

BRITPAVE NEWS

ISSUE 36 - SPRING 2018

Government's
infrastructure approach
criticised

Transforming transport
in the North

Soil stabilisation R&D
workshop report

New HE road
design principles

Britpave members' news



**Soil
Stabilisation**
R&D Workshop Report

➤ IN THIS ISSUE:

Think tank criticises infrastructure approach	3
New Britpave website	
Transforming transport in the north	4
Costain and Tarmac win collaboration award	5
New record for Dublin Airport	
Soil stabilisation R&D workshop report	6
New Highway England road design principles	8
Slipformed initiatives	9
Slipformed success	
New urban bus report	10
Eupave news	
Heathrow expansion	11
Britpave members' news	
New Britpave member	12
Members' directory	

Front cover image photography credit:
Source?

➤ CHAIRMAN'S WELCOME

As the focal point for the cementitious infrastructure sector, Britpave has a key objective of developing best practice and technical guidance that forwards insitu concrete and cementitious solutions. Recent outputs include new soil stabilisation guidance, working with the DIO on updating their 033 specification, a joint Highways England/Britpave/MPA project to include roller compacted concrete in the Design Manual for Roads and Bridges and a new brochure highlighting the benefits of concrete guided busways plus updating the busway design handbook.

All this is set against a background where improving the UK infrastructure is of increasing importance for the socio-economic wellbeing of the country and where the performance and whole life benefits of concrete and cementitious solutions are being increasingly recognised.

For 2018 the programme of activity includes a R&D workshop on soil stabilisation binders – reported on in this issue – the development of a new concrete pavement engineering course, publication of a guide to concrete pavement solutions, technical guidance on the non-destructive testing of concrete pavements plus initiatives for the ports, rail and bus sectors. More initiatives are to be examined following dialogue with key industry clients and stakeholders

Britpave also aims to provide a network for industry collaboration and exchange of knowledge. As you can see from the different projects and company developments covered in this issue, Britpave members provide a wide and diverse mix of experience and expertise. A directory of members is to be found on the back cover of this issue. If you are a Britpave member reading this, many thanks for continued support that allows us to develop and implement our programme of initiatives. If you are not a member, get in touch to learn about the range of business benefits that membership offers.

Joe Quirke

Britpave Chairman and Engineering Manager, VolkerFitzpatrick

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.

➤ LEADING THINK TANK CRITICISES GOVERNMENT'S INFRASTRUCTURE APPROACH

A leading think tank, the Institute for Government, has criticised the UK's approach to infrastructure investment and delivery, stating it 'consistently makes poor decisions' and is short sighted.

The report 'How to transform infrastructure decision making in the UK' underlines that the UK is in a period of major political and economic change. Concerns about regional inequalities, productivity, an acute housing crisis in the country's most economically successful areas, Brexit and climate change all loom large. Delivering high-quality infrastructure in a timely and cost-effective way is crucial to responding to these major national challenges. But the UK consistently makes poor decisions about infrastructure.

Over the past year, the Institute for Government has explored how the UK can improve infrastructure policymaking in areas including transport, energy, flood defences, digital communication, waste and water. Pulling together the findings of its work, the report identifies how competing needs and perspectives can be balanced to improve three vital aspects of infrastructure policy: time, quality and cost.

Time

The Government does not have a long-term approach to infrastructure and often fails to make timely decisions on individual projects. To address this, the Government should:

- Strengthen the National Infrastructure Commission (NIC)
- Create a Commission for Public Engagement.

Quality

The quality of the UK's infrastructure is not as good as it could or should be. Government must pick better projects, both individually and collectively, as a portfolio.

