPROACH TO INFRASTRUCTURE DELIVERY

Parliamentarians have warned that "systemic failures" in major infrastructure project delivery could "derail" the Government's infrastructure ambitions.

In a new report launched by the All-Party Parliamentary Group on Project Delivery (APPGPD), Building a Better Future: Inquiry into improving the delivery of national infrastructure projects, parliamentarians have called for radical action to prevent infrastructure projects being boiled in the pressure cooker of Government, Parliament, the media and shifting public expectations.

Infrastructure projects, despite their economic and social well-being benefits, are often viewed with scepticism due to delays, overspending, and short-term decision-making. The APPGPD inquiry found that too many projects fall into the "valley of death" between policy and delivery, where ambition and investment are lost to bureaucracy, political churn and a lack of skills.

Drawing on evidence submitted by infrastructure organisations, project professionals, and other stakeholders, the report found that the current approach sees infrastructure projects not being delivered on time, in budget or providing maximum value to communities or the country.

The APPGPD recommendations include:

- The Government should use the 10-year infrastructure plan and NISTA, backed by long-term investment in projects, to embed delivery discipline as a permanent feature of government to end the so-called "valley of death" problem that exists between policy and delivery. This would require that targets are set early, resources and accountability are clarified, and major projects are protected from short-term politics and delivered consistently across Parliaments.
- The Government should expand training and mandate that all major projects secure independent delivery assurance before announcement, involve project specialists at the policymaking phase and ensure project delivery skills and expertise are built in from inception. This should be accompanied by Departmental benchmarks and clear targets for the proportion of officials who are delivery-focused professionals.
- Project management training should be mandatory for Senior Civil Servants and anyone managing a government project over £10 million. An accountable Chief Project Officer should be incorporated into Government departments to ensure all areas of Government understand how complex, long-term projects are delivered.
- The Government should consider establishing a National Infrastructure Delivery Skills Roadmap to lock in a consistent talent pipeline aligned with long-term national infrastructure priorities. While actions such as the ringfencing of funding for support training and apprenticeships in project management should be considered through routes such as the Growth and Skills Levy.
- When considering Private-Public Partnerships, the Government must ensure the public sector has the engineering, legal, financial and negotiation expertise needed to match the private sector to clarify risks, set clear project specifications, and drive value for the taxpayer.
- A major shift is needed in procurement to ensure early supplier involvement, the inclusion of project professionals throughout the process and lessons learned from other countries.
- Empower NISTA to oversee national infrastructure projects from policy to completion, ensuring consistency, accountability and effective delivery across Government.
- The Government should lead in communicating the benefits and public value of national infrastructure projects, requiring major projects to set clear Public Value Statements.

Launching the report Chair of the APPG for Project Delivery, Henry Tufnell MP, said: "There is currently a missing link between infrastructure ambition and delivery reality. This report brings together evidence from those at the heart of infrastructure project delivery to provide the Government with clear, implementable recommendations which could restore public confidence in our ability to build. Our current system is an obstacle to successful national infrastructure delivery. It's time for the Government to clear the path to building a better future."

To download the report, visit: **https://bit.ly/3XDitFH**

SPEEDING UP JUDICIAL REVIEWS

The government has proposed to cut the time taken for judicial reviews of infrastructure projects by roughly six months, with the hope that new roads and other infrastructure can be completed more quickly.

Under these proposed changes, the government plans to work with the judiciary to cut the amount of time it takes for a judicial review to move through the court system for nationally critical infrastructure projects by around half a year. According to the Treasury, judicial reviews can currently take over a year to be resolved, meaning that some major projects have been 'left in limbo', which can lead to them running over budget. Of the 34 infrastructure projects that faced judicial reviews since 2008, only four were upheld.

The Treasury states that major road projects are paying up to £121m per scheme due to delays in legal proceedings, workers' wages, legal fees, and weakened investor confidence.

The proposed changes to the judicial review process will be "critical" to successful delivery of the government's 10-year Infrastructure Strategy whilst removing obstacles in the planning process will create more clarity over the pipeline of work, which in turn will give the infrastructure sector greater clarity and certainty with regard to project pipelines.

ORR CALLS FOR 'BORING' PLANS TO BE DELIVERED

Transport Secretary Heidi Alexander has said she is "minded to approve" Gatwick Airport's £2.2bn expansion plans subject to noise mitigation measures being developed.

Gatwick Airport has applied to bring its northern runway into full use by repositioning the centre line of the northern runway 12 metres north to allow dual runway operations, aligning with international safety standards. The runway is currently limited to acting as a taxiway or as back-up for when the main runway is out of use.

Gatwick submitted its development consent order application to the Planning Inspectorate in July 2023, which in turn submitted its report to the Secretary of State for transport on 27th November 2024, who then had until 27th February, to respond when Transport Secretary Heidi Alexander announced: "I have issued a 'minded to approve' letter for the Gatwick Airport northern runway development consent order (DCO) under the Planning Act 2008. Given the examining authority's report, for the first time, recommends an alternative DCO which includes a range of controls on the operation of the scheme and not all the provisions have been considered during the examination, I am issuing a minded to approve decision that provides some additional time to seek views from all parties on the provisions, prior to a final decision."

The deadline for the final decision is now extended to 27th October 2025.

UNLOCKING GROWTH FROM UK'S INFRASTRUCTURE STRATEGY

A new report from Britpave member AECOM sets out how integrated planning can cut delays, reduce costs and boost confidence in UK infrastructure.

Rebuilding Britain: Unlocking Growth from the UK's Infrastructure Strategy, outlines a transformative roadmap to help the UK Government deliver on its ambitious 10-Year Infrastructure Strategy. The report calls for the government's planning reforms go further to better integrate projects across sectors and regions to accelerate delivery of the £725 billion National Infrastructure Pipeline.

It includes ten actionable recommendations across three strategic pillars: accelerating project delivery; embracing AI-first infrastructure; unlocking private investment These are aimed at driving economic growth, enhancing national resilience, and positioning the UK as a global leader in infrastructure innovation.

The key recommendations include:

- **Establish a national-to-regional planning framework** to break down silos, accelerate major project delivery, and encourage co-location of complementary infrastructure, such as repurposing waste heat from data centres or sharing cooling systems with nuclear facilities, to reduce costs, emissions, and maximise investment. The report also urges the government to go further on planning reforms to overcome one of the biggest barriers to infrastructure delivery. The report calls for cutting duplication, streamlining requirements, and accelerating consultations while maintaining environmental and community safeguards.

- **Adopt an AI-first approach to infrastructure delivery**, integrating advanced technologies from the earliest stages to improve efficiency, reduce risk, and optimise outcomes. The report also recommends empowering the National Infrastructure and Service Transformation Authority (NISTA) to manage national datasets, enabling better collaboration and data-driven policymaking.

- **Reimagine public-private partnerships** to unlock private investment and enable smarter delivery. AECOM advocates for models that balance risk and reward, protect public value, and combine traditional procurement with innovative financing to accelerate infrastructure programmes.

"The UK government has made commendable progress with its planning reform agenda, which is a vital step towards delivering the infrastructure and homes this country needs," said Richard Whitehead, chief executive Europe & India at AECOM. "The focus must now shift to ensuring those reforms translate into real-world results. By putting these ideas into action, we believe the government can turbocharge efforts to meet, and exceed, its ambitious infrastructure goals within this parliament and make infrastructure funding go further."

The report draws on AECOM's 100-year legacy of success and experience delivering landmark UK projects including Manchester's Metrolink, Crossrail, Heathrow and the restoration of the Elizabeth Tower. Today, the company is helping to deliver some of Britain's most ambitious projects including the Great Grid Upgrade as well as supporting regional priorities through the reintroduction of passenger services to the Northumberland Line in North-East England.

