

ADEPT**SOUTHERN COUNTIES SOILS & MATERIALS ENGINEERS' GROUP****MINUTES OF MEETING**

Venue: TfL Offices Palestra Building, 197 Blackfriars Road' Southwark SE1 8NJ	Date of Meeting: 30 th April 2019	Time: 10:30am
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Present:

Andy Simms	Skanska (ADEPT Corporate Partner Member)
Steve Merry	Suffolk CC
Lucia de Ferrariis (Skanska)	Oxfordshire CC
Steve Betteridge	Lincs Lab (representing N Group)
Simon Shearwood	Norfolk CC
Tim Doyle	Hampshire CC
John Booth (Socotec)	Dorset CC
Paul Stewart	North Somerset CC
Ian Walsh	Road Consultants
Richard Hocking	Cornwall CC
Lukash Manandhar	TfL
Alistair McKenzie	Suffolk CC
Simon Marchant (Jacobs)	East Sussex
David Fanthorpe (Jacobs)	Worcestershire
John Grimes	London Borough of Enfield
Matt Dewsbury	Skanska
Uri Ganfield	Basalt Technologies Limited
Malcolm Newton	Basalt Technologies Limited

Apologies: None

Ref		Action						
19/01	Welcome / Apologies							
	Steve Betteridge was again present on behalf of the Northern Group. As chair Andy Simms welcomed the meeting and introduced guest attendees:							
	<table> <tr> <td>Matt Dewsbury</td> <td>Skanska Waste & Resources Adviser)</td> </tr> <tr> <td>Uri Ganfield</td> <td>Basalt Technologies Limited</td> </tr> <tr> <td>Malcolm Newton</td> <td>Basalt Technologies Limited</td> </tr> </table>	Matt Dewsbury	Skanska Waste & Resources Adviser)	Uri Ganfield	Basalt Technologies Limited	Malcolm Newton	Basalt Technologies Limited	
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	Andy Simms invited Matt to discuss the recently completed draft of the ADEPT Guide to Managing Reclaimed Asphalt. Revisions had been made by Maxine Townsend of Skanska who is currently on maternity leave.							
	Andy invited Uri and Malcolm to give a short presentation on Basalt Fibre technology and its possible use in highway maintenance and other civil engineering applications.							

	<p>Tim Doyle offered to draft minutes for this meeting.</p> <p>Again, there was no Welsh (South) representation. Possibilities of rekindling some South Walian involvement in Southern group to be considered.</p>	<p>TD</p> <p>All</p>
19/02	<p>Presentation by Basalt Technologies</p> <p>Malcolm and Uri introduced themselves and explained that they were a relatively new company to the UK. Their products utilise Continuous Basalt Fibre (CBF) This has been extensively used in other countries including Russia, Ukraine and China.</p> <p>Relevant products include:</p> <ul style="list-style-type: none"> • Chopped Basalt fibre as reinforcing filaments in concrete and asphalt. • Basalt Rebar produced from Basalt 'Roving' • Basalt Geo-Mesh/Pavement reinforcing mesh. <p>More information can be obtained via the website http://basalt.tech/ or by contacting Malcolm via email using info@basalt.tech.</p>	
19/03	<p>October 2018 meeting minutes - Accuracy & Matters Arising</p> <p>The meeting confirmed minutes of the October 18 meeting were a true record.</p> <p>Matters arising:</p> <ul style="list-style-type: none"> • It was proposed that a note of this meeting be included within the next ADEPT Newsletter. <p>SCRIM Correlation</p> <ul style="list-style-type: none"> • No progress made regarding comparison with GripTester (GT). Used elsewhere e.g. Netherlands but some are dismissive of it in this country. To be covered by B/510/5 committee. <p>Friction After Polishing</p> <ul style="list-style-type: none"> • Transport Infrastructure Ireland (TII) now include reference to Wehner Schulz machine. Highways England have one machine located at TRL, and are considering purchase of additional machines to increase use of FaP test to assess in-service polishing. <p>Workshop to Develop ADEPT Local Amendment to DMRB</p> <ul style="list-style-type: none"> • SB has completed Northern Group Newsletter 	<p>AS/TD</p>
19/04	<p>Feedback on Northern Group Meeting</p> <ul style="list-style-type: none"> • Last meeting held had not been particularly well attended. Some authorities no longer send delegates. • SB reported on the visit to an incinerator where IBAA was being produced. Discussion took place over the importance of the need for appropriate product controls and the risk of expansion of aluminium elements. The product also needs to be properly 'weathered' and proximity to water considered. In 	