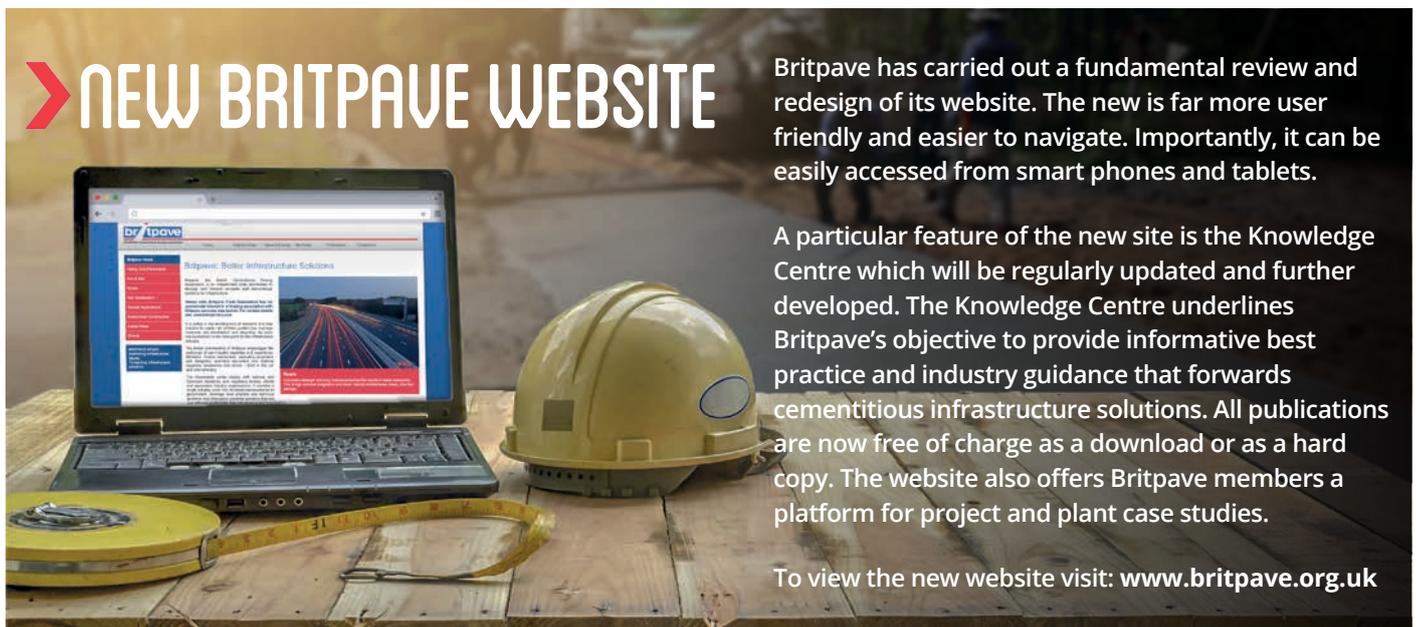
- The Government needs a cross-government infrastructure strategy
- The Government must improve cost benefit analysis
- Parliament must scrutinise infrastructure decisions made by the Government better.

Cost

The UK needs to invest more in economic infrastructure but this investment cannot come at any cost. Picking the most cost-effective options at every stage – from project selection to finance option – is critical.

- Individual departments must learn from past projects as this will help the Government to make better investments in the future
- The Government must improve its approach to accounting, appraisal and budgeting to increase the odds of picking the best finance options
- The Government needs to up its game in terms of private finance if it is to meet its objective of securing more private investment in infrastructure at a good price.