To read the full report, visit:
https://cloud.comms.aecom.com/rebuilding_britain

CONTAINING THE RISK OF HEAVIER ELECTRIC CARS

A new report from Britpave underlines growing concern that the ubiquitous motorway steel barrier is not strong enough to contain the impact of heavier electric vehicles. Furthermore, the programme to replace steel barriers with more robust rigid concrete barriers appears to have faltered. The potential negative consequences for road safety could be considerable.

'Containing the risk of heavier electric cars: a concrete solution', highlights how steel barriers are designed to contain vehicles only weighing up to 1.5 tonnes. This fails to take account of heavier SUV vehicles and of heavier electric cars that, due to the additional weight of batteries, can weigh up to 2.2 tonnes. The result could be more accidents where uncontained vehicles crash through steel motorway median barriers into the path of oncoming traffic. Britpave is discussing the issue with Simon Lightwood MP, Minister for Roads ad Buses, and Richard Holden MP, Shadow Transport Secretary, to forward a better road safety solution: rigid concrete barriers.

Concrete barriers offer a higher containment level that has been tested to contain vehicles of up to 13.5 tonnes. Indeed, in real-life crash scenarios concrete barriers have successfully contained heavy goods vehicles weighing up to 44 tonnes. Recognising the superior strength of concrete barriers in 2022 National Highways started a 3-year programme to replace 63 miles of steel barriers on existing motorways that were reaching the end of their 20-year design life. The programme includes sections of the M6, M62, M42, M1, M4 and M5. However, the programme appears to have faltered with funding withdrawn and proposed projects being postponed.

The report highlights the concerns of the Vehicle Restraint Manufacturers Association (VRMA) who have warned that outdated steel barriers are not designed to withstand impacts from heavier electric vehicles. In a written statement to the Government, VRMA has highlighted that current barriers may fail to contain electric cars during collisions. This could lead to vehicles breaking through barriers into the path oncoming traffic on busy roads. The VRMA said the issue represents a "critical and largely overlooked" safety concern as Britain transitions to electric vehicles. It also refers to research carried out by the University of Nebraska-Lincoln's Midwest Roadside Safety Facility. The research carried out a series of tests on steel guardrails with electric vehicles travelling at up to speeds of 62 miles per hour at an a 25-degree angle. The tests found that a Tesla Model 3 sedan lifted the guardrail and passed below it, whilst a crash test on concrete barrier contained the vehicle.

The high 13.5 tonnes containment level of rigid concrete barriers is key to minimising the risk posed by heavier electric vehicles. In addition, concrete barriers have a 50-year performance life and a minimum need for maintenance. The long life offers considerable reductions in whole life costs and carbon.

Rigid concrete barriers are robust enough to contain heavy electric vehicles

Al McDermid, Britpave Chair said: "Steel barriers were never designed for the increased weight electric vehicles. They are simply not robust enough to contain errant vehicles and prevent them from crossing through the central reservation into the path of oncoming vehicles. Concrete barriers are recognised for having superior containment robustness yet the programme of installing rigid concrete barriers on motorways has faltered when it should be being accelerated and, indeed, expanded to include national and local authority dual carriageways."

To download a copy of *'Containing the risk of heavier electric cars: a concrete solution'*, visit:
www.britpave.org.uk/publications/Roads

CONCRETE ALBEDO COOLS URBAN HEAT

High summer temperatures records are regularly being broken. As a result, the Government is considering ways to reduce global warming. Indeed, it has allocated £57million to the Advanced Research and Invention Agency to examine potential 'geoengineering' projects that can reduce global warming by reflecting sunlight back into space. A report from Britpave suggests that the answer is at our feet.

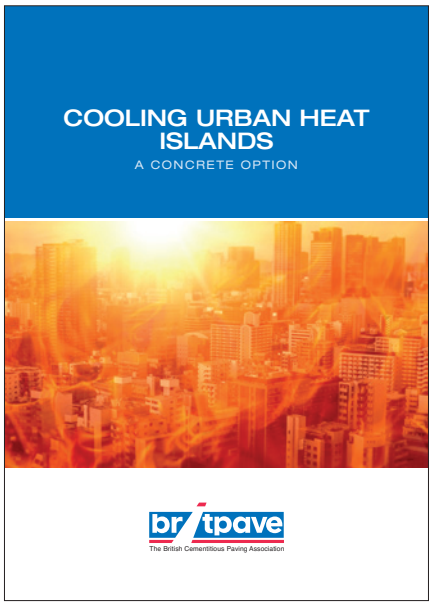
Geotechnical trials to reflect sunlight are proposed to start in 2027. They include 'brightening clouds' by force spraying sea water into them. There are concerns that the use of speculative and manipulative geoengineering could result in destructive weather patterns which could worsen the impacts of global warming.

However, a report from Britpave forwards a solution: the solar reflectance – or albedo – of concrete roads. The report, 'Cooling Urban Heat Islands: A concrete option' explains how concrete roads can reflect 25% to 50% of sunlight and solar radiation back into space. This high albedo rating compares to asphalt roads that have an albedo rating of just 5%.

Increasingly, the use of solar reflectance is being viewed as a way to reduce global warming. This is especially the case for cooling urban heat islands. Cities are generally warmer than adjacent suburban and rural areas. For example, London can be 4°C hotter than outer areas. This can reach 10°C during extreme heat events. Excessive urban heat is recognised as being a major health hazard.

Given that roads and pavements can cover up to 40% of a city's urban land mass, using the solar reflection of concrete can be a powerful tool to reduce urban temperatures. Research carried out by the Massachusetts Institute of Technology Concrete Sustainability Hub calculated that the use of albedo reflective payments could reduce peak summer air temperatures in Boston by 1.7°C and in Pheonix by 2.1°C. In China, research into reducing urban heat temperatures in the city of Tianjin found that a reflective albedo of just 0.5 can reduce road surface temperature by 6°C.

Increasing the solar reflection of the built environment offers a powerful strategy to reduce the severity of urban heat. Concrete pavements with their high albedo rates are well placed to lead this strategy.



'Cooling Urban Heat Islands: a concrete option' may be downloaded from **www.britpave.org.uk/publications**

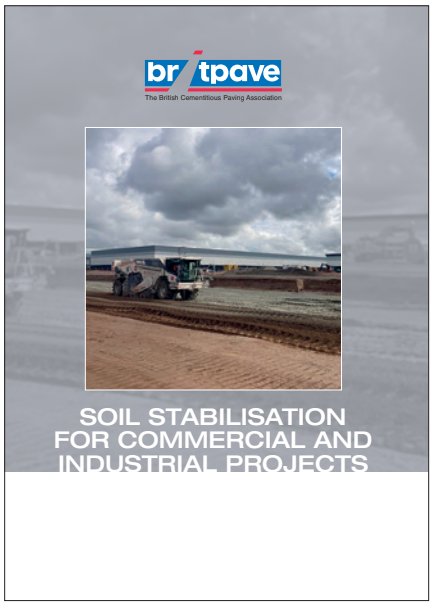
SOIL STABILISATION FOR COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

The demand for prime sites for commercial and industrial sites, particularly for warehouse and distribution centres, outstrips their availability. A report from Britpave explains how the use of soil stabilisation can cost effectively and sustainably can turn previously disregarded sites into viable options.

It is estimated that demand outstrips site availability by over 100% in some regions of the UK. Suppressed demand is over 50% in the Midlands. For Crawley, in the South East, this demand rises to 166%. Increasingly, land that may have been deemed unsuitable due to poor soil or for being a previously used brownfield site is having to be considered for possible development.

