

BRITPAVE NEWS

ISSUE 31 - AUTUMN 2015

Significant
infrastructure
growth predicted

Britpave industry
seminar report

Proposals for National
Infrastructure
Commission welcomed

New Smart
Motorway guidance

Britpave at
Highways UK

Smooth operation by
Extrudakerb

Triple win for Lagan

Task Group update



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EDITOR'S NOTE

Innovative Infrastructure

The establishment of the National Infrastructure Commission suggests that, at long last, the government has recognised the need for long-term investment in our national infrastructure. The Commission aims to help deliver major national infrastructure projects and it comes against a background of predicted growth in public and private investment.

The industry must now prove that it can deliver. This it did at the recent Britpave industry seminar which highlighted a number of Britpave initiatives and Britpave member innovative solutions. Delegates learnt of new guidance for smart motorway construction that underlines why concrete is the best long-term solution, a solution which according to research presented at the event could repair itself, and why early contractor involvement is essential for solutions that are cost efficient, sustainable and innovative. The adoption of this approach is essential if the infrastructure rhetoric is to be translated into successful projects.

Britpave, as the industry focus for infrastructure, proposes to play an important part in enabling industry networking, forwarding and showcasing solutions, and developing industry guidance and standards. This will give its members the tools to deliver the infrastructure that the 21st century modern Britain requires.

The Britpave Chairman, together with Council, has always played an important part in forwarding that objective and I would like, on behalf of all members, to take this opportunity to thank James Charlesworth, Extradakerb, for his time and hard work in directing and ensuring that Britpave is in its current strong position. James has now stepped down and again on behalf of all our members I would like to welcome our new Chairman, Joe Quirke of VolkerFitzpatrick. Joe is fully committed to forward our momentum in assisting our members to develop and forward innovative infrastructure.

Steve Elliott

Britpave General Manager

Britpave, the British In-situ Cementitious Paving Association, promotes the better and greater use of concrete and insitu cementitious infrastructure solutions. Its members include major contractors, specialist equipment and material suppliers, consulting engineers and interested trade associations. Together, they provide a single voice for the insitu concrete paving industry.

Britpave News is published regularly by Britpave with the aim of keeping members up to date on Association matters, industry developments and member company news and views. Please help keep us in the picture on all of this by sending us any relevant information that you feel may be of interest to the membership.

Disclaimer: All articles are published in good faith. Britpave will not be held responsible for any errors, misinformation and opinions in articles submitted for this newsletter.

➤ PROPOSALS FOR NATIONAL INFRASTRUCTURE COMMISSION WELCOMED

Proposals from chancellor George Osborne at the recent Conservative Party Conference to establish an independent National Infrastructure Commission headed by Labour transport secretary Lord Adonis have been welcomed by Britpave.

The Commission is designed to help 'shake Britain out of its inertia' and help deliver major schemes including new railways, runways, power stations and homes, Mr Osborne said. Lord Adonis, who was a key adviser to Tony Blair, has resigned the Labour whip and will sit as a cross-bench peer for the role, in a move that has been described as both a political coup for the chancellor and one designed to take the politics out of the commission.

Its remit will be to consider future infrastructure of national significance, not existing government infrastructure commitments or regulatory price controls. Airport expansion will also be outside of its scope for the time being as the Airports Commission has already examined the issue.

The idea for an independent national infrastructure commission was suggested by Labour in opposition under Ed Miliband, following a report commissioned by the party from Sir John Armitt, former chair of the Olympic Delivery Authority. Mr Osborne's Commission is expected to be modelled on the independent fiscal watchdog, the Office for Budget Responsibility - set up in legislation by the coalition government.



It will be tasked with providing government with a five-year review - setting out plans for project priorities covering the next 30 years - likely to be published soon after the start of each parliament. An initial report from the Commission is due before the Budget 2016.

The Commission will start work immediately with an initial focus on improving connectivity between Northern cities including high speed rail (HS3), 'large-scale investment in London's public transport infrastructure' and the UK's energy infrastructure needs of the future.

