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The Road to Resilience: Highways England unveils updated 2017/18 Delivery Plan

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£15Bn road upgrade plan updated to minimise congestion

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Highways England Strategic Design Panel shares initial findings

18

£350M investment for local roads

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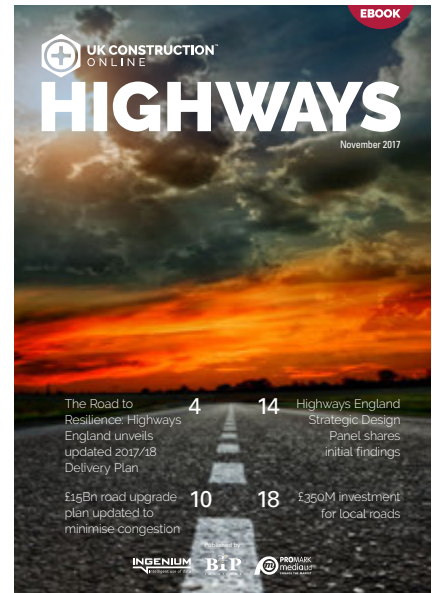
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UK Infrastructure Show 2018



UK CONSTRUCTION
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The Road to Resilience: Highways England unveils updated 2017/18 Delivery Plan



Highways England has published a Delivery Plan Update which outlines its aspirations for the road network in 2017/18. Its ambition? To boost reliability and driver safety, while furthering the tenets laid out in the first Road Investment Strategy (RIS) some four years ago.

Highways England replaced the Highways Agency in 2015. It was conceived as a leaner, government-owned organisation with responsibility for the operation, maintenance and upgrade of England's motorways and major arterial roads. To date, the road authority has upheld its end of the bargain and made good on the current five-year RIS, which covers 2015 to 2020.

Three imperatives remain of particular importance, however – that journeys are made safer for motorists, that roads are revamped as and when required, and that key efficiencies are implemented to ensure minimal disruption and value for money.

To that end, Highways England has sought guidance from suppliers, stakeholders and end users to iron out best practice. On the safety front, this means exploring new and emerging technologies – the ways in which innovation can drive the safety agenda. Already, we've witnessed the introduction of so-called 'smart' motorways. New technology is helping to create a much more robust road network, able to react to accidents in mere moments. Lanes can be closed almost immediately, speed

limits regulated and traffic channelled elsewhere to avoid potential collisions. Meanwhile, Highways England is looking to shore up safety through targeted communication – a campaign of awareness and enforcement designed to improve driver behaviour and reduce the risk of incident.

Of course, road improvement schemes also have a role to play in improving highway safety. During 2016/17, Highways England delivered a number of high-profile developments, which motorists can expect to benefit from. These include the A1 Coal House to Metro Centre scheme near Newcastle and the early stages of a £1.5Bn A14 improvement programme covering Cambridge and Huntingdon.

To date, Highways England has completed 12 projects this Road Period, boosting capacity by more than 120 lane miles, with 20 more improvement schemes currently in the works across the strategic road network.

According to Jim O'Sullivan, CEO of Highways England: "This will be reinforced through our continued focus on developing our own skills, improving quality assurance and the planning and monitoring of work through our asset management strategy and asset delivery model.

"By having more influence over the work carried out by our maintenance and renewals suppliers, we can make further progress towards meeting our challenging target of cumulative £1.2Bn of efficiencies by the end of the Road Period."

As we know, transport infrastructure is essential to unlocking new homes and jobs, stimulating the UK economy in the process. In recognition, Highways England has pledged to invest more than £50M, courtesy of the Growth and Housing Fund. This will go towards 16 road improvement schemes; 13 agreed and three yet to be finalised. Each development will support the creation of 22,000 new homes and provide 34,000 jobs at a time when both are in short supply. Highways England has also acknowledged its environmental debt, and steps are now being taken to better align the road network with its surroundings. Here, the Environment Designated Fund will continue to tackle issues of noise pollution, visual impact, flooding and biodiversity. It's a positive outcome then. The Delivery Plan Update demonstrates Highways England's transparency. And with little over two years to go until the current RIS expires, there's plenty more work to be done in the near future. "I am proud of the improvements we have made in the past two years to our organisation and to how we work," concluded Mr O'Sullivan. "We are committed to building on these achievements so we can serve our customers even better. "From more effective project management, to increased collaboration with our suppliers, to better communication with our customers, this update highlights the clear action we are taking to provide a better road network."