'Soil stabilisation for commercial and industrial development' explains how the use of soil stabilisation can be used to strengthen poor or unsuitable soils on site without having to dig-and-dump unwanted soil elsewhere and import new aggregates. The civil engineering technique involves mixing hydraulic binding materials on site. The report points out that successful soil stabilisation involves a lot more than simply churning up the ground and scattering over some binder. Soil types and contaminants need to be assessed and tested, binders need to be correctly administered with the use of specially developed plant subject to best industry practice, environmental and health and safety protocols.

The report includes several warehouse case studies that underline the cost, environmental, programme savings and long-term performance benefits of using soil stabilisation.



'Soil stabilisation for commercial and industrial projects', may be downloaded from **www.britpave.org.uk/publications**

SOIL STABILISATION INDUSTRY SEMINAR

The Britpave Soil Stabilisation Task Group is to hold a half-day industry seminar on 19th March at the Dryden Enterprise Centre, Nottingham Trent University.

The seminar will provide informative insights on the use of soil stabilisation from a range of speakers from academia and industry. They include:

- **Dr Ana Heitor, Research and Lecturer of Geotechnical Engineering, Leeds University School of Civil Engineering;**
- **Isfahan Ghani, Doctoral Researcher, Loughborough University;**
- **Steve Dunn, Managing Director, Combined Soil Stabilisation;**
- **Dr Paul Beetham, Associate Professor, Nottingham Trent University/Technical Principal, Mott Macdonald;**
- **Colum McCague, Technical Manager, Mineral Products Association**
- **Keagan Badenhorst, Technical Sales Manager, CemBlend**

The seminar will be followed by a networking lunch. For further details and registration, visit: **www.britpave.org.uk/britpave-events-diary**

Two key HS2 bridges have been constructed and opened

HS2 OPENS TWIN WARWICKSHIRE BRIDGES

HS2 has opened two bridges near Leamington Spa carrying a key local road and a long-distance cycle track across the new high-speed railway.

The Fosse Way bridge carries the B4455 across the railway near the village of Offchurch outside Leamington. It follows the route of a roman road between Exeter and Lincoln and is now used by local traffic between the villages around Leamington and Coventry.

It is adjacent to the new Offchurch Greenway bridge, that carries a popular walking and cycle path between Leamington and Rugby. The Greenway itself runs along the route of an abandoned railway line.

With the new bridges open, HS2's contractors can begin the job of demolishing the old section of the road to make way for the cutting which will carry the new railway.

Both bridges were delivered by HS2's main works contractor Balfour Beatty VINCI and are formed of precast beams sitting on concrete piers. Balfour Beatty VINCI worked with sub-contractor Galldris on the Foss Way while the Greenway was self-delivered.

The Foss Way bridge is 78m long and 14m wide, to provide space for a pavement alongside the road. The Greenway bridge is 68m long and 22m wide and will have grass verges planted on either side of the shared path to help wildlife cross the railway.

Vicki Lee, HS2 Ltd's Senior Project Manager said: "It's great to see the Fosse Way and Offchurch Greenway bridges open to the public within a few days of each other. These bridges may be relatively small, but they play a vital role in keeping communities connected and I'd like to thank everyone who worked so hard over the last few years to get them open to the public."

After crossing HS2, the Greenway currently crosses the B4455 at ground level before continuing towards Rugby. This crossing will also be replaced next year with a new bridge, to keep cyclists and walkers away from passing traffic.

John McNiffe, Project Director for Balfour Beatty VINCI, said: "The recent completion of the Fosse Way and Offchurch Greenway bridges is the latest example of how we're helping to deliver the HS2 project in Warwickshire. It's great news for the local community, who will benefit from increased connectivity in the area. We'd like to thank everyone for their continued patience and understanding as we continue to deliver this exciting construction programme."

A total of four major bridges has been completed in this part of Warwickshire in 2025, following the delivery of Welsh Road Underbridge, which was opened to traffic in February, and the A46 box structure, which completed in April.

There are more than 200 bridges on the HS2 project, ranging from foot and cycle bridges and wildlife-friendly 'green bridges', through to enormous viaducts like the Colne Valley – the longest railway bridge in the UK.

Once complete, HS2 will improve journeys between the UK's two largest cities while freeing up space on the existing West Coast Main Line for more freight and local services in places like Milton Keynes, Watford and the West Midlands.

CONFERENCE REPORT: THE WAY AHEAD

The theme 2026 Britpave industry conference was ambitious. It aimed to show the way ahead for the National Roads programme, in particular RIS3, how embracing digitalisation offers opportunities for greater efficiencies and the explained the potential of next generation concrete surfaces.

The conference began with a presentation from Dr Nick Knorr, Head of National Concrete Roads Programme, National Highways on the progress of RIS2 and plans for RIS3 and beyond. He highlighted how there are approximately 1100 lane kilometres of concrete roads in the Strategic Roads Network many of which were constructed in the 1960s and 1970s are now beyond their original design lives and load visits. The goal of the concrete roads programme is to deliver a strategic programme of renewal that includes both reconstruction and performance life extension. Here, RIS2 has seen investment of £450million that has resulted in 110km of concrete road reconstruction and 410km of concrete road life extension. Fundamental to the progress future programmes has been the development and application of new data tools which have resulted in improved asset intelligence that is critical to planning and budget decisions. In particular these include:

- Establishment of a national database of legacy concrete roads assets,
- Development of advance deterioration curves for better prediction of future road condition,
- Improved understanding of concrete removal methodologies ,
- Improved understand of the use of new materials,
- Focus on reducing carbon through material recycling.

All of the above will be carried forward to RIS3 which Knorr pointed out is expected to have significant increased funding. RIS3 is expected to include the completion of the M27 reconstruction, 5 new large reconstruction schemes and 16 localised repair schemes. It will also take account that by 2026 DBFO concrete roads will start to be handed back the National Highways.

Knorr concluded that in-depth asset intelligence is critical for the delivery of national concrete roads programme.

In-depth asset intelligence is critical for the delivery of the national concrete road programme

The importance of both material data and asset intelligence was a theme that ran through the conference. Such data is also necessary for calculating the whole life costs of concrete pavements explained Joe Quirke, Head of Material Engineering, VolkerFitzpatrick, in the second presentation. Quirke outlined how with public finances under scrutiny, striving for value for money is essential. This means ensuring that constructing quality assets benefits the public purse by offering long life and low maintenance benefits purse. Concrete pavements provide both and have a demonstrable performance over the past 40,50 even 60 years. They use local materials thereby benefiting both the wider and local economy, creating local employment and avoiding reliance on imported bitumen. At the end of life, they are 100% recyclable and if properly managed the arisings can be re-used into another concrete pavement.

Building upon previous work around whole life costs Quirke demonstrated that concrete roads offer a 60 year whole life cost that is 30% cheaper than fully flexible pavements and results in far less carbon emissions. He cited as an example the A449 constructed with CRCP with low noise surfacing. A 2022 survey of the road found that after 26 years there was no sign for required intervention, no resurfacing was needed and the noise intensity was comparable to thin surface course systems. This compares with a fully flexible road surface that would need resurfacing after 12 years in Lane 1 and after 14 years in Lane 2 with full reconstruction at 20 years. Over 60 years the cost of required interventions for the concrete road would be £7.5m. For the fully flexible road the whole life cost over 60 years would be £19m. There is a similar disparity for carbon emission which over 60 years

There has to be a more efficient way

Concrete pavement construction is undergoing a digital transformation

would amount to 4714 CO_2t for the concrete road and 11,400 CO_2t for the fully flexible. Quirke ended with concluding that based on these whole costs, concrete roads offer a value for money and low carbon solution that should be promoted not reduced.

The following three presentations examined how concrete pavement construction is undergoing a digital transformation that is reshaping the way that projects are planned, executed and managed. Digital tools and technologies are being developed to enable better understanding of concrete pavement condition, and to provide modern alternatives to the testing monitoring of both fresh and mature concrete. The aim is to increase efficiency, improve knowledge and understanding, reduce costs, improve sustainability and above all deliver better value to clients.