The news is welcomed as recognition of the need for infrastructure to be strategically planned for the long term and not be subject to the short five-year termism of central government.

➤ NEW BRITPAVE CHAIRMAN

James Charlesworth has stepped down as Britpave Chairman. He has been replaced by Joe Quirke of VolkerFitzpatrick. James played a pivotal role in overseeing the trade association successfully split from the commercial activities of the Britpave concrete step barrier. This has enabled the trade association to focus on its core objective of forwarding the interests of its wide membership.

Commenting on his Chairmanship, James said: "I have enjoyed my role as Chairman and feel confident that Britpave has a firm foundation to meet the challenges of future and to continue to grow as a proactive trade association."

Of his new appointment Joe Quirke said: "I would like to take this opportunity on behalf of all Britpave members to thank James for his work as Chairman and unfailing support for Britpave. James has ensured a very strong and secure foundation for Britpave. It is one on which Britpave can continue to grow and prosper and I look forward to developing further the provision of technical information and industry networking for which Britpave is well regarded."

➤ INFRASTRUCTURE GROWTH PREDICTED

UK transport infrastructure investment is projected to increase at an average annual rate of about 5% between 2014 and 2025, according to analysis by PwC with the bulk of spending in rail and airports.

The analysis of transport infrastructure spending to 2025 is based on research by Oxford Economics and estimates the scale of current transport infrastructure investment and assesses the prospects for future investment from now to 2025. The 2014 investment of £14.11bn is predicted to increase to £23.86bn. Rail infrastructure and airports investment will almost double by 2025, with growth rates of over 6% per annum respectively.

Investment in sea ports is predicted to grow by 1.83% on average per year over the forecast period (compared with

5.8% growth in sea port investment worldwide), while road network investments are expected to slow down to an annual growth rate of 0.17%. PwC and Oxford Economics predict that road spending in 2025 will be £3.21bn only slightly up on the £3.15bn of 2014. But for rail, including stations and terminals, investment is expected to rise to £15.49bn from £8.09bn. While airport spending increases from £2.54bn to £4.76bn. Sea ports stays virtually flat at £0.4bn on 2025 from £0.33bn in 2014.

“Transport infrastructure investment growth in the UK will likely be moderate in the near future, given the already well-developed transport network as well as continuing fiscal constraints and a high demand for more social infrastructure, especially in healthcare,” said UK capital projects and infrastructure leader at PwC Neil Broadhead. “However, rail investment in the UK is forecast to have strong growth. There is growing opinion in favour of public transport in the UK and high-speed networks are expected to undergo further development. Our forecasts present a positive picture of a growing market for transport infrastructure”.

➤ NEW GUIDANCE FOR SMART MOTORWAY CONSTRUCTION

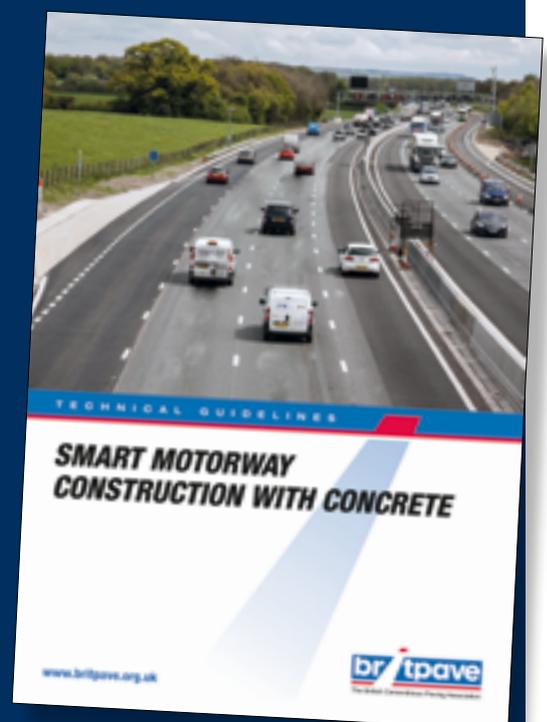
Britpave has published new guidance on using concrete pavements for Smart motorway construction. The new guidance, ‘Smart motorway construction with concrete’ examines a full range of situations likely to arise on the motorway network when widening or upgrading existing pavements.

