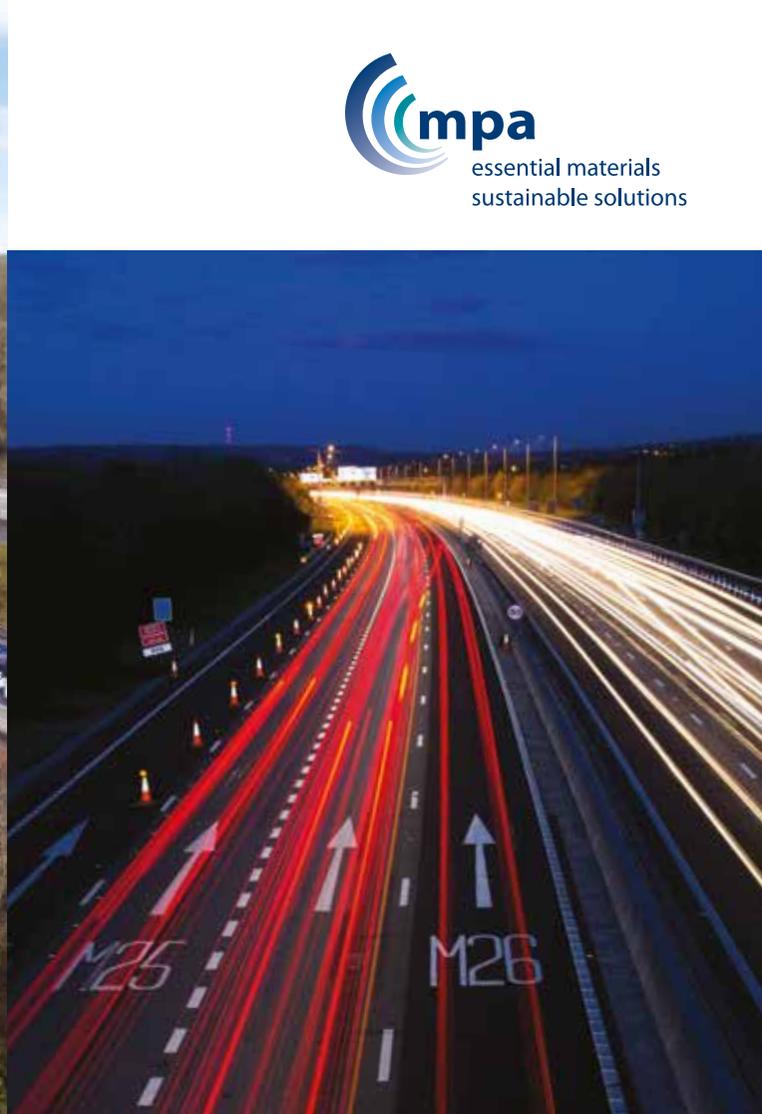


Working together

In order for the industry to fulfil its essential role, MPA Asphalt is calling on the roads agencies to recognise and act on its position on a series of critical issues:

- Clarity over the pipeline of forthcoming demand so investments can be made to the right level, in the right place and at the right time
- Early project engagement at a local level to ensure that resources are available
- Basing road design and specifications on a realistic assessment of requirements to help optimise local sourcing, and more sustainable use of primary and premium aggregates
- Planning deliveries within available working windows to optimise available transport
- Acceptance that some weekend and overnight closures and contraflows are inevitable, and communicating that to road users.





Nationwide benefits

Britain's roads are set to undergo a massive upgrade aimed at making our network world-class, and in doing so driving economic prosperity. In England, the Government's £15 billion road investment programme identifies more than 100 schemes. Scotland and Wales will similarly invest heavily in a string of major schemes. After years of under-investment, the promise is that our highways are going to become not just better but less congested and safer.

It represents a huge task for the roads agencies who have to meet tough targets in keeping 97% of all network lanes available at any time.

For its part, the asphalt industry is likely to need to increase its annual output by up to 25% to around 25 million tonnes to supply not just the national major projects but also local maintenance schemes and other infrastructure works.

Over 1,300 new lane miles will be added by schemes due to be delivered by the end of the decade.

In the South West – dualling the entire A303 and A358 including a Stonehenge tunnel

In the North East – dualling of the A1 all the way from London to 25 miles short of the Scottish border

In the North – driving forward the Northern Powerhouse by making the M62 a smart motorway from Manchester to Leeds

In the North West – improving links to the Port of Liverpool

In the Midlands – improving the A42 and connectivity to Birmingham Airport

In the East – upgrading the east-west connection to Norfolk by dualling sections of the A47

In London and the South East – improving one third of the junctions on the entire M25

In Scotland – a peripheral route for Aberdeen and the dualling of the A9.

In Wales – upgrading of the Heads of the Valleys Road and the M4 relief road.

Solutions orientated

The industry is committed to providing its customers with solutions and can do so via a range of asphalts to meet specific needs. Existing and next generation materials enables it to provide mixes that deliver less spray, enhanced skid resistance, reduced road noise and improved ride comfort. Asphalt and concrete materials used in composite pavement construction can deliver longer life and faster laying, so reducing road hold-ups.

Ongoing developments have also included warm mix asphalts (WMAs) that can be manufactured using up to 40% less energy and with much reduced carbon emissions. Investment in state of the art plants and processes is making it possible to do so without compromising quality and with a big improvement in working conditions for laying crews, and faster re-opening to traffic.



Facts & figures

- Asphalt is part of a mineral products industry with a **£20bn turnover**
- It supplies from over **500 quarries** and **275 asphalt plants**
- Behind them stands a massive support team of **78,000 employees**
- **Hundreds of new employees** and **apprentices** have already been recruited
- **Multi-million pound investments** in plant and equipment have already been made.



New roads from old

One of the unique benefits of asphalt is that it is 100% recyclable. When the pavement or layer is reconstructed, the old asphalt can be recycled back into new asphalt rather than being downgraded to an aggregate use. Latest plants are capable of higher rates of reclaimed asphalt (RA) addition giving even greater total embodied carbon savings compared to standard hot mix asphalt products.