Kieran Kelly, Technical Principal, Mott MacDonald presented on the work undertaken by Mott MacDonald for National Highways as part of the first Concrete Roads Framework to develop a machine learning tool that provided a more comprehensive understanding of concrete road condition and digitised how concrete maintenance schemes were delivered. Originally developed and used on legacy concrete roads in the eastern region, the tool has been successfully rolled out nationally.

The tool identifies concrete pavement defects from survey imagery and digitises the site delivery process. It fills in the knowledge gap of concrete road condition and provides an 'end-to-end' process from visual road surveys for defect identification to developed designs that have geospatial and GIS referencing and then from site application with data managed and extracted on a central portal to full post-monitoring of the network. Kelly outlined the benefits of the tool which include:

- Traffic-speed driven surveys,
- Georeferenced repair designs,
- Digitalised interface and more accurate site data,
- Detailed and more accurate outputs,
- Better monitoring of the road network
- Efficiency savings ranging from £10k to £100k per scheme.

Kelly concluded that these benefits prove that the way ahead is machine learning tools and digitalisation.

The theme of better and more accurate monitoring was continued by the next speaker, Sarmed Jassim, PhD Researcher at Nottingham University School of Civil Engineering. Jassim explained how concrete maturity monitoring is increasingly recognised as being best practice within UK specifications for assuring both construction quality and sustainability. Although the traditional reliance upon cube testing under BS EN 12390 and manual thermocouple temperature measurement provides proof of early age strength, such methods are labour-intensive, prone to delays, and carry risks of procedural error. Recent UK-based research shows that calibrated digital maturity sensors can predict compressive strength within ±10% of laboratory cube results, consistent with tolerance bands found under comparable specification regimes. Trials among Tier-1 contractors have confirmed that when properly calibrated, sensor-based maturity systems meet design strength requirements, reduce reliance on destructive cube testing, and permit faster, reliable decision-making on formwork removal and other critical operations, supported by questionnaire feedback and study data.

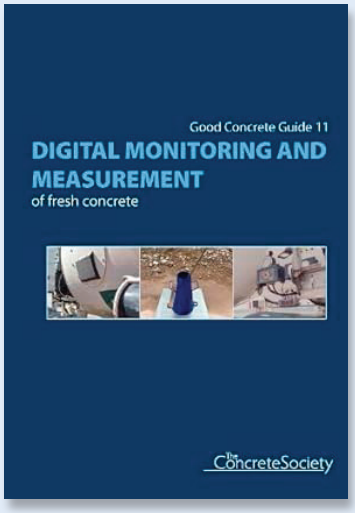
Jassim provided an overview of the potential of the digital tool, the Maturix smart concrete monitoring system. Developed by combining controlled laboratory calibration with real-world trials and qualitative stakeholder insights digitalisation offers up to 35% savings in programme times and up to 60% savings in carbon emissions due to reduced cube testing and transportation. However, he admitted that there are challenges to be addressed. These include initial resistance to new digital methodologies and the lack of a British Standard for maturity

monitoring. However, he is optimistic that evidence-based knowledge, standardisation and client-buy in will forward the use of mature sensor technology.

Steve Phipps, Head of Materials Engineering for Balfour Beatty Vinci on HS2 Area North, continued the digital them with a presentation on the digital monitoring and measurement (DMM) of fresh concrete. Digital monitoring systems provide the real-time measurement and recording of fresh concrete properties such as temperature, air content and consistence. These calibrated, digital systems may also be capable of adjusting concrete properties such as the addition of water or admixture to correct consistence. The adoption of DMM can provide improved traceability to drive forward quality, productivity and associated cost reductions. Reduction in plant/person interface adds safety benefits and reduced wastage and efficient use of resources brings sustainability and cost benefits. Used extensively in the US, DMM for fresh concrete is limited to a limited number of cement producers and Britpave members.

The Infrastructure Industry Innovation Partnership, I3P, has identified that the best route to accelerating the adoption of this technology was to develop an industry-wide guidance document with the support and endorsement of all major stakeholders. Its technical working group has worked with the Concrete Society to produce the Good Concrete Guide 11 which focuses on the digital monitoring and measurement of fresh concrete properties. Including sections on management, operation, training, competence, verification and acceptance, the guide was launched early 2025. Phipps explained how DMM of fresh concrete has been validated by full scale site trials that resulted in its being adopted by Balfour Beatty Vinci on HS2 Area North where a range of benefits were realised. These include:

- Safety – no manual handling,
- Sustainability – reduced waste,
- Productivity – improved pour rate,
- Quality – full traceability,
- Cost – reduced delays due to rejected cement loads.



DMM can provide improved traceability to drive quality improve productivity improvements and reduce cost.

Next Generation Concrete Surface was trialled on the A30

Digital monitoring and measurement offer the potential to streamline and modernise the construction industry, meet new regulatory and sustainability pressures and reduce costs. However, despite this, the implementation of digitalisation is uneven with many construction firms still relying on manual processes and traditional workflows. Key challenges include high implementation costs, lack of stakeholder demand and a skills gap. The presentations given at the Britpave Conference underlined that these are challenges that should be addressed and the industry should be encouraged to embrace the progress and potential of digitalisation.

Potential was a key message in the next presentation given jointly by Jamie Town, Director NRP, Tarmac, and Luke Edwards, Project Manager National Highways Concrete Roads Programme, National Highways. They discussed the potential of Next Generation Concrete Surfacing (NGCS) to improve surface texture, reduce tyre pavement noise and extend the service life of concrete roads. Combining precision grinding and grooving methods NGCS offers a solution that satisfies the both performance and community requirements. Town and Edwards drew upon the experiences and results of the use of NGCS on a trail carried out on a 1.5km eastbound section of the A30 near Penzance in Cornwall. This trial involved a single-pass process where grooves are meticulously introduced into the existing concrete pavement, while a grinding process enhances the surface texture. The combination of these methods is designed to decrease the contact area between vehicle tyres and the road surface, consequently reducing noise. The grooves further contribute to sound absorption. The trial achieved a noise reduction between 3 – 7dB. Furthermore, the technique is expected to extend the operational lifespan of the road to between 10 to 15 years before requiring further intervention, promising significant cost savings over the lifecycle of the road.

Town and Edwards emphasised trial process including the designer's responsibility in researching available options, preparing specifications, and aligning technical requirements with project objectives. From there, attention shifted to the contractor's role in translating design into practice, with emphasis on equipment selection, construction methodology, and quality assurance throughout the process. The presentation provided an understanding of both the technical steps involved and the broader advantages of NGCS. Moving forward, National Highways and Tarmac intend to collaborate on future trials that could pave the way for broader adoption of this noise reduction technique across similar roads nationwide.

Summing up the Conference, Al McDermid, the new Chair of Britpave, thanked the presenters for their informed and insightful presentations that showed the way ahead for concrete pavements.

To request copies of the conference presentations contact the Britpave office, email: **info@britpave.org.uk**

From left to right: Joe Quirke, outgoing Britpave Chair, Sophie Kinnaird, runner-up; Harrison Nurse, winner; Sebastian Wayles, runner-up; Steve Phipps, Britpave Deputy Chair

AWARDS PRESENTATION

The inaugural Britpave John Ferguson Civil Engineering Graduate and Apprentice Awards were presented at the 2026 industry conference. The Awards are designed to recognise and reward the next generation of civil engineers. During his long career, John, a founder member of Britpave, was passionate about forwarding and mentoring civil engineering graduates and apprentices. He was committed to helping others to develop their skills, experience and expertise.