	<p>Lincolnshire emphasis was on appropriate 'sorting' of materials to be included to avoid creating a hazardous material. There had also been some examples where the product was blended with demolition waste.</p> <ul style="list-style-type: none"> • There had been little response to Steven Childs Survey on the proposed update to British Horse Society/ADEPT document. North Yorkshire had indicated that they thought it was worthwhile to update but little interest from other authorities. SB proposed to circulate a reformatted version, as the current version is formatted for hard copy printing, with pages in the incorrect order in PDF format. 	
19/05	<p>Feedback from SMDS Meeting: February 2019</p> <ul style="list-style-type: none"> • HE's DMRB Revision is currently progressing. • Two standards will be issued to ADEPT shortly for peer review: (CD225 <i>Foundation Design</i> and CD226 <i>Pavement Design</i>). Lucia noted that the time frame for review of previous documents was very short. • CD224 is ready for publishing – although its content focuses on the HE motorway and trunk road network (it includes 76% HGV use, which is inappropriate for LA roads). There is a strong case for an 'England Annexe' with an amended table to include more appropriate figures for 'local road' networks. SM suggested more realistic growth assessments needed to be incorporated based upon local information. • However, a decision needs to be made as to who would be procured to draft and how would this be funded? This needs escalating within ADEPT. SB to liaise with Steven Childs with any comments or proposed amendments. • The <i>Guidance Note on the treatment of Melted Surface Dressed roads</i> has been issued and is now available on the ADEPT website. • Reclaimed Asphalt – Matt Dewsbury of Skanska gave an update on the completed draft guide. This has been submitted to the Construction Industry Waste Forum (part of the Chartered Institute of Waste Management) for endorsement. Once this has been reviewed the update will be ready for publication on the ADEPT website. Andy noted that the draft contains the new flowchart for processing material containing tar bound arisings as well as the summary of a report on whole life costing of ex-situ reclaimed asphalt that he had drafted with Lucia. The full report will be uploaded onto the ADEPT website. John Booth had drafted a clarification that was requested by SMDS to highlight that in-situ recycling is a highway maintenance technique that does not result in generation of any waste material and is therefore outside the scope of the waste regulations. Matt confirmed this was the case from a waste legislation perspective. Some other issues were discussed, particularly: <ul style="list-style-type: none"> i) Tar bound materials for incorporation into hot mixes – it was felt there were more opportunities here as the creosols used may give an odour but are not harmful. Road tar is not volatile. ii) JB's view was that he considered this would not be controversial especially if the materials were placed back where it had come from. iii) The difficulties of defining the extent of the tar bound material was discussed. In extreme examples it may be necessary to core at between 15 to 30m to capture every load. 	

	<ul style="list-style-type: none"> • As with previous years it is intended to convene a Highway Maintenance workshop. This will take place on 3rd October 2019 with a likely venue of the RSTA offices in Wolverhampton, proposed topics include: <ul style="list-style-type: none"> i) Maintenance Regimes ii) Designing for remedial treatment iii) Asset Management – Value not Cost iv) Recycling – percentage of RAP in hot mix asphalt. v) Revisions to DMRB and LA involvement 	
19/06	<p>Group Tasks</p> <ul style="list-style-type: none"> • Soils & Materials Newsletter – SB confirmed this was issued but thinks there is scope for improvement, particularly with regard to the formatting. It is proposed to issue two per year. • The Pothole Repair Guide (as previously circulated by AS) was considered to be a valuable piece of work, and is written in such a way that is appropriate for non-specialist readers. • The British Horse Society / ADEPT guidance on new asphalt surfaces for use by horses is under review and would be considered by SB in discussion with Stephen Child. 	
19/07	<p>Reports from members on BSI committees</p> <ul style="list-style-type: none"> • B/510/1 – Asphalt Products: The business case for the redrafting of PD6691 was submitted and is now agreed. Revision work is ongoing. There is a further working group meeting in July which will hopefully develop the draft revision to the point it can be issued for public comment. Proposed publication date of 2020. • B/510/2 – Surface Treatments: Now chaired by Ian Walsh (1 year only). Final draft of the Spray Injection Patching standard has been completed, and public comments have been received. Publication is due in July. (Note: there is now a relevant NHSS 13 that covers spray injection patching). A new BS is proposed for High Friction Surfacing with supporting research being undertaken for HE by AECOM. This BS will be in two parts; product and installation. • B/510/3 – Materials for Concrete Roads: John Booth reported that a new standard is being developed for joint sealant products and application. An CEN committee is drafting a new materials standard, but CPR is causing issues due to legal standing. • B/510/4 – Cementitious bound materials: John Booth reported that a new standard is being developed for Paved Roads and Other Paved Areas. (SM also on this committee). This will remain distinct from the standard for stabilised soils. The work is to be published as an edited draft on BSI website, with comments sought by end of May. • B/510/5 – Surface Characteristics: GripTester still under discussion as per 19/03 ante. 	