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£15Bn road upgrade plan updated to minimise congestion

Highways England has updated its £15Bn road improvement programme to reduce the impact of roadworks on motorists and minimise congestion while improvements take place. Plans for 26 road upgrades have been revised to reduce roadworks taking place in the same area of the network or on popular journey routes at the same time. This will mean less congestion for motorists as Highways England embarks on the biggest road upgrade plan for a generation. The Supplementary Delivery Plan will see Highways England rescheduling its programme of the works, meaning a number of schemes will be completed earlier than planned. All are still set for delivery as part of the Government's first road investment strategy. Jim O'Sullivan, Highways England Chief Executive, said: "Our update today is a sensible and responsible way to deliver major national investment in road infrastructure. It will keep our roads moving, deliver a lasting legacy for the country and ensure best value for money for the taxpayer. "Now, more than two years into delivery of a £15Bn Government investment in motorways and major A roads, Highways England has already completed 18 major schemes, adding more than 190 lane miles of much-needed capacity to the nation's roads."

The 10 schemes being brought forward are:

- A19 Testos

- A19 Downhill Lane
- M56 junctions 6-8 smart motorway
- M6 junctions 21a – 26 smart motorway
- M6 junction 22 upgrade
- A500 Etruria
- M6 junction 10
- M4 Heathrow Slips
- A47 Acle Straight – small scale improvement
- A47 and A12 junction enhancement

The 16 schemes being rescheduled to smooth the timing and frequency of roadworks are:

- A5 Dodwells to Longshoot widening
- M3 junction 9 improvement
- A31 Ringwood
- M27 junctions 4-11
- A47 North Tuddenham to Easton
- A47 Blofield to North Burlingham dualling
- M25 junction 25 improvement
- M25 junction 28 improvement
- A1 Birtley to Coal House
- M60 junctions 24-27 and junction 1-4 smart motorway
- A47/A11 Thickethorn
- A47 Wansford to Sutton
- A47 Guyhirn Junction
- A12 Chelmsford to A120 widening
- M25 junction 10/ A3 Wisley interchange
- M25 junctions 10-16

Highways England is obliged to ensure that investment in the road network delivers good value for money. Following a full review the Road Investment Strategy (RIS) programme, some schemes require further development to achieve an acceptable return on investment. As a result, in addition to the 26 schemes above, six schemes have been paused for further review and consideration as part of the future RIS planning process.

These schemes are:

- A1 & A19 Technology enhancements
- M11 junctions 8 to 14 technology upgrade
- A12 whole-route technology upgrade
- M53 junctions 5-11 smart motorway
- A14 Junction 10a
- M62/ M606 Chain Bar

Two further schemes required reworking to achieve value for money; however, changes in local development plans mean that these schemes can be progressed, albeit in the early stages of Road Period 2.

These are:

- M5 Bridgwater junction improvements
- A50 Uttoxeter Project B growth corridor project

Highways England unveils £61.4M road improvement package

The UK Government has announced a £61.4M package of essential maintenance and improvement works for the East of England, which will be carried out by Highways England. The majority of the works will see resurfacing, safety barrier and lighting upgrades, together with drainage maintenance and repairs, new signs, and road markings on many of the region's busiest roads. The programme will run between autumn 2017 and summer 2018, and is part of Highways England's commitment to improve safety and ensure better journeys across the East's busiest roads. It will be carried out in phases across different roads to minimise its impact on people's journeys.

Major works undertaken through the investment include:

- £3.4M for new noise reduction

barriers at eight locations along the M40 in Buckingham and South Oxfordshire

- £3.1M for safety upgrades at the Hare Green Roundabout, Harwich Road junction on the A120 near Colchester
- £3.5M for major repairs to accident damaged bridges on the A47 Saddlebow interchange at King's Lynn
- £1.9M for resurfacing on the A1 between Langford and Baldock
- £1.1M to repair a bridge on the A14 at Claydon
- £3.2M for resurfacing on the A11 between Besthorpe and Spooner Row Highways England Regional Capital.