The Awards cover both graduates and apprentices covering the annual period of July 1st to the following July 1st. They are designed to recognise and reward outstanding graduates and trainees who demonstrate those top characteristics that will allow them to thrive. These include: curiosity; creativity; ability to problem-solve; being a team player; good interpersonal skills; attention to detail.

Steve Phipps, Britpave Deputy Chair, said: "It was a privilege to present the first of what we hope will be many John Ferguson awards highlighting the achievements of those at early career stage within the industry. Having been part of the judging panel fulfilled by Britpave Council members, the quality of submissions made this a tough job in determining the eventual prize winners. However, the top three really stood out for all judges with the winner and runners up only separated by a narrow margin, with other highly commended entries evidencing the quality of the competition.

My congratulations to Harrison Nurse, an apprentice materials technician with VolkerFitzpatrick, for being a very worthy winner. Harrison's initiative in contributing to closing out an external audit finding and his commitment and ability to work under pressure across a range of projects was recognised as very impressive for someone with only two years' experience in the industry.

I was also delighted to present the runners up prizes to Sophie Kinnaird, assistant materials engineer, and to Seb Wayles, materials engineer, both of Balfour Beatty.

Sophie's commitment to extracurricular activities such as being a STEM ambassador and part of a junior leadership team while contributing to trials with low carbon materials and now leading first of a kind trials developing suitable bound mixtures under the rigour of new nuclear regulation is very impressive.

Seb's commitment to extracurricular activities was also recognised. As well as his contribution to implementing digital solutions for materials control, his management of R&D programmes and working with academic research partners and fellow Britpave members contributed to recent Britpave best practice publications on soil stabilisation control."

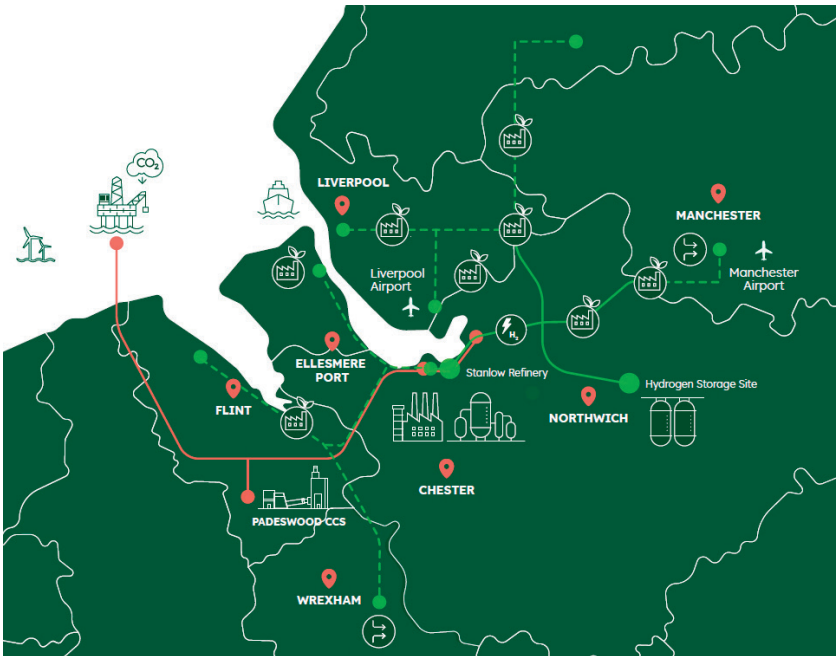
HEIDELBERG GO-AHEAD FOR LANDMARK CARBON CAPTURE FACILITY

Britpave member Heidelberg Materials UK has announced the go-ahead for a landmark carbon capture project at Padeswood cement works, in Flintshire. It is believed to be the world's first fully decarbonised cement plant.

The Padeswood Carbon Capture Storage (CCS) facility will capture around 800,000 tonnes of CO_2 each year – almost all the emissions from the site's existing cement kiln – and will produce evoZero, the world's first net zero cement. As CCS technology does not change the chemical composition and performance of cement, evoZero offers the full cement portfolio, from conventional highest strength CEM-I to CEM-III. As a result, evoZero can be used for all kinds of applications.

Padeswood CCS will produce the net-zero cement by capturing almost all the CO_2 emissions from the kiln and the combined heat and power (CHP) plant. The emissions captured from the kiln include CO_2 from biomass fuels, mainly from domestic food, wood and paper wastes that cannot be economically recycled. By capturing these emissions, the plant has the potential to become a carbon sink: This is made possible by using a high proportion of biogenic alternative fuels in the cement production process, made up of plant-based materials that have absorbed CO_2 during their lifecycle. If the associated carbon emissions are then captured and stored, this reduces the total amount of CO_2 in the atmosphere.

The captured CO_2 will be compressed and transported via underground pipeline for permanent storage under the seabed in Liverpool Bay, as part of the HyNet North West carbon capture cluster.



Production is expected to begin in 2029. The Padeswood project is one of the first two "anchor" CCS projects to join the HyNet North West network, alongside a waste-to-energy facility at Protos in Ellesmere Port. Together, the two schemes will capture 1.2 million tonnes of CO_2 a year and support 500 skilled jobs, with 2,800 more across the wider HyNet cluster.

Heidelberg Materials already operates a carbon capture plant at its site in Brevik, Norway, which opened earlier this year. There, around 50% of CO_2 emissions are captured under the Norwegian government's Longship programme.

Heidelberg's announcement follows the completion of a funding agreement with the UK Government on which Michael Shanks, Energy Minister in the UK Department for Energy Security and Net Zero, said: "Our clean energy mission means good jobs, regional growth, and investment for local communities. This trailblazing project in a cement plant showcases the North Wales workforce on the global stage – leading the charge in the clean industries of the future and powering Britain's reindustrialisation through this UK-first venture." The funding decision aligns with the UK Government's ambitions to reduce CO_2 emissions and deliver economic growth through construction.

Dr Dominik von Achten, Chairman of the Managing Board of Heidelberg Materials, said: "This milestone comes just a few months after the launch of our Brevik CCS facility. It demonstrates the momentum behind our Net Zero agenda. At Padeswood, we have an invaluable advantage: We're building on the knowledge and learnings developed at Brevik by working closely with the teams behind its success – sharing best practices with our UK colleagues, whose expertise and enthusiasm will drive the project forward."

Dr Katharina Beumelburg, Chief Sustainability and New Technologies Officer of Heidelberg Materials: "Padeswood CCS represents a transformative leap for the entire hard-to-abate sector, both from a technological and a sustainability perspective. With evoZero from Padeswood, we will enable ambitious sustainable construction projects with measurable and verifiable CO_2 reductions – driving real change and shaping the future of our built environment."

Heidelberg was a valued exhibitor at the 2025 Britpave Industry Conference. For more on evozero, see: **www.evozero.com**

WHAT WAS ONCE WASTE IS NOW A RESOURCE

The Phoenix rises from what remains - a powerful symbol of renewal. At Blue Phoenix, it's more than a myth. It reflects what the company does every day: giving new life to what others leave behind.

When realising the potential of waste something powerful happens: resources are reborn. Every day, Blue Phoenix recovers value from materials others discard: from incinerator bottom ash to construction and demolition waste, contaminated soil, tar-containing asphalt and more. The company transforms these complex streams into renewed resources for construction and infrastructure; partnering with clients, plant operators, contractors, regulators and the wider society to create a truly circular economy. Working together towards our mission of nothing wasted, every resource reborn.

In the UK, Blue Phoenix offers a wide variety of aggregates for different applications. Incinerator Bottom Ash Aggregate (IBAA) is an extremely cost-effective material when compared to primary aggregates and is regularly and routinely tested to ensure that Blue Phoenix UK products meet the necessary requirements outlined with the SHW (Specification for Highway Works) and relevant European standards (EN 13242, 13285, 13043 and 12620).