	<ul style="list-style-type: none"> • B/502 – Aggregates: A volunteer is being sought to be involved in developing standards for aggregates for incorporation in concrete. • B707 – Block Paving: BS7533 Modular Paving: Ian Walsh reported that work continues to combine the nine existing standards into two. There may be a need for 'permeable' option. • B/526/3 – Geotechnics: Alastair McKenzie noted work continues with revised BS1377 and is almost complete. A briefing note has been prepared and UKAS input is awaited. Soil testing standards in future will be through ISO new earthworks standards (B/526 committee) <p>National committees (UKPLG)</p> <ul style="list-style-type: none"> • Working Group 1 SHW Clause 942: Work continues with development of a new 'Clause 941' thin surface course material, due to performance and durability concerns with some existing Clause 942 products. Clause 941 is likely to include more onerous maximum void and minimum binder requirements than for Clause 942. Some clear guidance on 'gritting' is also required. Apparently, this clause has been completed but release date not known. <p>A 'Premium Asphalt Surfacing System' (PASS) material has been developed by AECOM as part of HE collaborative research and a trial has been laid on A46 in Lincolnshire. It is unclear how this will fit into the 900 series alongside Clause 942 and Clause 941</p> <p>John Booth reported that the forthcoming CD225 Foundation will be more streamlined than the previous IAN73. Work is being undertaken to define a process for 'absolute' calibration of LWD equipment. This will facilitate UKAS accreditation of the LWD test.</p> <ul style="list-style-type: none"> • Working Group 7 Roller Compacted Concrete: David Fanthorpe reported that RCC clauses will be published in the SHW 1000 series. He noted that RCC had been used on a busway (layer thickness between 190 and 220mm) laid in a single layer. Level control had proved difficult at these thicknesses. Induced joints had been installed at 2 to 3m spacing, not all of which were successful. The RCC base was surfaced with a 90mm layer of asphalt. 	
19/08	<p>Information Exchange</p> <ul style="list-style-type: none"> • IMO2020 Sulphur Cap and effect on bitumen: On 1st January 2020, the International Maritime Organisation (IMO) will implement a new regulation for a 0.5% global sulphur cap for marine fuels. Under the new global cap, ships will have to use marine fuels with a sulphur content of no more than 0.5% against the current limit of 3.5% to reduce sulphur oxide emissions. This will affect the business model for bitumen refineries and will result in price fluctuation and changes in quality. <p>Unmodified bitumen sources need to be tested for suitability for modification with polymer. Penetration and softening point testing are do not provide sufficient information and additional/ supplementary tests are needed. This is being considered by B/510/19 including representations to HE and ADEPT.</p> <ul style="list-style-type: none"> • Adept Pothole Guidance Document – has now been published and recently circulated. 	

	<ul style="list-style-type: none"> • ‘Plastic Roads’ Update (MacRebur Ltd) – There are unconfirmed reports that a recent trial (Tarmac) where product was said to have failed but details are not available. John Grimes reported that trial sites in Enfield using all three of the grades of MacRebur product are visually sound after three years in service with no visible signs of failure. Further testing is being considered by Enfield to assess performance. Various trials are understood to be at a planning stage. Other forms of ‘recycling’ were still considered to be far more environmentally beneficial (e.g. Simon Marchant referred to HBM with up to 30% of recycled content used in East Sussex) • SROH consultation – Simon Shearwood noted that there is a public consultation on SROH with a return date on 9th May 2019. Further representations made regarding micro-trenching. Some concern was expressed as to the suitability of this process due to its shallow nature and possible effect on future deep inlay works . Revised PD6691 is proposed to have a separate annex for reinstatement of utility trenches (e.g. smaller nominal sized binder course mixtures in small / narrow trenches). • Laboratory management subgroup – SS said that it had received wide spread support in the North and several the authorities present at this meeting had expressed an interest. For further details contact emma.loach@staffordshire.go.uk; 	
19/09	<p>Any other Business</p> <ul style="list-style-type: none"> • LdF raised concerns that revised DMRB would not be suitable for use when carrying out designs on non- motorway / trunk road schemes, particularly in lighter trafficked situations. SB advised SMDS is pursuing support from ADEPT to have published annexes for use by Local Authorities. It was noted that Scottish and Welsh annexes are being published by HE. • Richard Hocking asked if anyone had advice regarding appropriate standards for ‘playgrounds’ outside of BS594987? ISO/IEC 17025:2005 which specifies general requirements for the competence to carry out tests and/or calibrations, including sampling. It covers testing and calibration performed using standard methods, non-standard methods, and laboratory-developed methods. It was suggested as a useful QM system for county laboratories. (Gap analysis) • Richard Hocking and Alastair McKenzie requested that they ‘swap’ the BSI committees that they currently attend. They will contact Steve Betteridge to propose this formally. 	
19/10	<p>Date and Place of Future Meetings</p> <ul style="list-style-type: none"> • Northern Group – 11th September 2019 (likely to be in North Wales). • Southern Group – Wednesday 23rd October, location to be confirmed Andy will circulate a Doodle poll. Venue likely to be TfL Southwark or Jacobs Burderop Park. 	