Delivery Team Leader Aran Nugent said: "This work will improve safety



and provide smoother journeys for the millions of drivers that use our road network across the East of England every day. "We care about drivers' journeys and we understand that roadworks can cause some disruption for drivers and local residents, so we have planned the work carefully and closely with local authorities, local parishes and other transport services to reduce its impact as much as we can. "While we are carrying out this essential work, I would urge motorists to plan their journeys ahead and allow extra time where needed."



Major A27 upgrade announced in Sussex

A major upgrade has been announced for the eastern A27, which will improve journey times for the 26,000 drivers who use the route. The £75M upgrade will see nine miles of the Sussex road improved, comprising four junctions between Lewes and Polegate, with improvements also planned to walking and cycling facilities. A section of the Polegate bypass will also be upgraded, providing a dual carriageway. Highways England put the plans forward for public consultation last year, with 78% of respondents backing the need for improvements. The results of the consultation have now been released and preferred options identified. Improvement works will include

widening several areas of the route, such as Drusillas Roundabout and the dual carriageway works, with an upgraded, signalised junction at Polegate; junction improvements, comprising right turn lanes at Gainsborough Lane junction, and easier access and egress to the A27 at Wilmington; plus significant enhancements to the walking and cycle path between Firle and Polegate. The improvements come as part of the Government's £15Bn investment in roads strategy, aimed at making journeys easier, quicker and safer. Highways England Project Manager Tom Beasley said: "I would like to thank everyone who took part in our

consultation. It's great to see that there is such strong backing for improvements to this section of the A27, and there were some really good ideas put forward. "People's input has helped to shape our plans and we've made some key changes to our proposals to make sure they deliver the biggest benefit. In particular we've prioritised improvements at Polegate, including the Gainsborough Lane junction, over the Selmeston bypass option and introduced a new enhanced option for upgrading the Wilmington junction – all as a result of people's input. "There will be an opportunity for people to see more detailed plans when we present the final designs at public exhibition events next year."



CONNECT WITH MAJOR INFRASTRUCTURE PROJECTS AT THE UK INFRASTRUCTURE SHOW

INFRASTRUCTURE AND PROJECTS AUTHORITY CONFIRMS PRESENCE AT UKIS

The UK Infrastructure Show – **Constructing the Future**, taking place at NEC, Birmingham on Tuesday 17 April, is a must-attend event for those working in all areas of infrastructure - from construction to technology. With UK infrastructure investment set to reach a record high of over £500Bn, and a building boom under way in the UK's large regional cities, construction is finally returning to levels last seen before the 2008 financial crisis. Officially supported by CompeteFor – the leading infrastructure supply chain service – UKIS celebrates major ongoing and future infrastructure projects including

HS2, Tideway and Crossrail. The second annual UK Infrastructure Show 2018 will provide exhibitors, sponsors and delegates with a unique opportunity to engage, connect and collaborate with a vast array of key projects, a captive audience of 1,000 decision makers and influencers representing all areas of the supply chain.

Organisers, BiP Solutions, have recently announced new partners for the event, including the Infrastructure Projects Authority. The IPA works with government and industry to ensure infrastructure and major projects are delivered efficiently and effectively, giving it

exclusive insight into the sector. Make your business known, build valuable relationships and develop market insight that creates lasting competitive advantage by exhibiting or sponsoring at this event. All on one day, in one place at the UK Infrastructure Show 2018.

For early bird exhibition and sponsorship opportunities call the UK Infrastructure Team on 0845 270 7066 or email exhibitions@ukinfrastructureshow.co.uk

The UK Infrastructure Show 2018 is **FREE** to attend for anyone working in the infrastructure sector – SMEs, Prime Contractors and representatives from major projects across the UK. To register for your complimentary place, simply [click here](http://www.ukinfrastructureshow.co.uk).

WHAT CAN YOU EXPECT AT THE UK INFRASTRUCTURE SHOW 2018?

KEYNOTE ARENA

The Keynote Arena at the UK Infrastructure Show 2018 will showcase presentations from some of the organisations charged with setting the strategy of future infrastructure plans as well as some of the major projects currently under way across the UK. Do not miss out on this unique opportunity to hear from a range of the most important speakers in the infrastructure industry.

