

West Midlands HAUC Materials and Technology Group

Meeting Minutes

**Wednesday 13th March 2013 at Warwickshire County
Council Offices Budbrooke.**

Present:

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| John Crowther | Total Training |
| Bob Lloyd | Worcestershire CC |
| Phil Baker | Nu-Phalt |
| Andy Ward | Enterprise |
| Jane Harris | Instarmac |
| Emma Loach | Staffs County Council |
| Karl Stopps | Balfour Beatty Utilities |
| Hannah Bettison | Tarmac |
| Lee Alsop | Morgan Sindall |
| Tom Richmond | National Grid |
| Gez Romano | Warwickshire County Council |
| Stephen Waldron | S and R |
| Ian Humphries | Morrisons Utility Services Ltd |
| Justin Holt | LMS (PN Daly) |

| Agenda Item | | Action |
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| 1.0 | Apologies and Materials Group members review | |
| | Apologies <ul style="list-style-type: none">• Richard Cutler National Grid Gas• Phil Cartmail• John English | |
| | Review | |
| | Lee O' Connor has resigned from the Group | |

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| 2.0 | Minutes of Previous Meeting and Agenda Items | Action |
| 2.1 | <p>WMHAUC Web site. The list of WM HAUC Materials Group members has been sent by Bob Lloyd. The WM HAUC Materials Group Material Awareness Day information will be removed. Bob will keep pushing to improve this website an offer was made from JH for Sarah Rose to keep this updated, it was decided to raise this idea at the next WM HAUC meeting.</p> | BL |
| 2.2 | <p>SMR Trial with Dudley MBC Tom Richmond gave an update of the trial which had made no further progress, he has spoken with John Watkins at National Grid who gave the reason that the term contract was coming to an end. The suggestion was made that this could possibly be picked up with BBUSL</p> | TR/RC |
| 2.3 | <p>ESPOT Indicator Justin Holt is arranging a trial of this equipment potentially in late April in the Worcestershire area. The consensus is that the performance of this product is worth the input because if it can be proved to be accurate it would be an excellent tool.</p> | JHolt |
| 2.4 | <p>Footway Boards Bob Lloyd forwarded the HSOG meeting minute relating to footway boards. As follows – BL advised this issue had been discussed at WM HAUC Materials Group as currently there is no standard regarding the use of plates or ramps. HSOG members discussed the requirement for footway boards to be secured. The type of board and means of securing would depend on footway traffic and vehicle parking. RT suggested that there still should be a minimum standard as otherwise the decision would be left with the operative. The Red book refers only to boards being fixed and secured, but there is no direction as to how this should be done. RT advised that TFL (Transport for London) approved a larger foot plate that doesn't move without being secured. CR advised that National Grid secure all foot plates using M8 bolts drilled in. This is good with bituminous surfacing but not with paving slabs. CR agreed to send LE the link to these bolts. JC is talking to Moorland Plastics who have designed a board which is more flexible at the edge and uses a radlock to fix the board in place and has recently completed a trial with Bristol Water; he will gain feedback on this. BL mentioned that Gloucester Composites supplied footway and carriageway plates and footway ramps. They are due to present their latest products at Worcestershire HAUC on 8th July. Update - JC has still not heard back from Moorland Plastics it was agreed to keep this item on the Agenda</p> | JC |

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| <p>2.5</p> | <p>Structured Coring Programme Update - Discussion took place on the amount of cores measured to gain a result JHolt informed that the BS Standard requirement was an average of 4 cores. First Intervention use 6 cores to gain a measurement and UKAS also include photographic information. Emma Loach agreed to pick some core sites and feedback. Karl Stopps informed that there was a new core report published by Enfield council and Affinity Water which he would forward to the Group for information</p> <p>WRAP and Testing JC suggested that a recycling sub group should be formed and would welcome the group's thoughts on this. Andy Ward presented a recycling report from NW HAUC who has done extensive work in this area, so this can be shared. Hannah Bettison confirmed that because of low volumes the Birmingham and Hints plants would close and only Ettingshall would remain open. Tarmac and Lafarge are merging and the direction on recycling will be decided later next year as market prices are currently not sustainable. PC suggested that there should be a compliance process to do more inspections on what materials are being used in the area, as there are many issues with non compliant sub base materials.</p> | <p>EL/KS</p> |
| <p>2.6</p> | <p>Update - It was agreed to move this item on to the next meeting as Phil Cartmail and John Crowther will meet after Easter to plan setting up a recycling forum. Karl Stopps offered to send a testing process specification which will be effective in eliminating cheaper alternatives. He will also put together information relating to his previous experience on recycling and how BBUSL will apply it to the new contract</p> | <p>JC/PC/ KS</p> |
| <p>2.7</p> | <p>West Midlands HAUC Materials Awareness Day John Crowther thanked everyone who supported this successful event and asked if Karl Stopps could give his presentation at the next WM HAUC Materials Group Meeting</p> | <p>KS</p> |
| <p>2.8</p> | <p>West Midlands HAUC Roadshow This will take place on 10th and 11th September 2013 at the new venue Wolverhampton Race Course, Dunstall Park. Demos can run at the same time as the conference and there is the potential to have a greater demo area than Staffordshire. By agreement and subject to a survey, there is the opportunity to excavate as long as the reinstatement is sound. Anyone interested in this opportunity should let the Roadshow Committee know by the end of March</p> | <p>IH/KS</p> |