The latest smart motorway contracts announcement will add up to 300 miles of extra lane capacity to existing motorways by turning the hard shoulder into a traffic lane. There is concern that the hard shoulder lanes may not have the adequate strength to cope with heavy goods vehicles. On a typical UK motorway 77% of all HGV traffic uses the inside lane. This means that with a smart motorway the hard shoulder will be under intense pressure that it may have not been designed and constructed for. The result could premature failure and ongoing maintenance and repair.

The solution is to design and construct the hard shoulder as a concrete pavement specifically to cope with the concentration of HGV traffic. This provides the necessary strength and long-term performance. Concrete has up to 4 times the strength and stiffness of asphalt and has no rutting susceptibility. Roads where the main structure is concrete are designed to last for a minimum of 40 years without major maintenance thus ensuring less disruption and more reliable journeys.

The acceleration of smart motorway contracts has focused attention on the benefits of using concrete for the construction of motorway pavements. The new guidance from Britpave aims to assist clients, designers and contractors to realise those benefits.

‘Smart motorway construction with concrete’ is available as a download from the Britpave website, www.britpave.org.uk, £10 for non- members, free for Britpave members.





➤ BRITPAVE AT HIGHWAYS UK

Britpave and its members will be at the new Highways UK event in force. The event, which takes place on 25/26 November at London's ExCeL, sets out to bring together the people responsible for planning, developing, managing and maintaining the UK's road network. It includes a major services and solutions-led exhibition combined with a high-level conference together with expert industry briefings and standing keynotes. Other than the conference, all elements of the event – including keynotes, industry briefings and the exhibition – are free to attend.



Britpave will be exhibiting at Stand J32 and will be hosting and presenting one of the hour-long industry briefing session, entitled 'Debunking the Myths of Concrete Paving, during the afternoon of day one. The afternoon also includes conference modules on asset management and maintenance; and skills, capacity and resources. Britpave members can benefit from a 20% saving on both conference places and exhibition and sponsorship opportunities.

Britpave Chairman Joe Quirke is a member of the Highways UK advisory board, co-chaired by former government minister Steve Norris and former Highways Agency deputy chief executive Derek Turner. Of the event Quirke said: "With the increasing spend on the UK road network it is essential that all parts of the industry come together to enable delivery. Highways UK facilitates this coming together and Britpave is pleased to be involved with this year's event."

The conference programme, a who's who of the highways sector, includes Jim O'Sullivan, chief executive, Highways England; Haydn Mursell, chief executive Kier Group; Dana Skelley, director of asset management, surface transport,

TfL; David Quarmby, former chair RAC Foundation and head of RJRF's Major Roads for the Future study; Mike Bell, global connected car director, Jaguar Land Rover.

The first day looks the new relationship between Highways England, its stakeholders and how the industry gears up to deliver the government's hugely ambitious investment programme. The second day focuses on intelligent mobility, looking in particular at the converging relationship between hard infrastructure, vehicles and communications.

The event's biggest selling point though is probably the level of support it is receiving from Highways England, which sees Highways UK as an important stakeholder engagement activity. It will be there in force – including its executive board and operations team leaders and is fielding senior speakers throughout the conference programme. It is also running "soundbite" presentations and networking receptions from its stand, creating plenty of opportunities to meet its key individuals.

You will find full details at www.highways-uk.com. Use the code **HUKBRIT20** to secure your 20% saving on conference bookings. And to benefit from preferential rates on the exhibition and sponsorship opportunities please call Jon Irwin on **07748 150004** or email jon.irwin@highways-uk.com





› INNOVATION AND INFRASTRUCTURE EXAMINED AT BRITPAVE INDUSTRY SEMINAR

Increased investment in infrastructure has rightfully become major political and economic issue. Against this background, the 2015 Britpave Industry Seminar examined: 'Infrastructure Solutions – providing the solutions to meet the challenges of delivering a 21st century infrastructure'.