Blue Phoenix has developed EPD's (Environmental Product Declarations) highlighting the lower carbon benefits when choosing IBAA over primary all recycled alternatives. IBAA can be used in many different applications, ranging from the construction platforms for building commercial/ industrial units to road/pavement construction. IBAA can also be used as a constituent in Hydraulically Bound Mixtures (HBM) such as CBGM and SBM. In addition to a lower Co2e per tonne, IBAA has a lower density than Limestone and Granite which adds additional carbon savings when projects choose IBAA. These benefits are recorded in each of our case studies, which summarise the reduction in tonnage required to supply that contract when compared to 100% primary alternative.

Supplying IBAA as a sustainable alternative to primary aggregates has played a key role in a range of infrastructure and construction projects across the UK. Our materials have been used in major highway upgrades like the M25 widening, strategic logistics infrastructure, local authority road schemes, cycling paths and footpaths, and in development projects for the surface area of car parks, schools, and housing. In the UK alone, close to 1000 projects have been supplied IBAA from Blue Phoenix in 2025 so far. These projects demonstrate the versatility of IBAA in applications including road sub-bases and industrial platforms. Across all cases, Blue Phoenix's involvement has led to reduced carbon emissions, fewer vehicle movements, and significant cost savings — highlighting the growing role of circular economy practices in the UK's built environment.

Operating on four continents, Blue Phoenix teams are on a daily mission to shift the world's mindset from seeing waste as a problem to recognising it as potential. Through smart sorting, recycling and recovery, the company gives materials new life - with safety as our core value and guiding principle.

Blue Phoenix was a valued exhibitor at the 2025 Britpave Industry Conference. For more company info, see: **www.blue-phoenix.com**

COUNCILS EMBRACE H-EVA

Britpave member CemBlend shared the latest updates about Hoffmann Green's H-EVA at the Britpave 2025 conference, including successful projects with Stabilised Pavements Limited (SPL), the specialist company for in-situ road recycling.

H-EVA, an Alkali Activated Cementitious Material (AACM), contains Activated Calcined Clay and zero cement. It has a verified EPD rating of 272kgCO_2e. CemBlend has been partnering with SPL since 2023, when it supplied H-EVA for the recycling of Eau Brink Road in Wiggenhall, near Kings Lynn. Since then, the trials carried out with H-EVA have given numerous councils the confidence to use and spec the product as a more mainstream material. CemBlend provides technical information to clients and contractors, fully supporting the approval process, including trials and CBR testing. Post project, CemBlend provides support for any quality checks that are conducted.

This year, CemBlend supplied 80 tonnes of H-EVA for SPL's road regen recycling project at Long Drove, Southery, as a replacement for CEM II A/L to bind the road together. Crucially, operational equipment in all these projects was unchanged, with H-EVA used as a direct like-for-like substitute which performs the same on site as the replaced CEM II. The project saw a massively reduced embodied CO_2 figure of 272 kg per tonne. In conjunction with SPL's road recycling, it meant a CO_2 reduction of up to 82%.

While using H-EVA in place of Cem II ensures a significantly reduced carbon footprint for projects, CemBlend also manages logistics to lower impact further, using both UK stock and French deliveries, based on project needs. Small volumes were supplied from UK stock; large volumes sourced directly from Hoffmann's pioneering production facility near Bournezeau. This was a decision driven by factors including project location, volume, and carbon emission reduction.

The successful partnership with SPL continues. March saw the largest use to date of H-EVA in a UK project, when Cambridgeshire CC and contractor M Group commissioned SPL to deliver an in-situ recycling project, which saved an estimated 324 tonnes of carbon compared to alternative methods.

Keegan Bademhorst, CemBlend's Technical Sales Manager, said: "H-EVA is an innovative product that has moved through numerous projects to now be accepted fully as a direct substitute for CEM II. Operators such as SPL like it because it offers the same characteristics and performance as cement and requires no operational changes whatsoever on site.

"Councils trust in the product. They know that it works, have seen it in action and seen the results, including the significant benefits it brings in lowering CO_2 emissions.

"At CemBlend we're evangelical about the properties of H-EVA – will attend events with partners like SPL, to provide presentations that explain the benefits of H-EVA as a material, illustrate how successful it has been and show why councils keep coming back to it as a replacement for cement."

CemBlend is the sole licensee and supplier of H-EVA and other Hoffmann Green products in the UK and Ireland, including 0% clinker H-UKR cement, H-IONA cement, which is manufactured using industrial by-products such as steelworks slag, and H-P2A, an innovative geopolymer cement for use in mortar adhesives.

CemBlend was a valued exhibitor at the 2025 Britpave Industry Conference. For more company info, see: **www.cemblend.co.uk**

PLANING SUCCESS

TARMAC
A CRH COMPANY

Part of Tarmac, National Road Planing (NRP) is the UK's leading road planing contractor. Combining 30 years' industry experience with one of the largest and most technologically advanced fleets, the company has the expertise and resources to meet the widest range of project requirements and material supply demands. NRP offer specialist solutions such as fine milling of existing surfaces to restore micro and macro texture, and surface mining to extract minerals from existing installations such as airfields and surface preparation for flooring and bridge decks.

The company carries out planing contracts throughout the UK, ranging in size from a one-day hire to long-term maintenance contracts and partners with many customers including Highways Agency MAC contracts, annual resurfacing tenders and runway and airfield works.

An example of their work is the work carried out to remove jointed concrete slabs on the A11 connecting Norwich to Thetford. This was a challenging project as the slabs were reinforced with 20mm steel reinforcement bar running both longitudinally in the direction of the road and transversely across the carriageway. Furthermore, planing out 320mm of this concrete road would also generate huge quantities of waste material from the site which would need to be responsibly managed.

Challenge accepted. The NRP team has been able to plane out around 240 metres of the old concrete road per day. So far around 26,000 tonnes of material have been removed from the southbound carriageway. Careful project planning and material processing has enabled this material to be processed and re-used to build the base of the new road. This circular approach to materials recycling will replace thousands of tonnes of primary materials that would have been needed along with the associated carbon emissions needed to manufacture and transport them.

A further example of NRP's planing success is the A30 project presented at the Britpave industry conference, see the conference report page 12.

National Road Planing/Tarmac was a valued exhibitor at the 2025 Britpave Industry Conference. For more company info, see: **www.nationalroadplaning.co.uk** or **www.tarmac.com**

RUNWAY SUCCESS

Britpave member, Lagan Aviation & Infrastructure Ltd, has on behalf of the Defence Infrastructure Organisation (DIO) and Royal Air Force (RAF), undertaken the airfield refurbishment 01 – 19 runway of RAF Valley in Anglesey.

The project includes the refurbishment of the Aircraft Operating Surface (AOS) by removing all pavement layers and replacing them with a new surface and replacing the Aeronautical Ground Lighting (AGL) systems with new LED technology to significantly reduce energy consumption and the carbon footprint.

Peter Shaw, project manager at DIO, major programmes and projects (MPP), said: "The appointed contractor, Lagan Aviation and Infrastructure Ltd, quickly formed strong relationships with the station stakeholders and engaged with the local community via engagement events, and ensured where possible that materials, labour, and equipment were sourced from the island. John McKeaney, project director at Lagan Aviation and Infrastructure Ltd, said: "The strong collaborative working and planning between the DIO, TSP, RAF staff stationed at RAF Valley and Lagan Aviation and Infrastructure Ltd enabled us to take possession of the secondary runway on time and handing it back to RAF Valley in line with the project programme."