To download a copy of the report visit:
<http://bit.ly/2E6eHi3>

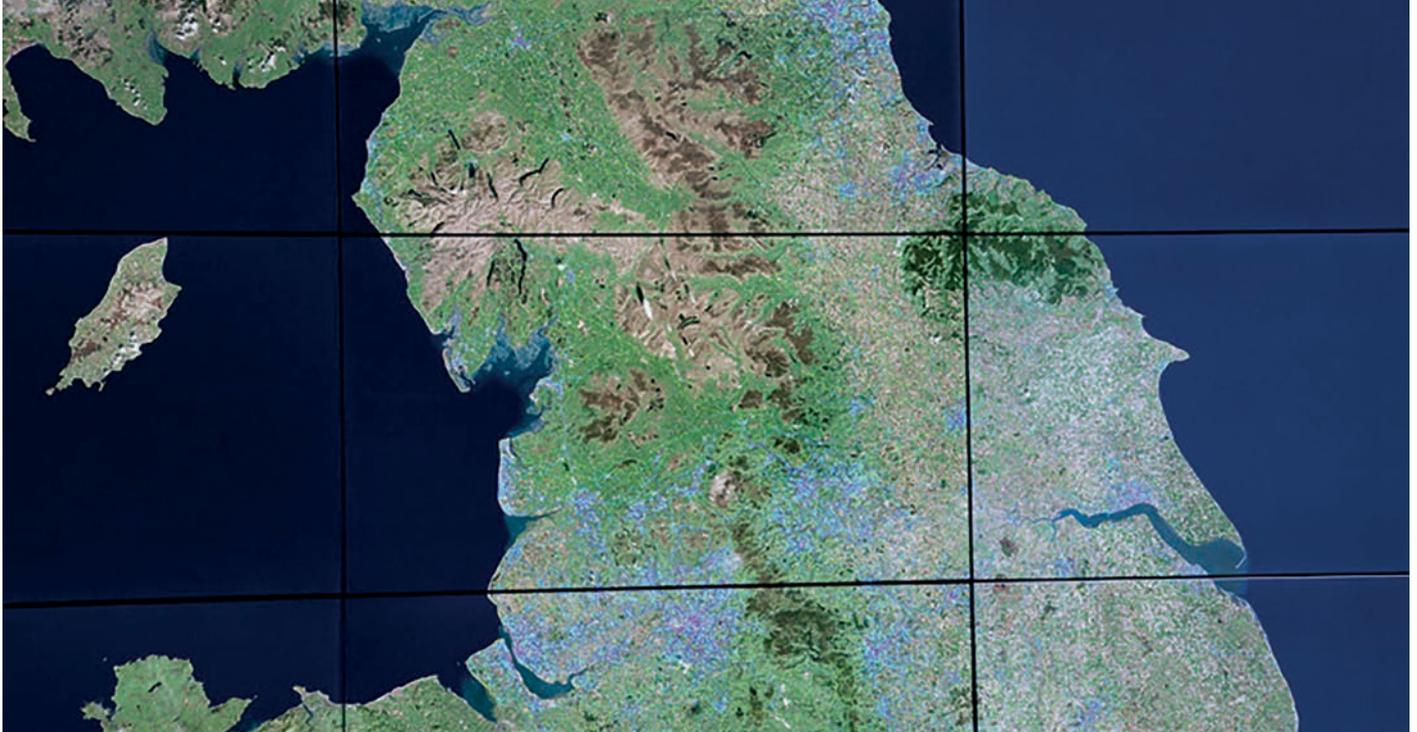


➤ NEW BRITPAVE WEBSITE

Britpave has carried out a fundamental review and redesign of its website. The new is far more user friendly and easier to navigate. Importantly, it can be easily accessed from smart phones and tablets.

A particular feature of the new site is the Knowledge Centre which will be regularly updated and further developed. The Knowledge Centre underlines Britpave's objective to provide informative best practice and industry guidance that forwards cementitious infrastructure solutions. All publications are now free of charge as a download or as a hard copy. The website also offers Britpave members a platform for project and plant case studies.

To view the new website visit: www.britpave.org.uk



➤ TRANSFORMING TRANSPORT IN THE NORTH

Sir John Armit, Chair of the National Infrastructure Commission, has welcomed Transport for the North's strategic plan including its renewed focus on prioritising Northern Powerhouse Rail, as an important step forward towards a transformed transport network across the North of England.

The plan proposes new road and rail links aimed at boosting the region's economy and unlocking new jobs, including a new line between Liverpool and the HS2 Manchester spur and a new link connecting Manchester and Leeds via Bradford.

Sir John Armit said: *"The Strategic Transport Plan for the North marks a major step forward in the development of a single shared vision to reduce journey times, increase capacity and improve reliability on the roads and railways linking the major cities of the North."*

He continued: *"In our 'High Speed North' report we called for a transformed rail network and major upgrades to the northern motorway network in order to super-charge the region's economic development, so we're pleased that the TfN has responded positively to these recommendations."*

It will be important now for the Government and TfN to work together and make rapid progress towards delivering the long-term transformation that the northern transport networks need, alongside taking short-term action to ensure passengers and commuters continue to see improvements in their regular journeys."

Copies of the 'The Strategic Transport Plan for the North' may be downloaded at: www.transportfornorth.com/stp/ Copies of the High Speed North report may be

downloaded at: www.nic.org.uk/publications/high-speed-north/

Meanwhile, a collection of northern mayors, MPs, and business leaders have come together calling for a major overhaul of the northern rail network to ensure the north of the country does not get left behind. A campaign launched by the Northern Powerhouse Partnership (NPP) is calling on the government to deliver Northern Powerhouse Rail at the same time as HS2 Phase 2B, which is expected to open in 2032/33.

Northern Powerhouse Partnership vice-chair Lord Jim O'Neill said: *"Getting Northern Powerhouse Rail delivered to the recommendations of Transport for the North is crucial for the success of the Northern Powerhouse. Without connecting as quickly and efficiently as possible the many closely-located towns and cities of the Northern Powerhouse, it will not be able to create the agglomeration benefits that would transform the economy of the UK, never mind just the north. Indeed, by doing it, the financial investment justification for central government would vastly exceed the usual cautious value for money criteria, and be one of the most exciting things for post Brexit Britain, notably for an area that has many disillusioned voters."*

Decision-makers in the north claim that thousands of new jobs and increased overseas investment could be just two of the benefits created by cutting journey times to cities and towns. To make this happen, the NPP is requesting a redesign for Manchester Piccadilly to create an underground station and a further NPR station in Liverpool, alongside HS2, which would help create 20,000 new jobs and generate £703m for the economy.

➤ COSTAIN AND TARMAC WIN COLLABORATION AWARD



Britpave members Costain and Tarmac have won a national award recognising the success of their long-term partnership in building best-practice collaboration across the supply chain. The companies scooped the Supply Chain award at the 2017 Institute for Collaborative Working Annual Collaboration Awards. It is the first time that this category has been won by companies in the construction sector. The judges singled out the tangible results that the partnership - which began in 2014 - has delivered in terms of environmental, cost and organisational benefits, along with the precedent it has set for collaboration in future cross-business working relationships and projects.