The need for the infrastructure sector to be able to deliver the government's infrastructure plan was forwarded by the first speaker, Peter Campbell, Senior Policy Manager at the Association of Consultancy and Engineering. Peter explained how we are entering a new phase of the infrastructure delivery process, with the government feeling that it has now delivered much that the sector had been pushing the previous coalition for. Plans and pipelines are published, funding is on a longer-term footing, and planning reforms enacted. Now, so the government reckons, focus must turn to delivery. However, there is much more to it than "stand and deliver". Issues remain that industry must continue to pressure government to address such as the delivery of funding, speeding up the planning process and the impact of devolution of powers to the regions. The industry must continue to lobby and work with government if the proposed infrastructure pipeline is to be delivered.

According to the second speaker, Tim Chapman, Director at Arup, the industry must be ready to innovate if it is to deliver.

There is a range of issues that make infrastructure innovation essential. These include the demand from clients of 'more for less', development of new technology, impact of climate change, population growth and the need for increase infrastructure resilience. Chapman explained that if these issues are to be successfully addressed then we cannot simply do more of the same. He called for clients to develop a culture of innovation that includes the removal of barriers within the procurement process and a driving out of blame culture. If the UK is to have the infrastructure that it needs then innovation should be encouraged, adversity to change and new ideas must be challenged and the civil engineering industry be allowed and enabled to develop and deliver new solutions.



The focus of the seminar then changed from the abstract of what needs to be done to examples of what Britpave members are doing to deliver infrastructure solutions.

Steve Dunn, Director at Geofirma, presentation, 'The art and science of soil stabilisation: Ensuring a cost effective and best practice start to your project', explained the mechanisms and benefits of soil stabilisation which involves the use of binders for the on site in situ treatment of poor or contaminated soil. Working through the design and construction process, Steve demonstrated the benefits of soil stabilisation achieved on the Project Harrier DIRFT. The soil of the 250,000m² site had alluvial deposits overlying Lias clays. It required onsite treatment for the pad foundations of a single storey warehouse, service yards and provision of a reinforced soil rail embankment that was treated with lime and GGBS. The success of the project underlines how in situ soil stabilisation is revolutionising site preparation of building and civil engineering projects. It is quicker and cheaper to stabilise existing soil with binders such as lime and cement to create pavement and ground slab foundations than the traditional method of dig-and-dump.

The benefits of concrete for civil engineering projects was expounded by John Donegan, Consultant and Chair of the Britpave Roads Task Group. He forwarded the benefits of long-term performance, minimal maintenance, noise reduction and impressive whole life cost and provided an introduction to the new updated Britpave technical guidance document on concrete pavements in Smart Motorways focusing on dispelling some of the myths surrounding concrete pavements and pointing towards the key positives and benefits. A full explanation of the new guidance is provided on page 4 of Britpave News.

The possibilities for concrete infrastructure innovation were highlighted by Oliver Teall, Civil Engineer at Costain. His presentation covered the first major trial of self-healing concrete in the UK is being undertaken at a site in the South Wales Valleys. Costain and researchers from Bath, Cambridge and Cardiff universities are piloting three separate concrete-healing technologies for the first time in real-world settings. The pioneering trials are taking place on construction sites on the Heads of the Valleys road improvement scheme in South Wales – the A465. Eventually the researchers hope to incorporate them into a single system that could be used to automatically repair concrete in the built environment. The first technique uses shape-shifting material, known as shape-memory polymers to repair large cracks in concrete. When these are heated with a small current they transform into a different shape to close or reduce cracks. The second technique involves the pumping of organic and inorganic healing agents through a network of tunnels in the concrete to help repair damage. The third technique involves the embedding of tiny capsules or lightweight aggregates containing both bacteria and healing agents into the concrete. These capsules will release the agents or bacteria, the nutrients of which will

enable the production of calcium carbonate which will help repair the concrete cracks. With over £40bn a year spent on the repair and maintenance of structures the potential this approach is huge.

