

Notes of the meeting of the All Party Parliamentary Group for Highways, held in Dining Room B of the House of Commons on Tuesday 9th July 2019

Present:

Sir Christopher Chope OBE MP	Chairman
Viscount Simon	Vice Chairman
Earl Attlee	
Lord Brabazon of Tara	Treasurer
Rt. Hon. Sir Greg Knight MP	Secretary
Jack Brereton MP	
Steve Double MP	

Richard Hayes (IHE)
Steve Webb (IHE)
Brian Kent (AIA)
Richard Green (AIA)
David Giles (AIA)
Malcolm Simms (AIA)
Madeleine Hardman (James Reed PR)
Simon van der Byl (MPA/secretariat for the Group)

Introduction

Presentation

Brian Kent made his presentation, the basis of which was concern in the industry that one of the key planks for reducing the climate impact of asphalt - lowering its manufacturing and laying temperature, while retaining its integrity and durability - was being overlooked by those that specified and contracted the work to be done, even if they appreciated the benefits of such a temperature reduction! This was down to a number of factors, including a minor specification barrier, a "conservative" approach to new ideas and a general lack of impetus to embrace this new technology. However, the product has been available - and, indeed, much used in other countries, not least the USA, where some 40% of asphalt materials are now low temperature (warm mix) asphalts - for more than five years and has been endorsed in principle by Highways England: but the problem has been that the specifications have not changed in line with the demand for the product and so has not been specified by local authorities and other contracting agents! With such an emphasis now on the "Climate Emergency" and the dire need to reduce the carbon footprint, this attitude is unacceptable and BK asked the Group for its support to drive the HE and others to getting the necessary SHW and BSi standards amended to recognise this beneficial product as soon as possible.

Some bullet points from Brian's presentation are attached at appendix 1 and a link to a video which was produced in 2016 that he had wanted to present, but was unable to because of the late demand for AV equipment at the meeting, is below

<https://www.youtube.com/watch?v=5N0yg382Als>

Discussion

A very lively and useful discussion followed, which raised a number of key points and resulted in a couple of important actions:

- There was a question about whether the lowering of the material temperature had any down sides and the answer was 'no'
- As the material has been around for quite some time and the climate connotations also known for that time, but with the increasing demand for it to be a controlling factor in all our lives, why had this excellent contribution not been recognised?
- There was a question about noise and whether this lower temperature mix would have an effect on noise reduction: the answer was "no"
- The Transport Select Committee had recently held an enquiry into the state of roads and local roads in particular (the "Pothole Enquiry") and published its report about a month ago: so why wasn't this issue raised by the industry as part of that enquiry?
- The main question was what to do about it and how best to raise the profile of the product and concern about the delay in its acceptability by the specifiers, from which a couple of actions ensued

Actions

Two main actions emerged from the discussion:

- The industry needs to produce a report in the next couple of weeks (ideally) underlining the problem and proposing a solution
- The Chairman, on behalf of the APPG, which endorsed the need for action now, would seek a meeting with the Minister before the summer recess to outline the concerns and the benefits of taking immediate action to redress the problem

Supplementary information

Another link is given below, which highlights the disparity in public understanding of the amount of the UK's land space occupied by construction outcomes, including roads, and the reality.

<https://www.bbc.co.uk/news/uk-42554635>

Simon van der Byl
09 July 2019

Need / Demand

Extinction Rebellion
Green party gains across Europe
Friday strikes
Air quality charge – London – 40 others considering LEZs
Government 'net zero' target 2050

Facts

Standing traffic x 4
4.9 days per year sitting in traffic jams
1 year of life at 75.

Topic

Warm v Hot
Additive use allows 140 v 180 fuel usage costs and savings
Barrier to opening to traffic is heat retention – Warm cools quicker
12% carbon footprint reduction.

Prize

Roadworks could open 60 minutes faster, or do more each night / day and reduce programme duration
Lower on site costs – HE quantify on their network at potentially 8 – 10%
More for money
H&S for operatives (visibility) + heat
Improved air quality
UK 100% warm – emissions reduction equivalent to the emissions released by a car travelling 300 million miles per year – 12,500 times round planet / each year

Opportunity

Five years lost
Carbon Trust 2014 - TRL
USA 40%
France 16%
UK less than 4%
Verbal support from all – HPEG, LAs, HE Technical. Etc but we're not seeing consistent demand.
Not only are we not obtaining the benefits but having a negative environmental and cost impact.
Need your support - Wheelie Bins
Cut and paste mentality / automatic pilot not leading to warm mix
Need direction.
Set target for use
Lead the world – 50%?
First city in the world to adopt Warm Mix only? (Production & Laying)
Two thirds of UK asphalt procured by public bodies – huge opportunity with direction
Default to warm - Insist on use at planning stage and at tenders stage

Barriers

HE should have been quickest route – SHW and LAs will follow
Jan 16 – July that year

Turns out to have been not the case – Inertia, pillar to post, TAGG

And Europe - HE EU last year, issue with reference to a document that hadn't been published yet and EU couldn't pass.

No issues with accepting use – Red tape - Can use by Departure only restricting use

BSI should have been slower, however, need to go at now

BS594987 – Amendment required asap - Not due for re-issue

Can Do

Cut through bureaucracy when the prize is as obvious as this

Tell BSI to amend and reissue

Don't wait for normal ratification procedures and public consultation periods etc, we are five years on and have laid over 4m tonnes - just get on with it (USA laying 150m tonnes per year)

Instruct BSI / MPA / HE and ADEPT to have in place before year end.

All benefits waiting for us ;

Lower costs

Lower Carbon footprint

Reduced public disruption

More value for money

MPA not driving this for profit, we have invested as an industry to deliver a lower carbon footprint. It is high on our agenda.

Help us get on with it.

Department for Business, Energy & Industrial Strategy route ?

Or ?