David Taylor, Group Commercial Director at Costain, said: *"This award is testament to the hard work that has gone into developing this successful partnership. It's a great achievement that we should rightly be proud of. Both businesses have board-level commitment to replicating our current successes on other joint project bids."* Jeremy Greenwood, MD of national commercial and construction solutions at Tarmac, added: *"We are delighted to receive this national recognition of the success of our partnership with Costain in terms of the benefits it brings for customers. Our new approach to collaboration has enabled us to set new benchmarks for sustainable highways construction on projects, while also delivering a cost savings of 11 per cent of total package value. We've also established new data capture process to help us learn and adapt our approach for further joint projects."*

Both companies initially began their partnership when they worked on the new Heysham to M6 link road. The project began in 2014, and their collaborative approach was subsequently formalised through the creation of a Global Collaborative Working Relationship. The partners have built on the successes of Heysham by taking learnings from the scheme to subsequent projects, including London Bridge station and the A160/A180 Port of Immingham, where significant cost and carbon savings were achieved through early engagement, innovation and detailed planning.

➤ DUBLIN AIRPORT SETS NEW PASSENGER RECORD

A record-breaking 29.6 million passengers travelled through Dublin Airport last year. The airport is operated by Britpave member Dublin Airport Authority plc.

A significant increase in long-haul traffic, and a robust performance from continental European routes, were the main elements of a 6% increase in passenger numbers in 2017, which was the seventh consecutive year of growth at Dublin Airport.

About 27.8 million passengers started or ended their journey at Dublin last year, while a further 1.8m passengers used Dublin Airport as a hub. Dublin Airport has flights to 191 destinations in 42 countries operated by 47 airlines and is now the 11th largest airport within the European Union.

Short-haul traffic increased by 4% to 25.3 million, while

long-haul passenger numbers increased by 19% to 4.3 million. Dublin Airport beat its previous passenger record, which was set in 2016, by almost 1.7 million.

Since 2011, annual passenger numbers at Dublin Airport have increased by 58% from 18.7 million to 29.6 million. The vast bulk of the growth has occurred in the past four years with passenger traffic increasing by 47% between 2014 and 2017.



SOIL STABILISATION BINDER WORKSHOP REPORT



The recent Britpave soil stabilisation binder R&D workshop successfully brought client, contractor and supplier together. It is the first of similar infrastructure sector-specific workshops planned.

Al McDermid, Chairman of the Britpave Soil Stabilisation Task Group, opened the workshop by underlining how the R&D workshop examining developments in soil stabilisation binders was an industry first. He explained that, in addition to developments in lime, cement and GGBS, there are developments in a whole range of new binder solutions that deserved to be examined.

Peter Seymour, R&D Consultant for Ecocem, began the workshop with an overview of recent laboratory and field-scale studies into the effectiveness of using ground granulated blast furnace slag (GGBS) as a binder for stabilising soils and immobilising their contaminants. GGBS is a cement substitute manufactured from a by-product of the iron-making industry that can be used to replace 70% of Portland cement thereby offering significant CO₂ reductions. Seymour explained that embodied CO₂ for GGBS is 62 kgCO₂ per tonne compared with 898 kgCO₂ per tonne for cement.

GGBS offers a range of significant benefits including strength performance, porosity and permeability, leaching performance. Seymour referenced a number of project case studies and laboratory tests that proved these benefits. For example, a report on the Hammerfest Port, Norway, project demonstrated that a mix of 67% GGBS and 33% cement has three times the sediment strength of 100% cement. Similarly, research undertaken by the Swedish Geotechnical Institute found that the 90-day sediment strength for Gothenburg Port was four to five times greater with 60% GGBS compared with 100%

cement. Research into the stabilised sediment at Dublin Port found significantly reduced porosity and permeability with GGBS treated sediment while a series of field tests and research all demonstrated the ability of GGBS treated soils to reduce the potential for leaching. Seymour concluded: *“From the tests and research, it is evident that GGBS is an extremely effective binder for both stabilising soils and re-engineering contaminated land.”*

Richard Kershaw, National Technical Manager at Cemex, focused on the use of alternative binders and the benefits of admixture technology in soil stabilisation and solidification. He firstly explained the ongoing developments of Cemex’s Isoviva, a liquid additive that when combined with cementitious materials can stabilise soils by increasing their mechanical properties. The treated soil can be trafficked within 48 hours and the surface course layer is reduced. Cemex is also forwarding the binder use of cement bypass dust (CBPD) or cement kiln dust (CKD). These are generated during the calcining process as a by-product of the manufacture of Portland cement. Looking towards the future, Kershaw said: *“Also being examined is the potential of ternary cement made from Portland clinkers and two other admixtures over binary cements. The development of separate grinding and mixing technology means that it is becoming easier to produce these so-called ‘market-oriented’ or ‘tailor-made’ cements. Nanotechnology also offers considerable potential. The mechanical behaviour of soil can be improved with the addition of nanoparticles, which once introduced into a soil reduces the interparticles spacing and nano-reinforce it. This results in a stronger and stiffer soil matrix”.*