Delivering infrastructure success also involves successful material sourcing, shipping, logistics management and working with local communities. Steve Lagan, Director of International Operations, Lagan Construction, forwarded the lessons learnt from the runway resurfacing and terminal building refurbishment at St Marys airport on the Isles of Scilly. The project had many challenges not least of which was the importation of aggregates from France and heavy plant and accommodation units from Northern Ireland compounded by the fact there was no port for plant transportation. The solution was to use landing craft and learn to work with local tides and weather conditions. The impact of a major civil engineering project upon a small community saw Lagan only working with night possessions, minimising the impact on tourism, the establishment of a 24 hour hotline and ongoing programme of meetings and presentations for information. In addition, Lagan modified machinery, such as changing reversing signals to minimise noise. As Turner explained the challenges of a challenging project are a lot easier if you have the local community on your side.



A further factor to be considered is close working with the client explained John Cox, Managing Director of Rail for VolkerFitzpatrick who recommended that contractors get in early during a project in order to encourage innovation. For the client, innovation is driven by the need for ongoing improvements in quality, cost, efficiency and performance. Citing the VolkerFitzpatrick with the CP5 collaboration with Anglia, he also explained how timescales and prompt delivery are key issues for rail clients. Clients have made their requirements known, now the contractor must deliver the cost efficient, high performance solutions demanded. A tall order, but Cox believes that with the increased recognition of the need for infrastructure investment comes the opportunity for the innovative contractor to step forward.

The seminar was well received with several delegates commenting on the informative programme of presentations.

➤ REHABILITATION OF BLOCK 813 AT LONDON, HEATHROW AIRPORT 2015

Heathrow Airport Ltd have recently taken possession of the reconstructed Block 813 (Runway 27L entry / hold) taxiway as part of an ongoing airside pavement maintenance programme. The works, constructed by HAL Delivery Integrator Morgan Sindall, commenced in May 2015 and were handed over to HAL for full aircraft operations in September 2015.



Previously constructed in flexible pavement, the runway hold positions required continual maintenance arising from heavy aircraft standing wheel loadings which together with the effects of jet efflux, lead to ongoing issues with rutting of the pavement surface.

The design solution, developed by Atkins Ltd, entailed the reconstruction of approximately 2,850 sq. m of the hold taxiway in 500mm thick Pavement Quality Concrete, in 6.0m square bays, on 150mm thick Dry Lean Concrete base. The Pavement Quality Concrete was specified with a flexural strength of 6.0N/mm² to a standard design mix developed by HAL over recent years to meet the demands of heavy aircraft loadings.

Ancillary works included the provision of new centreline airfield ground lighting together with both CAT I and CAT II/ III hold bars, all fitted with LED luminaires. Existing electrical pits were re-used wherever possible with all new ductwork to the AGL installed within the Dry Lean Concrete so as not to compromise the strength of the main PQC load bearing layer.

The project also included a 40m length of new heavy duty slot drain (F900) along the edge of the pavement to remove surface water and numerous service diversions and protection measures.

Completed within budget and programme the works recorded zero service strikes and no Health and Safety incidents.

➤ TRIPLE WIN FOR LAGAN CONSTRUCTION INTERNATIONAL

Lagan Construction International, part of Lagan Construction Group, have been appointed to undertake works at three separate military bases worldwide. Lagan Construction International secured two contracts with DIO (Defence Infrastructure Organisation) in both Gibraltar and Cyprus, with combined construction work valued at an estimated £31 million. The third contract awarded is with the US Naval Facilities Engineering Command (NAVFAC) for the runway repairs at the Naval Air Station Whiting Field in Milton, Florida with works valued in excess of \$14 million.