GRAPHENE POTENTIAL

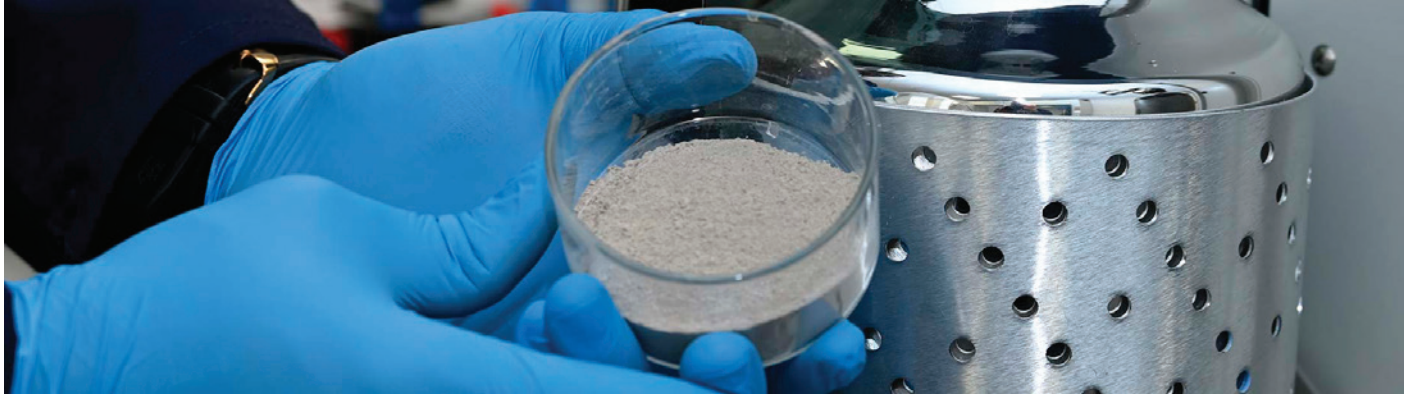
Britpave member Cemex UK is part of collaboration between the Graphene Engineering Innovation Centre (GEIC) at the University of Manchester, Galliford Try, Sika that has seen s novel concrete formulation successfully laid at a Northumbrian Water site.

The project culminated in the successful pour of 15m³ of graphene and micronised lime-enhanced concrete at a Northumbrian Water wastewater treatment facility. This mix achieved up to 49% reduction in CO_2 emissions per cubic metre compared to traditional CEM I concrete, while maintaining comparable compressive strength performance.

The lower-carbon concrete, known as CoMLaG (Combining Micronised Limestone and Graphene), was developed and trialled at the GEIC and Cemex's National Technical Centre. The mix uses a ternary cement blend, replacing a portion of the high-carbon clinker with GGBS and micronised limestone. To counter the strength losses typically associated with clinker reduction, a graphene-based addition formulated at GEIC was introduced to enhance strength development.

Following extensive lab trials, the project team scaled production through a batch plant in the North East of England using site-available aggregates and raw materials. The successful site application demonstrated the real-world viability of the mix and laid the foundation for future optimisation and deployment. The next phase of work will focus on optimising the mix, improving admixture compatibility, and validating performance across a wider range of aggregates to support commercial rollout.

The performance of graphene and micronized limestone is being trialled



A trial of ready-mix concrete using recycled concrete fines has been carried out

A 'FINE' PROJECT

Britpave members Mott Macdonald and Holcim UK have carried out the first successful UK trial of ready-mix concrete using recycled concrete fines - that have been sourced and processed entirely from UK construction and demolition waste – as part of the cement content.

Funded by Innovate UK, the project was a collaboration including the Materials Processing Institute, Mineral Products Association, Mott Macdonald and Holcim UK.

Since 2010, the UK has consistently produced between 50 and 70 million tonnes of non-hazardous construction and demolition (C&D) waste each year. That is over 25% of the country's total waste across all economic activities. According to MPA and Defra, more than 90% of this is recovered, mostly through coarse aggregate recycling. But that is only part of the picture. Current recovery statistics focus on coarse aggregates, while cement fines – an essential part of concrete – are excluded from national reporting. This means that a large volume of valuable material is going untracked.

Concrete is made up of aggregates, cement, and water, with the cementitious portion typically accounting for over 20% of its total weight. Given concrete's dominance in C&D waste, it is estimated that at least 10 million tonnes of fine cementitious waste are generated annually in the UK. This material represents a major untapped resource. For comparison, UK usage of slag and fly ash is around 3 million tonnes per year. So, there is a real potential to partially replace these traditional materials with recycled fines and so boost resource efficiency across the supply chain.

With the data being generated, the project is now working towards a revision of BS 8500 to include recycled concrete fines as an alternative to limestone, leading to cement types that are covered by EN 197-6. The cement used in the trial is the equivalent of CEM II/A-F to EN 197-6 (which is also currently being commercially manufactured in Europe).

Using RCF as Portland cement substitute is not considered by the UK concrete standards partly due to its low reactivity. However, there are ways to improve RFC reactivity. Improved reactivity is anticipated to enable about 50% Portland cement substitution, a level comparable to what is typically achieved with slag. Revising BS 8500 will remove barriers to the wider adoption of RCF in the UK market. As a result, this project will enhance UK supply chains by providing alternatives to slag and fly ash for the concrete industry, addressing waste management and circularity challenges in the concrete industry. The construction industry has shown interest in using RCF as soon as BS 8500 permits.

It is also hoped that the methodologies developed and used in this project will provide a development template which can be applied to examine any other potential substitute materials for Portland cement.

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PORTS EXPANSION

Ports both for the sea and for the air are investing in expansion plans. Below is a round-up of new significant proposed projects:

Port of East Anglia

The Peel Ports Group is to spend a further £10 million on upgrading the Port of East Anglia – formerly Great Yarmouth Port – bringing its investment to over £70 million. The new funds will be used to redevelop the Northern Terminal with 240 metres of quay, construction of a new pontoon for offshore wind crew transfer vessels and upgrades to utilities ad shore infrastructure.

A further £10m is to spent on upgrading the Port of East Anglia

Ports of Immingham and Grimsby

Associated British Ports (ABP) has submitted plans for the development of land at its Stallingborough Interchange site to provide high quality automotive open storage space to new and existing customers of the Ports of Immingham and Grimsby. The port operator completed the purchase of the freehold of the 227.5-acre site in December last year signalling a commitment to its new property strategy. The plans include external storage and distribution of goods and products (Class B8) associated with port-related import-export activities; together with up to 12,000 square metres floor space of associated buildings, landscaping (including land for biodiversity net gain), infrastructure, ground mounted solar PVs and other associated works.

London Gateway

Construction began earlier this year on a £1 billion expansion of London Gateway as part of DP World's plan for what will become the UK's largest container port. The expansion includes the addition of two all-electric berths, each measuring 400m, and a new rail terminal. It is projected to take four years and will enable the port to accommodate six of the world's largest container ships, a functionality bolstered by the installation of Europe's tallest quay cranes. This development is part of the Thames Freeport initiative, which seeks to boost economic activity in the area.

Port of Tilbury

Plans have been submitted to expand the Port of Tilbury by 100 acres (40ha) in Essex. Construction work on the north bank of the Thames estuary could begin in 2026, with owner Forth Ports hoping it would be operational by 2030. The Tilbury3 (TS) project will focus on brownfield land that once housed a power station. The area of land that could be developed is equivalent in size to 70 football pitches. Planning proposals suggested it could accommodate warehouses, container handling infrastructure and vehicles.

Port of Southampton

A non-statutory public consultation for plans to expand the Port of Southampton by creating Solent Gateway 2 closed in October 2025. The plans are for a new automative terminal on reclaimed land between Marchwood and Hythe and include a new road for port traffic and a new jetty. A formal public consultation will take place next year.

In addition..