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UK's leading projects, both those under way and those planned, with details of supply chain opportunities available to organisations like yours.

COMPETEFOR SUPPLY CHAIN ADVICE HUB

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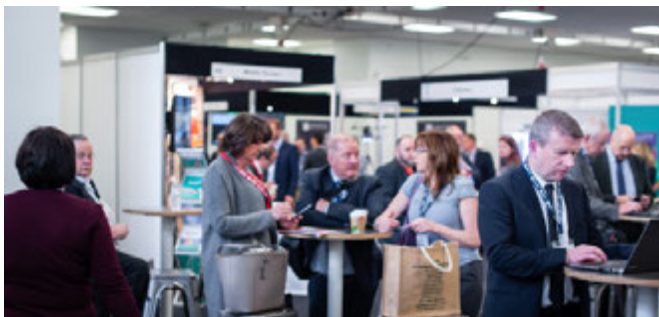
We are delighted to be working with some of the largest infrastructure projects currently under way across the UK. Our project partners will each have a dedicated pavilion within the Product Showcase Exhibition. Come along and meet with representatives from these projects to learn more about

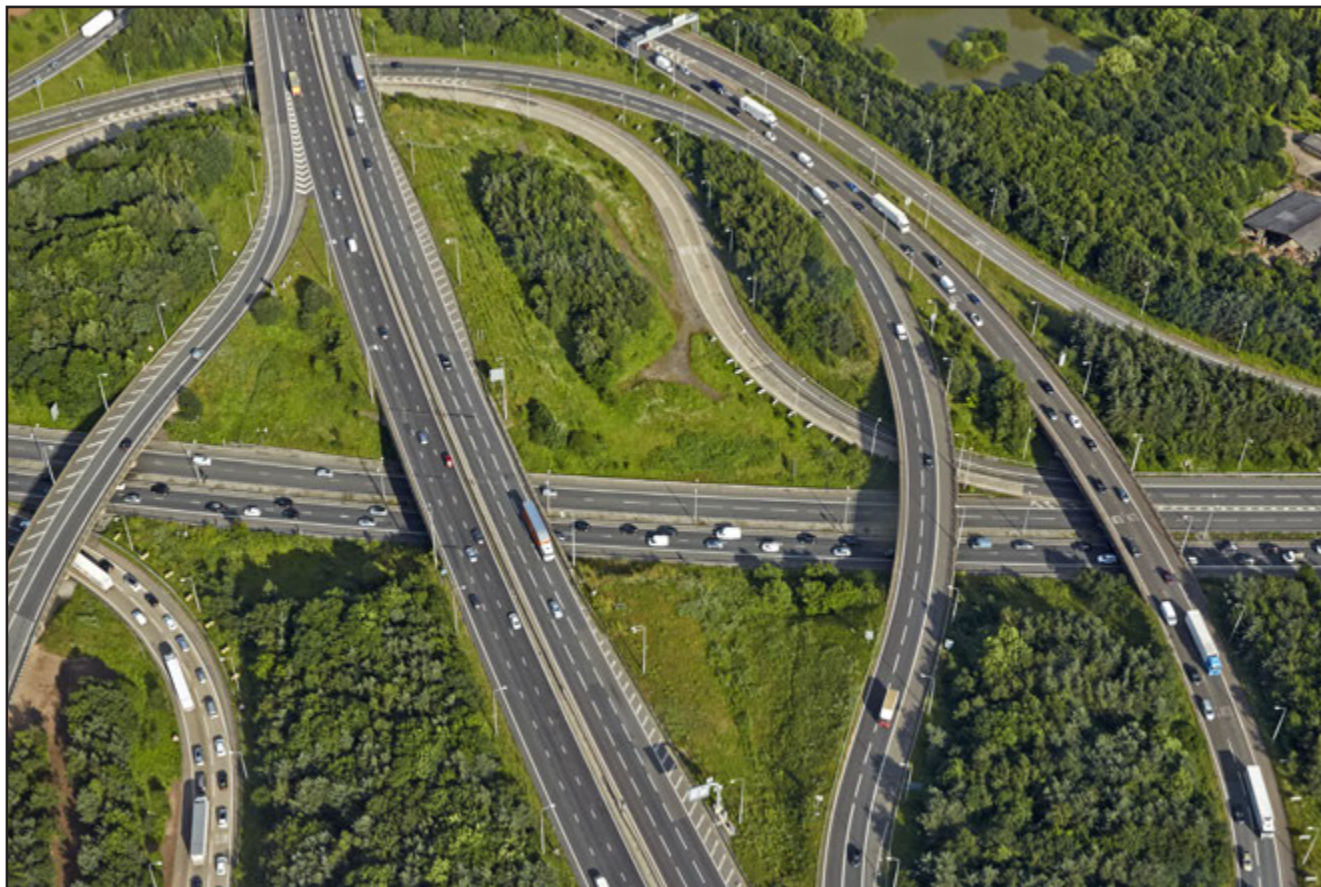
the supply chain opportunities open to organisations like yours.