Work on the RAF Gibraltar base details a repair and upgrade of the current runway surface as well as an upgrade of the airfield ground lighting with the project due to be finished by January 2016. The airfield upgrades completed by Lagan Construction International will provide a 20 year design life in compliance with the requirements of the Military Aviation Authority. To complete the resurfacing work, plant and equipment owned by Lagan Construction International will be shipped in from the UK along with aggregates from the UK. The second contract at the RAF Akrotiri base in Cyprus sees a joint venture with Lagan Construction International and Iacovou Brothers, one of the island's leading construction companies. The project is set to include the refurbishment of the airfield operating surfaces and associated airfield ground lighting in line with Military Aviation Authority requirements, with work to be completed by January 2017. The project at NAS Whiting Field will consist of reconstruction and rehabilitation of runways on the South Airfield which will take approximately one year to complete. Lagan Construction International will produce and place over 100,000 US tons of hot-mix asphalt (HMA) by installing and operating their in-house portable batch plant on-site. South Field at NAS Whiting Field serves as the Navy's initial helicopter training site for the U.S. Navy, U.S. Marine Corps and U.S. Coast Guard.



'Extrudakerb delivered savings on programme and cost'

SMOOTH OPERATOR

EXTRUDAKERB

Extrudakerb has recently completed its £9.1 million contract on the 6.5km two-lane Leigh to Ellenbrook Guided Busway (LEGB) in Greater Manchester ahead of schedule.

Working in partnership with Balfour Beatty on the Transport for Greater Manchester project, Extrudakerb's use of state-of-the-art slipforming equipment and a precision grinding machine for a smooth finish to the continuous monolithic busway will ensure that passengers will enjoy the most comfortable journey of any UK busway. Using Leica Geosystem's sonic 3D alignment control system, Extrudakerb has achieved +/-3mm horizontal and +0/-5mm vertical alignment precision.

This success is thanks to the impressive output of the Extrudakerb team who paved 11,000m³ PQ concrete at a rate of 32m³ per hour and a grinding operation delivering the precise finish at 200m per shift.

"Extrudakerb delivered savings on programme and cost", commented James Charlesworth, Extrudakerb director. "The

slipformed busway is a monolithic continuously reinforced construction which resists likely long-term residual settlement and/or movement. This means that the LEGB maintenance-free with a 50-year life."



He continued: "The benefits of slipform are not just economic. The true achievement is the smoothness of the passengers' ride thanks to the lack of joints. Previous busways constructed from precast concrete blocks do not meet the exacting tolerances that have been achieved on this project because they feature frequent transverse joints and can, over time settle out-of-line. The slipform and grinding combination ensures the greater tolerances necessary for a smooth train-like ride."

NEW RAIL SKILLS ACADEMY

VolkerFitzpatrick, who were named by Network Rail as the contractor for the Anglia region, have launched the Anglia Rail Skills Academy. The Construction Industry Training Board has awarded it National Skills Academy for Construction status.

The Academy will deliver a high profile employment and skills programme throughout Anglia and parts of North and East London. This will include the employment of up to 30 apprentices and 60 work placements across various sites. The programme also provides opportunities for current staff to improve their skills and knowledge supported by National Vocational Qualification (NVQs) accreditation.

Andy Gardner, VolkerFitzpatrick's project director said: "There is a skills shortage in the UK rail industry. With the continued investment in railway infrastructure projects, bringing new people with the appropriate skills into the industry has never been more important."

The Anglia Skills Academy is the latest training initiative launched by VolkerFitzpatrick and follows successful

academy set-ups for their Intercity Express train depots in Swansea Maliphant, Bristol Stoke Gifford, North Pole and Doncaster Carr.



SOFTWARE SOLUTIONS TO PROJECT MANAGEMENT



Easybuild provides a suite of specialist application software for the construction, infrastructure and housebuilding industries. The modules provide all the functionality required to bridge the gap between office and site, enabling businesses to thrive in a very highly competitive sector where margins are typically very tight.