Developments in hydraulic road binders was the focus of the next presentation given by Kimberly Robinson, Civil

Engineer with Lafarge Cement. These binders, such as the Lafarge Dorosol and Doroport ranges, are specifically engineered to adapt to different soil conditions and performance requirements and their use is set to increase as raw materials become scarce. Manufactured from GGBS and/or fly ash, lime and gypsum, hydraulic binders are specially formulated to meet the requirements of specific soils or performance levels. In addition, they also offer lower embodied carbon.

Robinson focused on an approach that is proven in Romania but is innovative for the UK: the use of blending stations that can manufacture different blends in varying volumes to suit specific compression strength requirements. The concept received much interest from the workshop attendees. However, Robinson explained: *"that if this innovation and the increase use of HRB's is to work in the UK then specifiers, contractors and producers must be ready to collaborate. In particular, contractors and producers should be ready to change, learn from other countries, and exchange knowledge."*

The next presentation, given by Maurizo Marchi, Team Leader Cement and Hydraulic Binders at Heidelberg Cement, also forwarded the benefits of hydraulic binders explaining how they transform poor quality wet mud into homogenous strong soil layers. Particular benefits for soil stabilisation include improved strengths and bearing capacity and improved performance in terms of optimal water content, decreased water permeability and better frost resistance. Plus hydraulic binders manufacture recycles by-products such as clinker and bypass dust. These benefits were underlined by a series of European project case studies where Heidelberg Cement hydraulic binders had been successfully used. These included the embankments for the Bretagne – Pays de la Loire railway in France and capping layers for the Struma motorway in Bulgaria, the Plovotiv – Pazardahik railway in Bulgaria and the A-44 Santa Fe – Las Gabias roadway in Spain. Further proof of the effectiveness of hydraulic binders was given by a youtube video of a laboratory test that showed the progress from liquid mud to solidified soil. This may be viewed at:

<https://www.youtube.com/watch?v=goQ4QSeIqJA>

Christophe Denayer, Senior Market Manager Construction Europe CARFIN S.A., Carmeuse Europe, forwarded the use of lime stabilisation with particular reference to high speed rail projects. A major issue for high speed railways is the potential for earthwork movement resulting from settlement during construction or residual settlement due to train operations. Added to this, there may be short and long-term movements due to elastic deformation and creep. Deformations may vary along the line of the route, with settlements under high embankments, localised hard spots under bridges and potential heave in cuttings. The use of lime binders to stabilise soft subgrade, weak clays or other marginal or excessively wet soils is a well-

established technique that provides high tensile strength, low permanent deformation (creep) and improved elastic stiffness. Denayer pointed to the successful use of lime soil stabilisation for the Italian and Belgium high speed rail networks and outlined the sampling and testing regimes undertaken.

The client view was provided by Mohammed Khan, Mass Haul Coordinator, and Nick Sartain, Head of Geotechnical Engineering, HS2. Khan outlined the considerable travel benefits of HS2 in terms of increased capacity and reduced journey times. Describing the new route as "the new backbone of Britain's rail network", he presented some impressive statistics included in the HS2 Phase 1 Environmental Statement as part of the new route. For Phase 1 alone there will be the provision 230km of railway, including 46km of tunnels and 74km of cuttings plus the excavation of 132mt of materials targeting 86% re-use on site. This compares with Crossrail total excavated material of 7.9mt. HS2 Phase 1 is due to open on 2026 to be followed by Phase 2a in 2027 and Phase 2b in 2033.

The earthworks challenges for the project will be considerable not least because of the operational requirements explained Nick Sartain. These will include running times of 05.00 hrs to 24.00hrs, up to 18 trains per hour and a 120 year performance life. The earthworks have stringent performance criteria in respect of heave and settlement, stiffness and dynamics, and there is an overriding objective to maximise the re-use of site won materials and minimise the production of waste sent to landfill. HS2 has to manage the requirement to increase rail capacity through the biggest civil engineering project the country has undertaken while minimising the impact of noise, visual impact, and waste materials. To deliver the solutions to this overall challenge plus to meet specific challenges of potential problems relating to stabilisation such as swelling, supply availability and assurance of quality of work Sartain called for "a collaborative approach to problem solving".