PRIME CONTRACTOR ENGAGEMENT VILLAGE

The UK Infrastructure Show Prime Contractor Engagement Village will allow visitors the opportunity to meet directly with many of the key Prime Contractors currently engaged in the delivery of live projects, providing an insight into possible opportunities for developing ongoing working relationships. The UK Infrastructure Show 2018 is FREE to attend for anyone working in the infrastructure sector - SMEs, Prime Contractors and representatives from major projects across the UK. To register your complimentary place, simply [click here](http://www.ukinfrastructureshow.co.uk).

For early bird exhibition and sponsorship opportunities call the UK Infrastructure team on 0845 270 7066 or email exhibitions@ukinfrastructureshow.co.uk.





Highways England Strategic Design Panel shares initial findings

The initial findings of a panel exploring design best practice for Highways England's many road improvement projects have been published. According to the Highways England Strategic Design Panel progress report, a Good Design Guide is long overdue, while a comprehensive overhaul of the internationally referenced Design Manual for Roads and Bridges is desperately needed. First established in June 2015, the Strategic Design Panel has made design best practice a priority. All road improvement projects should be built atop a foundation of good design, and the panel is now exploring ways in which to make improvements. These initial findings coincide with Highways England's delivery of the biggest programme of Government investment in a generation. Mike Wilson, Chief Highway Engineer at Highways England, had this to say: "As we continue to successfully deliver the first Road Investment Strategy, I share the aspiration that, as well as our roads being safe, efficient and

affordable, they are also beautiful. I do not underestimate the challenge of this; it requires a culture shift for Highways England and the wider roads sector. We will now review the recommendations and provide an update in due course." Panel members come from a range of disciplines and represent those who have a vested interest in the design of the Strategic Road Network, including:

- Campaign for Better Transport
- Design Council/ Commission for Architecture and the Built Environment (CABE)
- Transport Focus
- Chartered Institute of Highways and Transportation
- Institution of Civil Engineers
- Landscape Institute
- Historic England
- The Prince's Foundation
- Institution of Structural Engineers
- Royal Institute

of British Architects

- Campaign to Protect Rural England
- Natural England
- National Trust

Sarah Weir, Chief Executive of The Design Council, was on hand to explain more: "The design panel's report sets a design challenge for Highways England that puts design processes and thinking at the heart of the planning and development of the strategic road network. The Design Council fully endorses the Design Vision and comprehensive '10 Principles of Good Design' and welcomes the focus on valuing both the beauty of the places through which roads pass and the experience of people that live with and use road infrastructure." Phil Carey, Policy Advisor to Transport Focus, added: "As the Panel's report makes clear, at the heart of good design must be a road that works well for users – one that puts safety first, is easy to use, and is as far as possible a pleasure to travel on."

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ASBESTOS MANAGEMENT ON HIGHWAY PROJECTS

Risk management specialist Lucion Services has produced a white paper on the asbestos management issues associated with highways projects.

With much of the UK highways infrastructure over 20 years old, one of the biggest risks associated with renewal, repair and maintenance activities are the hidden dangers of asbestos containing materials (ACMs) that may be present.

In the highways environment ACMs are known to exist in road building materials, drainage structures, pipes, bridges and viaducts, retaining walls, associated buildings and other assets. In particular, road tunnels, depots and other buildings are considered to pose the highest risk for highways related works.

It is the responsibility of the duty holder to make sure that all highways assets are well managed and maintained, and this includes knowledge of where the asbestos is located.