Originally developed exclusively for the Durkan Group, Easybuild construction industry accounting and project management software is being adopted by construction companies who are looking for complete transparency for cost and financial management of their construction projects. It helps you manage and control a substantial construction project by allowing complete and instant access to its progress - take real time snapshots of how profitable the project is with full analysis of cost, revenue, liabilities and surveyor adjustments.

Easybuild's enterprise resource planning system was designed after intense and extensive research into the most diverse range of businesses within the industry - a unique insight underpinning the design and build of the most user friendly, and cost-efficient software solution available. Easybuild's underlying platform, Oracle, ensures full flexibility and ability to develop and grow and there are also no restrictions of the number of system users.

Specifically designed to meet the needs of your organisation, with its intuitive interface, modular structure and scalability, Easybuild is the complete solution for any construction project. If you would like to discuss or see how Easybuild can help your business tel: **(0)1707 827 957** or visit: **www.easybuilduk.com**

➤ BRITPAVE ROAD TASK GROUP UPDATE

Following the completion of the 'Smart Motorway Construction with Concrete' guidance document, the focus of the Roads Task Group returns to dealing with updates to IAN 73 and the 800 and 1000 series of the Specification, which are being managed by working groups within the UKPLG.

Britpave is represented on the UKPLG by John Donegan and so has the options of sending representatives to WGs covering subjects of interest. The current position is as follows:

IAN 73 (HD25) - WG 6

Britpave is represented on this WG by John Donegan. The most recent meeting was on August 26 and the summary position and plan is attached. It is envisaged that the revised document will be a significant improvement on the current version.

SHW Series 1000 - WG 2

Following the completion of HD32 and HD38, this WG will be undertaking a review of Series 1000. Points and issues previously identified by the Task Group to be addressed include the core strength/cube strength relationship. It has been suggested that a section on RCC is included in the new version. Any other issues or problems should be raised through the Task Group for onward referral to WG2.

SHW Series 800 - WG 8

This is a new working group also to be chaired by Donald Burton and the detailed list of issues previously raised by this Task Group will be tabled at the WG. A meeting date has yet to be agreed.

➤ BRITPAVE RAIL TASK GROUP

Heather Coney, Arup, has agreed to be the new Chair for the Britpave Rail Task Group. There is significant market growth potential for both rail track and guided bus ways. Accordingly, the Task Group will be reviewing and updating the current Britpave slab track suite of marketing documents and examining the possibility of producing a new slab track design guide. It is also to review and update the well-regarded Guided Busway Construction Handbook.

➤ BRITPAVE AIRFIELDS TASK GROUP

Work continues updating the 2005 version of the PQ DIO 033 specification for airfields. As part of this the validation of flexural and compressive strength needs to be determined. An exercise to analyse a number of data sets to determine the relationships obtaining flexural strengths from beams and compressive strengths from cubes/cores is to be undertaken by Arup.

➤ BRITPAVE SOIL STABILISATION TASK GROUP



There seems to be no general consensus on the site use of FP3 masks over FP1/FP2. Some clients require FP3 others do not. Britpave Soil Stabilisation Task Group is to take the initiative and develop site guidelines. Another issue to be addressed is the growing problem of DIY clients who, prompted by the influx of tractor mixers/spreaders hire plant direct, orders binders direct. This has significant environmental and health and safety issues. The task group believes that there is a need to counter this with information/education on the added value/quality of using a best practice contractor. This should form of the proposed client best practice guidelines and also of editorial aimed at the construction media. Target of this material will be clients and main contractors.



BRITPAVE MEMBERS' NEWS

BALFOUR BEATTY/ CARILLION JV

A joint venture of Balfour Beatty and Carillion has been awarded a construction package on the £292m A14 Swavesey to Milton upgrade project in Cambridgeshire by Highways England. The 50:50 joint venture has been selected to widen a critical and complex 10 mile stretch of the existing A14. Works, which will take place in a live-traffic environment, will include the widening of existing road sections between Swavesey to Girton, including the Girton Junction with the M11 Motorway and the Cambridge Northern Bypass. The package is part of the wider £1.5bn scheme to improve the A14 between Cambridge and Huntingdon which is subject to statutory approval.