Al Mcdermid replied that the soil stabilisation sector is ready to meet the challenge and he proposed that the positive dialogue and exchange of ideas encouraged by the workshop should be continued via the establishment of a major projects soil stabilisation working group. This was agreed to by the workshop attendees. Summing up Al Mcdermid said: *"I believe this to be first time that a workshop of this nature has been provided in the UK and I would like to thank the presenters today for their insight into the potential for the UK market of the binder developments being forwarded throughout Europe. This has been useful in getting the client, producer and contractor together in room to openly discuss the way forward."*

For a set of the workshop powerpoint presentations, please contact the Britpave office, email: **info@britpave.org.uk**



The green bridge over the A556 in Cheshire is seamlessly integrated with the context and allows for wildlife to cross

➤ NEW HIGHWAY ENGLAND ROAD DESIGN PRINCIPLES

Highways England has renewed its focus on design with the launch of a set of design principles which will inform future road schemes. The company, responsible for delivering the Government's £15bn Road Investment Strategy, says that as well as connecting people and places, there should be consideration of improvements which are long lasting, sensitive to their surroundings, and enhance the quality of life. Highways England have also announced the launch of a new body, comprised of experts across the industry, to provide support to designers on major projects. Early reviews include the Lower Thames Crossing and the A303 Stonehenge improvements.

The ten principles of good road design follow the recommendations of the Highways England Strategic Design Panel. They include design that:

- makes roads safe and useful
- is inclusive
- makes roads understandable
- fits in context
- is restrained
- is environmentally sustainable
- is thorough
- is innovative
- is collaborative
- is long-lasting.

The ten new principles of good road design and vision will underpin the updated Design Manual for Roads and Bridges. The Design Manual for Roads and Bridges was first published in 1992 and is the standard for the design,

maintenance and operation of the strategic road network and is widely used for other roads in the UK and across the globe. The new manual will be rolled out in phases and is expected to be complete by March 2020.

The panel was set up to support the development of a culture where good design is at the heart of everything within Highways England and the wider road sector. This coincides with Highways England delivering the biggest programme of Government investment in a generation. The panel's focus is on strategic input rather than scheme specific details, targeting where its expertise, insight and guidance will have most positive impact and wider benefit such as standards, procurement and evaluation.

Examples of previous good design include the use of traditional dry stone to reinforce the A590's connection to the Cumbrian landscape. Other examples of good design include the A3 Hindhead tunnel bypass and the decommissioning of the old road and the inclusion of a 'green bridge' on the A556 in Cheshire.

Highways England's Chief Highways Engineer Mike Wilson said: *"We are delivering the biggest level of investment in England's strategic road network for a generation. We need to make sure that Highways England and the industry think in the right way when it comes to good design. The ten principles of good road design are to help us achieve that and will underpin our major improvements going forward."*

He continued: *"We want roads that not only connect the country and communities, but which achieve a higher quality of life; that are designed in a way that is sensitive to the surroundings; provide greater economic vitality and use resources in a more efficient and innovative way."*

SLIPFORMED INITIATIVES

The provision of slipform solutions offers considerable construction efficiency and performance benefits. In order to forward to potential market for slipform, the Britpave Rail and Bus Task Group are to examine the potential of a guide to slipform to include a description of the process and its benefits, a range of applications including guided busway, slab track, barriers, drainage channels and pavements. In addition, it is proposed to have a section on slipform plant. The need for such a guide was underlined at a recent Task Group meeting where Nick Thom, lecturer at Nottingham University

reported that many of his civil engineering students do not know what slipforming is.

It is proposed that the guide could be launched at an Autumn Urban Transport workshop which, in the same way as the recent Soil Stabilisation R&D workshop (see pages 6 – 7), would bring together contractors, consultants and clients. Britpave is to contact local authorities and passenger groups for their buy-in and interest. Watch this space!

SLIPFORMED SUCCESS

Britpave member, Gill Civil Engineering Ltd (GCEL), is carrying out two slipform projects on the A465 Heads of Valley scheme which will turn the whole of the A465 from Abergavenny to Neath into dual carriageway by 2020. The design and construction, on behalf of the Welsh Government, is being carried out by Costain and Atkins.

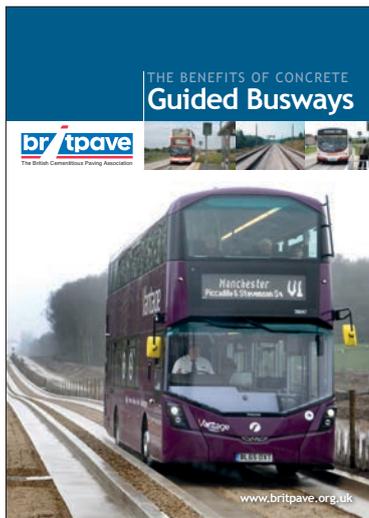
GCEL were appointed to install the first 1100m out of 4900m of BBS approved concrete barrier. The work involves installation of standard profile concrete barrier, imbedded concrete barrier over two bridges, concrete barrier with base slab on raised central reserve and under bridges. The work provides logistic challenges as it was spread across different sections miles apart and each section had its own construction detail, which required consistent reconfiguration of the slipform paver and

mould. Remaining 3800m of barrier work is currently scheduled to be completed in year 2018-2019.