To address the health risks associated with ACMs, the Control of Asbestos Regulations 2012 (CAR) seeks to minimise the risk of harmful effects of exposure to asbestos. Regulation 4 of the CAR 2012 includes an explicit duty for those in control of assets to identify and manage any asbestos present. In addition to CAR 2012, the Highways England (HE) asbestos

management strategy complements existing requirements under the Construction Design and Management Regulations (CDM) 2015. This forms the basis for ensuring asbestos issues are included in Health and Safety Plans and files, and in the design of risk assessments and other actions required by the Control of Substances Hazardous to Health (COSHH) Regulations 1992.

HE will audit and monitor Providers and Major Project Providers against these policies.

In order to manage any ACMs present they must first be positively identified or presumed to be present. The presumptive basis of asbestos management requires the duty holder to assume that all unknown infrastructure fabric contains asbestos and that procedures are put in place to ensure that the material is dealt with accordingly – through an asbestos management plan.

The most common starting point is an asbestos management survey which is designed to identify, as far as is reasonably practicable, the presence and extent of any suspect ACMs.

As well as desk studies, this is also likely to include ‘intrusive’ sampling and analysis to make a material assessment of the condition of any ACMs present and their ability

to release fibres into the air. In the case of hidden assets, including drainage systems, the assets must be presumed to contain asbestos unless there is evidence to the contrary.

In addition, for specific work packages or projects, a refurbishment and demolition survey is needed before any refurbishment or demolition work is carried out. This investigative work is fully intrusive and also involves destructive inspection, as required, to gain access to all areas including those that may be difficult to reach. This is an involved process requiring trained civils operatives working alongside the asbestos surveyor.

The asbestos management plan uses the location of any ACMs identified in the survey to set out those measures required to prevent any unknowing exposure to asbestos by highways staff, maintenance workers and the general public.

A thorough and robust area asbestos management plan, and associated action plans, is therefore a fundamental requirement to ensure compliance with Highways England requirements.

To help those responsible meet their responsibilities, risk management specialist Lucion has produced a special white paper on Asbestos Management on Highways.

[Click here for your free download.](#)



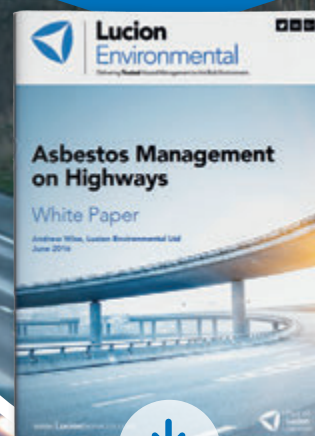


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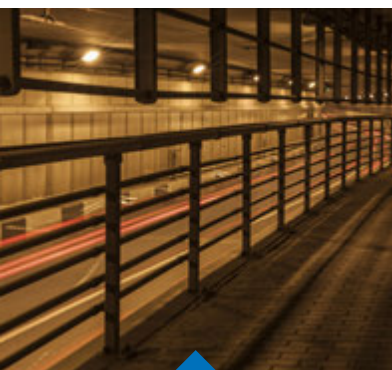
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Graham appointed to £73M Stockport town centre access upgrade



Highway connectivity is set to improve in Stockport, with civil engineering specialist Graham appointed to a £13M transport upgrade. Stockport Council has contracted Graham – via the Highways England CDF Lot 2 Framework – to design and construct the brand new Travis Brow link road. This much-needed infrastructure, which links the A6 to the M60 in Stockport, forms part of a £73M Town Centre Access Plan to improve connectivity and ease congestion across the town centre proper. That plan was masterminded by Stockport Council in partnership with Transport for Greater Manchester, with Growth Deal funding secured through the Greater Manchester Combined Authority. The Travis Brow link comprises a new

classified road with retaining walls which channel the highway under an iconic Network Rail asset, the Stockport Viaduct – a Grade II listed structure dating back to the 1840s. From a civil engineering perspective, the project presents a significant challenge. At various points, the link road will interface with Stockport Viaduct, a disused railway tunnel and the A6 – part of the Key Route Network in Greater Manchester. Graham remains unfazed however. “We are delighted that Graham is the contractor of choice to complete the works for the new Travis Brow Link Road,” commented Leo Martin, Executive Director at Graham. “This link road development forms a key part of an extensive access