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| <p>2.9</p> | <p>2013. There will also be a NJUG forum on day 1 and possibly a HSOG forum on day 2. Ian Humphries of Morrison's and Karl Stopps of BBUSL expressed an interest in having a stand</p> <p>Feedback from Morgan's Chris H and Lee A gave the Group an update on the FSMR which they confirmed they will continue to use. Recent projects are in Dudley on a 425m² area and Bristol Water where it has been used by direct labour and all dig and lay teams. HB has all the results and would be happy to present these at the next meeting. HB also put forward a SMA based 20mm asphalt that she would like to trial through the WMHMG. JC asked for a structured managed trial process to be organised, it was agreed that a meeting should be set up after Xmas with HB, JC, and PC to outline and move forward with the trial. CH announced that this would be his last meeting as he will be working in Lancashire but LA would represent this project going forward. Update - this item was deferred until the next meeting</p> | <p>HB/ JC/ PC</p> |
| <p>2.10</p> | <p>Minimising Disruption Seminar This seminar had recently taken place in London in partnership with Transport for London and was aimed at methods to reduce congestion. Although, it is understood that this is more relevant to London it was worth discussing some of the recommendations. PC suggested that as a rapid cure concrete advice note was due to be published by the SROH it was a good idea to discuss the rapid cure materials section at the next Materials Group meeting as an agenda item. Update -it was agreed to defer this item to the next meeting.</p> | <p>PC</p> |
| <p>2.11</p> | <p>Innovations HB confirmed there is a potential new product from Tarmac and would bring to the next meeting details/presentation. this is an asphalt product that can be installed in a single layer.</p> | <p>HB</p> |
| <p>3.00</p> <p>3.1</p> | <p>New Agenda Items</p> <p>A9 Approval Process JC stated that the approval process in place was that a utility and local authority should conduct an A9 trial and in the case of the recent Permasoil trial this was also in conjunction with WMHAUCMG. It was agreed that the product could be used in other areas as a progressive trial, which also included EMHAUC. However, it is felt that there has been some issues and concerns have been raised regarding workmanship in some areas and it would be a good idea to include this training into the streetworks training. It is felt that there should be reassessment on the A9 regarding the QA process for installation of material. It was</p> | |

agreed that we would nominate 6 sites that had been reinstated with Permasoil in the last 6 months or since the recent training and core them to analyse the quality of the reinstatement. This will then be added to the approval document as supporting information. Justin Holt agreed to core the sites and Jane Harris is to action the plan with Andy Tomlinson.

JH/JH

YHAUC Material Testing

This document was presented to the Group which outlined information that asbestos had been discovered in recycled Type 1 material in the Leeds depot.

Tarmac have confirmed that they have cancelled their service level agreement for ongoing material testing for YHAUC purposes. Hannah Bettison of Lafarge Tarmac confirmed that they had reduced their 35 recycling depots down to 6 due to the fact they are no longer commercially viable.

Chronolia Fast Foam

HB presented Chronolia a fast foam concrete which sets in 4-6 hours, it was agreed to discuss this at the next meeting with Phil Cartmail.

ICE Project - Performance of Asphalt Repairs.

This is a report of a project carried out by Nottingham Trent University on the performance of asphalt patch repairs. This was discussed by the Group who thought the information useful but had no comment to make.

AOB

Karl Stopps - Has been researching recycling facilities in the area in readiness for their new contract. It was noted that Armac had out of date certificates and that Tarmac Ettingshall and Ringway Hartlebury are approved.

Emma Loach - Commented that she often experienced a reluctance for certain plants to do testing and even more important keeping this up to date.

Hannah Bettison - Confirmed that Lafarge Tarmac have a willingness to open more recycling units if optimum volumes could be achieved and that Fenton and Ettingshall produced high quality material.

Tom Richmond - When was the correct time to reinstate high friction surfacing? The opinion was that in ambient temperatures ideally it would be 2 hours in the footway, 4 hours in a class 4 road and 12 hours for everything else.

Jane Harris - Confirmed that BBA/HAPAS approved permanent cold lay asphalt Instant Road Repair will not be subject to CE marking because it is a proprietary product. In other words it is not generic but a product sold under a brand name to its own recipe.

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| | Date of next WMHAUC Materials Group Meeting. | |
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Next meeting Wednesday 26th June 2013 Start time 10am. Venue at Lafarge Tarmac, Millfields Road, Ettingshall, Wolverhampton, West Midlands. WV4 6JP