GCEL were also appointed to slipform 8500m of surface water channel of varying width (600mm, 800mm, 1000mm, and 1100mm) on central reserve and on verge at A465 heads of valley Section 2 project. The work comprises Slip forming V channel and gullies with the inclusion of contraction and expansion joints at regular interval. In order to meet the demand of the scheme's programme, work will be completed over various site visits between October 2016 to April 2018. This provides logistic challenges as the work in each visit were spread across different sections resulting in stop and start work, repositioning, regular reconfiguration of slip-form paver and mould.



BRITPAVE WELCOMES NEW URBAN BUS REPORT



Britpave has welcomed the new report from the Chartered Institution of Highways & Transportation (CIHT). The report 'Buses in Urban Environments' calls for the recognition of the importance of providing high quality bus routes is needed right from the outset of planning for new urban developments.

It presents evidence that high quality bus services attract high levels of use, and urges a coordinated approach across all relevant stakeholders to ensure these services become integral to the urban fabric.

Bus travel offers significant socio-economic benefits. Accounting for two out of three public transport journeys, the bus plays an important, and can play an even greater, role in improving local commuting, reducing congestion and carbon emissions and creating more liveable cities. However, the potential of bus travel is being stifled by increased traffic congestion.

Britpave believes that the solution is the guided busway that segregate buses from other road traffic thereby removing the problems of traffic congestion, obstruction from parked vehicles and the use of bus lanes by unauthorised vehicles. This allows the operation of regular

bus services that have more reliable and faster journey times which make taking the bus a more attractive travel option.

Concrete guided busways are relatively simple to construct and are cheap in comparison with light rail systems. They typically consist of two 180mm high concrete kerbs set 260mm apart on a concrete roadway. The kerbs act both the guide for the bus and a physical segregation from other traffic. Once in the guideway, the bus is guided by two lateral guide wheels connected to the bus steering mechanism. On leaving the busway the kerbs terminate and release the guided wheels allowing the driver to resume steering.

Heather Coney, Associate and Permanent Way UK Business Leader at Arup and Chair of the Britpave Rail and Bus Task Group said: "Bus travel plays an important, and can play an even greater, role in improving local commuting, reducing congestion and carbon emissions and creating more liveable cities. The new CIHT report highlights this and calls for planning and transportation professionals to promote bus use through good urban design. The provision of guided busways should be considered as part of that design."

A recent guided busway project is the Leigh to Ellenbrook guided busway in Greater Manchester. Latest figures from First Manchester which runs the Vantage bus services on the busway, show that patronage of the busway has increased in 45,000 a week with a fifth of passengers having switched to the bus from their cars.

'The Benefits of Concrete Guided Busways' is available as a free download from www.britpave.org.uk

EUPAVE NEWS

Concrete solutions for urban transport

Eupave has published a new brochure outlining the benefit of concrete solutions for tram and light rail urban transport solutions. Entitled 'Concrete: a sustainable partner of urban transport infrastructure' highlights the sustainability, economic, reliability and performance benefits of concrete solutions and may be downloaded free of charge from: <http://bit.ly/2Fb5gxw>



Concrete pavement workshop and international symposium

Delft University of Technology has announced the 9th International DUT-Workshop on Research and Innovations for Design of Sustainable and Durable Concrete Pavements to be held on 17 – 18 June 2018 in Potsdam, near Berlin in Germany. The workshop is of special interest for experts and researchers in the field of design, performance and evaluation of sustainable and durable concrete pavements for roads, airports, bridges, industrial yards and railways. For details visit: <http://bit.ly/2nNKqJG>

The workshop is complementary to the 13th International Symposium on Concrete Roads that will be held on 19 – 22 June 2018 in Berlin. For registration and further details visit: www.concreteroads2018.com

➤ HEATHROW EXPANSION TAKES A STEP FORWARD

Britpave, the infrastructure industry association, has welcomed the findings of the Transport Select Committee's report into the Government's Airports National Policy Statement (NPS) as providing further progress on the much needed third runway at Heathrow Airport.

The Committee accepted there was a case for additional runway capacity, particularly hub capacity, and that expansion at Heathrow could deliver the Government's strategic objectives for greater connectivity for passengers and freight. Its report concluded that there are several major issues that need to be addressed concerning the proposed runway – notably noise pollution, air quality, passenger cost and value for money – before Parliamentary approval on the proposed expansion can be given. By raising these concerns, the Committee enables Government to make changes to the NPS and include necessary safeguards before it is presented before Houses of Parliament for debate.



A decision by Parliament to approve the Airports NPS would allow the planning process to move onto detailed work around scheme design and in effect gives outline planning permission for the Government's preferred scheme, a Northwest runway at Heathrow Airport.