RPS GROUP

Leading environmental consultancy RPS has been appointed, along with its design partners Atkins and Arup, to provide environmental assessment and mitigation expertise for the Welsh Government's £750m project to develop the M4 Corridor around Newport. As part of the ECI (Early Contractor Involvement) project, RPS will provide input to the contractor joint venture of Costain, VINCI Construction Grands Projets and Taylor Woodrow. The proposals include 24km of new motorway and a 2.5 km long cable-stayed viaduct crossing of the River Usk, as well as major remodelling of M4 junctions 23 and 29. Scheme development work will up to an anticipated Public Local Inquiry in winter 2016/7. Upon successful completion of the statutory processes the second stage of the ECI work construction could start in spring 2018.

POWER PLANE LTD

Power Plane Ltd are the preferred contractor for accurate depth control which proved essential for work carried out on the QE11 Bridge on Dartford Crossing. The contract required the removal of 80mm of surfacing without touching the existing waterproofing. This was especially challenging due to the 'rutting' in the existing surface and with the client not wanting the expense of road closures whilst wanting a quick solution. Power Planes new W250i planers fitted with hydraulically powered offset laser levelling allowed the machines to use the same reference point for levels where there was no deformation.

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.

Allied Infrastructure Management Ltd - www.alliedinfrastructure.co.uk

Arup and Partners Ltd - www.arup.com

Atkins Ltd - www.atkinsglobal.com

Balfour Beatty Ltd - www.balfourbeatty.co.uk

Ballast Phoenix Ltd - www.ballastphoenix.xo.uk

BAM Contractors - www.bamcontractors.ie

Barr Quarries Ltd - www.barr.co.uk

Bardon Composites Pavements t/a Aggregate Ind - www.aggregate.com

Barton Plant Ltd - www.barton-plant.co.uk

Beach Soil Stabilisation - www.beachstabilisation.com

British Lime Association - www.britishlime.org

Carillion Group - www.carillionplc.com

CEMEX UK - www.cemex.co.uk

Colas Ltd - www.colas.co.uk

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

Complete Design Partnership Ltd - www.cdpbroms.co.uk

Costain Ltd - www.costain.com

Dublin Airport Authority plc - www.dublin-airport.com

Elkem Materials Ltd - www.concrete.elkem.com

Extrudakerb Ltd - www.extrudakerb.co.uk

Fixing Centre Ltd - www.fixingcentre@btconnect.com

Geofirma Soil Engineering Ltd - www.geofirma.co.uk

Gill Civil Engineering Ltd - www.gillgrouphouse.com

Gomaco International Ltd - www.gomaco.com

Halcrow Group Ltd - www.halcrow.com

Hanson UK Ltd - www.hanson.biz

Interserve Construction Ltd - www.interserveplc.co.uk

JP Donegan Consultant - www.jpdonegan.consult@gmail.com

Lafarge Tarmac Ltd - www.larfargetarmac.com

Lagan Construction Ltd - www.laganconstruction.com

Morgan Sindell plc - www.morganest.com

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

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

Power Plane Ltd - www.powerplane.co.uk

Pryor Stabilisation - www.pryor.co.uk

RJT Excavations Ltd - www.rjtexcavations.co.uk

RPS Group plc - www.rpsgroup.com

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

TR Stabilisation - www.trstabilisation.co.uk

TRL Ltd - www.trl.co.uk

Tyrolit Ltd - www.tyrolit.com

University of Nottingham - www.civeng.nottingham.ac.uk

UK Quality Ash Association (UKQAA) - www.ukqaa.org.uk

VolkerFitzpatrick Ltd - www.volkerfitzpatrick.co.uk

Wirtgen Ltd - www.wirtgen.co.uk