plan for Stockport town centre, with high-levels of expertise required in order to complete the work – especially when you take into consideration the Grade II listed viaduct and tunnel.” Councillor Kate Butler, Cabinet Member for Economy and Regeneration at Stockport Council, added: “The new link road is vital to our vision of continuing to improve transport across Stockport town centre. It will provide motorists with a new route into and around Stockport, reducing journey times and improving connectivity for thousands of motorists a year.” Graham will now work alongside Mott MacDonald – together with highway specialist George Cox & Sons – to deliver the new link road, with work anticipated to end in August 2018.

A21 between Tonbridge and Pembury opens to traffic

Around 35,000 commuters are expected to benefit from a major upgrade to the A21 linking Hastings with London via Tonbridge and Pembury. It is thought that the new dual carriageway, which opened to motorists this autumn, will reduce journey times, enhance road safety, lessen congestion and boost the local economy. “This is another missing link in the country’s road network filled in,” said David Haimes, Regional Investment Programme Director at Highways England. “For decades, the single carriageway section of the A21 between Tonbridge and Pembury has been a source of daily congestion, delaying drivers and frustrating business who depend on the road. That changes today. “These A21 improvements are another great achievement for Highways England’s delivery of the first Road Investment Strategy, the biggest road investment for a generation. I hope the people of Kent enjoy driving on their new improved A21.” As part of the project, infrastructure specialist Balfour Beatty built two brand new junctions, improving accessibility to the A21 for neighbouring residents while introducing dedicated facilities for

pedestrian, equestrian and cyclist use. Crucially, the A21 spans an Area of Natural Outstanding Beauty, which required Balfour Beatty to adhere to the strictest environmental standards possible. Twice the amount of woodland was translocated as was removed, with pioneering techniques employed to preserve the site’s prevailing ecological make up. Over the course of the upgrade Balfour Beatty also created 11 graduate placements alongside five apprenticeships and six work experience placements, bringing economic benefit to the surrounding community. George Pargeter, Balfour Beatty’s Project Director on the A21 Tonbridge to Pembury Project, had this to say: “We are delighted to announce the

completion of the A21 project, enabling the local community and travelling public to enjoy the benefits of the new dual carriageway. “This has been a complex project which presented a number of challenges. However, our expertise and collaboration with Highways England has enabled us to successfully and safely deliver a high-quality, more streamlined route connecting Hastings and London.” In recent months, road users have experienced a phased opening, which kicked off with the partial unveiling of a brand new flyover on Longfield Road in July 2017. But with the A21 now fully open, motorists are finally able to take full advantage of a faster, safer road network.





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£350M investment for local roads

The Government has announced a £345.3M funding package to improve local roads and public transport across the country. Transport Secretary Chris Grayling confirmed that some 76 projects from across the country have been awarded funding totalling £244M, with some £101.3M granted for two new major roads in Middlewich and Worcester. The investment will see key benefits for local road users, with access to public transport sites improved, more roads made cyclist-friendly and key local traffic 'pinch points' addressed as well as supporting the development of new housing. Transport Secretary Chris Grayling said: "This Government is taking the big decisions for Britain's future and investing a record £23Bn in our roads to increase capacity and improve journeys. "These schemes will provide much-

needed upgrades to essential local roads up and down the country, cutting congestion, improving safety and shortening journey times for drivers. "They will also help boost regional economic growth by unlocking jobs and supporting vital new housing development." A huge range of projects will benefit from the investment, ranging from contactless payment options across Nottingham's bus and tram network, to a new bus link in Plymouth with direct access to Derriford hospital and upgrades to the A66 in Darlington which will help to deliver 2,600 houses and 4,300 jobs by improving travel connections. The major road scheme in Worcester sees a range of upgrades to the Worcester Southern Relief Road, with £54.5M in funding bringing a

new carriageway alongside the existing Carrington Bridge. This will provide much-needed congestion relief for local Worcester residents and commuters. In Middlewich, some £46.5M will pay for the Eastern Bypass scheme, designed to cut congestion for residents and open up more land for employment. The National Productivity Investment Fund and the Large Local Majors fund, will provide the investment funds as part of the Government's record investment in road to help keep Britain moving and the economy growing. The Government announced its ambitious Road Investment Strategy (RIS) in December 2014. The strategy is designed to increase road capacity, boost economic development and improve road safety. Highways England has completed 18 road schemes and started work on 15 more.