This is a positive step forward as it means that Government can now amend the NPS and include the safeguards called for by the Transport Select Committee before the statement is put before Parliament for approval.

➤ MEMBERS' NEWS

LAGAN CONSTRUCTION AVIATION

Lagan Construction Aviation, part of the Lagan Construction Group of companies, is the new brand for the Group's dedicated Airports Team.

Lagan Construction Aviation is headed by Steve Turner who has been working within the Airports industry for 20 years. Steve commented *"The rebrand was necessary in order to fully define who we are. The Lagan Construction Aviation dedicated team will continue to grow the business in both domestic and International markets executing projects through self-performance, utilising our in-house plant, to safely deliver our projects."*

Lagan Construction Aviation is currently delivering aviation projects at Dublin Airport with JV partners Clare Civil and at RAF Marham with JV partners Galliford Try. The team have recently successfully delivered projects at Heathrow, London City Airport, RAF Akrotiri and RAF Gibraltar.

The Group also has a specialist US Airports team who are based at Virginia in Washington DC, led by Donald Bloodworth, and who are currently working at Ronald Reagan National Airport and at Wallops Flight Facility for NASA. Lagan's airport teams have laid in excess of 6 million tonnes of asphalt and concrete at airports worldwide and have completed projects in over 50 airports across 5 continents.

RPS STAYS TOP OF THE CLASS

RPS is the only member of the Class of 2008 still to hold its place at the very top of the environmental consultancy table according to the latest Environment Analyst annual research report.

RPS leads the top five of the environmental consulting firms in the report which is based on the financial statistics and detailed company profiles of the sector's thirty UK practices – which together accounted for 71% of the total UK environmental consultancy market for 2016. Also in the top five are WSP, AECOM, Arcadis and Jacobs.

POWER PLANE EXPANDS ITS FLEET

Power Plane has expended its plant fleet and recently taken delivery of a Johnston VT651 Road Sweeper which has been upgraded to FORS Gold.

As well as a sweeper this comes with a new Andover to-axle close coupled trailer capable of taking a W35RI behind it. In addition, the company has taken delivery of a Mercedes Atego 13.5 tonne Beaver Tail Truck. The Atego can transport an A35RI to-and-from site. This allows the machine to go out solely without a sweeper if not required and it can be converted into a 4000 litre water bowser or a 900 litre fuel bowser.

BRITPAVE MEMBERS NEWS

NEW BRITPAVE MEMBER

Britpave is delighted to welcome new member **Cambrian-UK**. Cambrian supply equipment, rental and site products services for the concrete, quarry and stabilisation industries. They have a specialist division to provide in-situ stabilisation services. They also partner with SIMEM S.p.A who have recently launched a new ultra-mobile plant for pre-mix stabilisation and road construction materials. For further information visit: www.cambrian-uk.com

BENEFITS OF BRITPAVE MEMBERSHIP

Britpave membership comprises a wide spectrum of contractors, specialist equipment and material suppliers, consulting engineers and designers, clients and academics.

In addition to the benefits of pan-industry exchange of ideas and contacts, expertise and experience, Britpave membership offers:

- A strong, coherent voice championing concrete and cementitious solutions for infrastructure
- Representation of industry views to government and key stakeholders
- Representation on key industry committees
- Networking opportunities with industry colleagues, clients and suppliers
- Development of market opportunities within the infrastructure sector
- Promotion of member products and services
- Participation in industry research and development
- Information dissemination from UK, European and international associated organisations

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

Aggregate Industries - www.aggregate.com

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.co.uk

BAM Contractors - www.bamcontractors.ie

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

Beach Ground Engineering Ltd - www.beachgroundengineering.co.uk

British Lime Association - www.britishlime.org

Cambrian-UK - www.cambrian-uk.com

CEMEX UK - www.cemex.co.uk

CH2M - www.ch2m.com

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.dublinairport.com

Ecocem - www.ecocem.ie

Extrudakerb Ltd - www.extrudakerb.co.uk

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

Gill Civil Engineering Ltd - www.gillgrouphouse.com

Gomaco International Ltd - www.gomaco.com

Hanson UK Ltd - www.hanson.biz

Interserve PLC - www.interserve.com

Lagan Construction International - www.laganconstruction.com

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

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

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

Power Plane Ltd - www.powerplane.co.uk

RJT Excavations Ltd - www.rjtexcavations.co.uk

RPS Group plc - www.rpsgroup.com

SGE - www.sgeworks.co.uk

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

Tarmac Ltd - www.tarmac.com

Tata Steel Shapfell - www.tatasteeleurope.com

TR Stabilisation - www.trstabilisation.co.uk

Tyrolit Ltd - www.tyrolit.com

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

VolkerFitzpatrick Ltd - www.volkerfitzpatrick.co.uk