Expansion in capacity at container ports around the country is generating new work opportunities. As part of what is a huge £1 billion expansion planned at London Gateway Port in Essex, work on a £50 million container storage yard on the port's Berth 6 is due to start. Gobion Construction has been appointed as the main contractor on the scheme. It follows the recent start of work on a separate £72 million storage yard at London Gateway's Berth 5, where McLaughlin & Harvey is the main contractor. Construction on facilities to handle the busy cruise ship sector is also generating new contract opportunities. In Belfast Harbour, work is underway on a new £100 million facility for the berthing of cruise ships and for handling cargo during the cruise 'off-season'. Detailed plans have recently been submitted for a £150 million scheme at Falmouth Docks in Cornwall involving new wharf structures, an area for floating wind power activities, and the redevelopment of the existing dock

infrastructure. The harbour will also be dredged to accommodate larger cruise ships.

Heathrow Airport

A third runway at Heathrow is one step closer to take-off after the Transport Secretary launched in October the promised review of the Airports National Policy Statement (ANPS), which will provide the framework within which any future expansion will be considered. The reviewed draft ANPS will be published for consultation by summer 2026. It will include considering 4 key tests that any proposed scheme for Heathrow expansion will have to meet, including on climate change, noise, air quality and contributing to economic growth across the country. The review will ensure planning applications to build a third runway progress fast enough for a final planning decision to be made within this Parliament.

A third runway at Heathrow is a step closer

Gatwick Airport

Plans for a second runway at London Gatwick Airport, as the government looks for economic growth opportunities, received government approval in September. The £2.2 billion project involves moving the current Northern Runway 12 metres to bring it into regular use, as well as other developments, including extending the size of terminals. Gatwick currently handles about 280,000 flights a year. It says the plan would allow that number to rise to around 389,000 by the late 2030s.

Bristol and Birmingham Airports

Infrastructure investor Macquarie has reached financial close on the acquisition of stakes in Bristol and Birmingham Airport. The Macquarie Group has operated in Britain for more than 35 years and has invested and arranged more than £60bn in UK infrastructure since 1999.

Last year, Macquarie announced its intentions to invest a further £20bn in the UK. The deal sees the Australian asset manager acquire a 55 per cent stake in Bristol Airport and a 26.5 per cent stake in Birmingham Airport from Canada's Ontario Teachers' Pension Plan (OTPP). Bristol Airport serves over 10 million passengers a year and operates routes to more than 115 destinations, contributing around £2bn to the South West and South Wales economies each year. Birmingham Airport is the UK's seventh-largest airport, handling approximately 14 million passengers a year and supporting an estimated 30,900 jobs in the region. It is home to around 35 carriers and serves around 140 direct international routes across 41 countries. Birmingham plans to spend £300 million on improvements over the next 4 years.

Newcastle Airport

Newcastle Airport is set to undergo a £60 million expansion, which will eventually see it nearly double its annual passenger numbers. Improvements outlined in its Masterplan 2040 include the construction of a three-floor extension to its terminal building, 20 more aircraft stands, and an extended runway that can accommodate more airlines.

Cargo growth at East Midlands

East Midlands Airport has recorded an 11.4% year-on-year increase in cargo volumes following the launch of its cargo development plans in May. Between May and October, almost 240,000 tonnes of goods passed through the airport – around 25,000 tonnes more than the same period last year. The growth follows plans announced in May to accommodate a forecast 54% rise in demand over the next 20 years – taking annual volumes from around 400,000 tonnes to 583,000 tonnes by 2043.

Four plots of land close to the runway, covering 50 hectares, have been earmarked for development to support the cargo expansion. Since the launch of the plans, six new cargo airlines have begun operating from East Midlands: Central Airlines, Atlas Air, Ethiopian Cargo, Saudia Cargo, Etihad Cargo and SF Express, with a seventh expected soon.Other changes include Swissport and FedEx moving into larger facilities, additional aircraft stands being created, and One Air relocating operations from Heathrow to East Midlands, where it has launched charter services and expanded its fleet.

Adam Andrews, Commercial Director, said: "This isn't just growth — it's transformation. This incredible momentum highlights the airport's growing global reputation and strategic importance in international logistics. These positive moves support our ambitious plans for the largest dedicated air cargo development scheme in the UK."

MEMBERS' NEWS

EXTRUDAKERB JOINS BRITPAVE

Extrudakerb Ltd has joined Britpave, the infrastructure industry association. Founded in the early 1970s, Extrudakerb (Maltby Engineering) Limited are a company that specialise in the design and construction of slipform concrete safety barrier, concrete drainage systems and extruded kerbing products. The company operates nationally and is recognised as being an innovator and leading supplier of slipformed concrete products.

Extrudakerb Managing Director James Charlesworth said: "We are delighted to become a member of Britpave and are looking forward to working with the association to champion robust concrete solutions that provide a better and safer driving experience on UK highways."

Their membership is welcomed by Al McDermid, Britpave Chair, who said: "We warmly welcome the membership of Extrudakerb to Britpave. They join a membership of like-minded companies committed to forwarding sustainable and innovative infrastructure solutions that deliver long-term performance with minimum maintenance."

NEW HIGHWAYS MD AT BALFOUR BEATTY

Britpave member, Balfour Beatty, has welcomed Joanna Vezay as the new managing director for its UK highways division. Ms Vezay has over 25 years' experience in both the construction and civil engineering sectors having spent the past 14 years with Laing O'Rourke. The latest move will see her return to Balfour Beatty having first joined the company as a graduate.

COSTAIN NEW ROAD SECTOR DIRECTOR

Costain, the infrastructure solutions company, has announced the appointment of Andy Denman as road sector director. With more than 25 years' experience leading highways and construction businesses, Andy joins Costain from Amey, where he was the highways sector director working closely with National Highways, Transport Scotland and local authorities across the UK. Prior to this Andy was the operations lead for integrated delivery at Ringway Jacobs, as well as working for Skanska and Atkins.

BRITPAVE MEMBERS

As the focal point for in situ concrete and cementitious infrastructure solutions, Britpave offers its members a recognised industry voice, market sector development and beneficial industry networking opportunities. Britpave members include clients, consultants and engineers, contractors, material and plant suppliers and academia.

AECOM Ltd - www.aecom.com

Atkins Ltd - www.atkinsglobal.com

Balfour Beatty Ltd - www.balfourbeatty.com

Blue Phoenix Ltd - www.bluephoenixgroup.com

Buxton Lime – www.buxtonlime.com

MPA Lime - www.mpalime.org

Cemblend Ltd – www.cemblend.co.uk

CEMEX UK - www.cemex.co.uk

Combined Soil Stabilisation Ltd - www.combinedssl.co.uk

Costain Ltd - www.costain.com

Extrudakerb - www.extrudakerb.com

Gomaco International Ltd - www.gomaco.com

Heidelberg Materials UK Ltd - www.heidelberg.co.uk

Holchim – www.holchim.com

Integrated Solutions Contracting Ltd – www.iscontracting.co.uk

Jacobs - www.jacobs.com

Lagan Aviation and Infrastructure - www.laganaviation.com

Morgan Sindall Construction and Infrastructure Ltd - www.morgansindall.com

Mott MacDonald – www.mottmac.com

Norder Design Associates Ltd - www.norder.co.uk

On Grade Ltd - www.ongradeltd.co.uk

PJ Davidson (UK) Ltd - www.pjd.uk.net

Power Better Soil Solutions – www.powerbetter.biz

RJT Excavations Ltd - www.rjtexcavations.co.uk

Roadgrip Ltd - www.roadgrip.co.uk

SGE - www.sgeworks.co.uk

Smith Construction (Heckington) Ltd - www.smithsportscivils.co.uk

Tarmac Ltd - www.tarmac.com

VolkerFitzpatrick Ltd - www.volkerfitzpatrick.co.uk

Wedgewood Groundworks - www.wedgewoodgroundworks.co.uk