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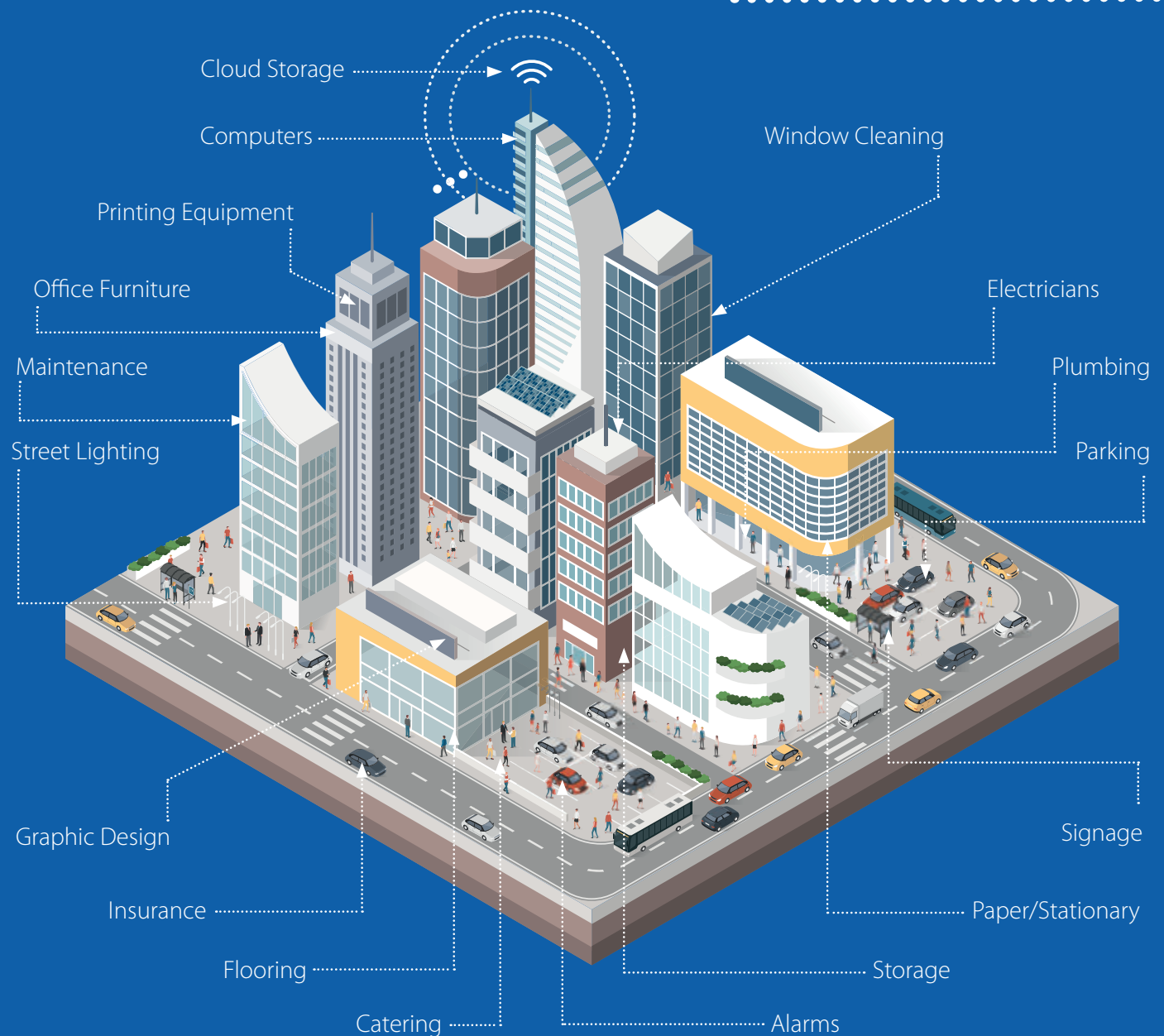
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